

NHTSA Funds

Fund Code	Fund Title	Link to CFR for eligible use
402PA	402 Planning and Administration	23 CFR 1300.13(a)
402	Discretionary Highway Safety	23 CFR 1300.13(b)
405 (b)	Occupant Protection	23 CFR 1300.21(g)
405 (c)	Traffic Records	23 CFR 1300.22(d)
405 (d)	Impaired Driving	23 CFR 1300.23(i)
405 (e)	Distracted Driving	23 CFR 1300.24(f)
405 (e) Flex	Distracted Driving	23 CFR 1300.24(f)(2)
405 (f)	Motorcycle	23 CFR 1300.25(m)
405 (g)	Non-Motorized	23 CFR 1300.26(e)
405 (h)	Preventing Roadside Deaths	23 CFR 1300.27(e)
405 (i)	Driver and Officer Safety Education	23 CFR 1300.28(h)
1906	Racial Profiling	23 CFR 1300.29(d)

Other Funds

Fund Code	Fund Title	Link for eligible use
FHWA 164PA	FHWA 164 Planning and Administration	
FHWA 164	FHWA Section 164	23 CFR 1275.7(a) 23 USC 164
FHWA Roadway Safety	Roadway Safety	23 CFR 924.5 , 23 CFR 924.9(b) , 2 CFR Part 200 23 USC 148
FHWA Work Zone	Work Zone Enforcement/Education	23 CFR Part 630 Subpart J Work Zone Traffic Management
FHWA Safe Routes	Safe Routes to School	23 USC 208: Safe routes to school (house.gov)
ODOT-State	Youth Programs-TOF	
\$28 per MC Endorsement	Motorcycle Safety	ORS 802.320 , ORS 802.340 , ORS 807.370
\$6 per License	Driver Education (SDTF)	ORS 336.810 , ORS 336.804
ODOT DMV – Flat	State Match (Program Management)	
State Highway Fund	Regional Match (Program Management)	

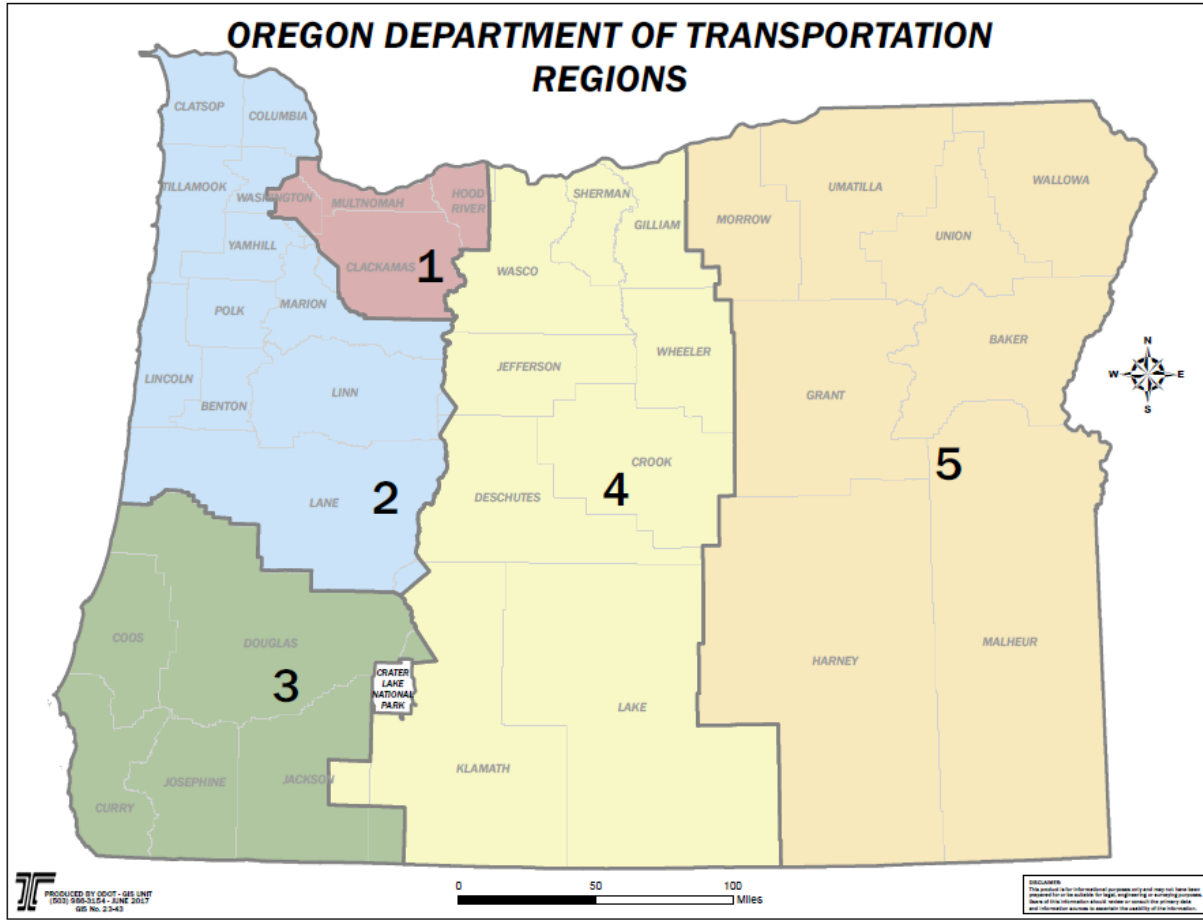
Links to 23 CFR:

Projects: [1300.12\(b\)\(2\)\(i\)](#)

Intended sub-recipients: [1300.12\(b\)\(2\)\(iv\)](#)

Location: [23 CFR 1300.12\(b\)\(2\)\(i\)](#)

ODOT Region Map and Table of Counties by Region



County	Region
Clackamas	1
Hood River	1
Multnomah	1
Washington	1
Benton	2
Clatsop	2
Columbia	2
Lane	2
Lincoln	2
Linn	2
Marion	2
Polk	2

Yamhill	2
Coos	3
Curry	3
Douglas	3
Jackson	3
Josephine	3
Crook	4
Deschutes	4
Gilliam	4
Klamath	4
Lake	4

Sherman	4
Wasco	4
Wheeler	4
Baker	5
Grant	5
Harney	5
Malheur	5
Morrow	5
Umatilla	5
Union	5
Wallowa	5

When “Statewide” or something similar is used, all 36 counties listed above are included as location sites to the project.

Promised Projects:

In Accordance with the requirements of 23 CFR 1300.41 (b)(3) there is one Promised Project for FFY2024. That project obligates \$58,839.47 of 405(f) funds apportionment/allocated in 2020. See Motorcycle Safety project M11MA-24-50-00-00 for details.

Statewide

164PA-24-91-90-00	Planning & Administration (P&A)	Anticipated Award
164PA		\$100,000

This project will fund Planning and Administrative (P&A) costs for TSO's Impaired Driving Program. Eligible expenses will include travel, services and supplies, and office equipment expenses to support alcohol impaired driving program management and efforts ([23 CFR 1300.13\(a\)](#)). It is proposed under the authority provided to State Highway Safety Offices empowered to carry out the activities described in 23 CFR 402 and generally summarized in this NHTSA informational webpage –

<https://one.nhtsa.gov/people/outreach/tipsandtactics/pages/2WhatAreSHSos.htm>

Source: Section [154 and 164 legislation and interim regulations](#) and [23 USC 402: Highway safety programs \(house.gov\)](#)

Intended sub-recipients:

ODOT, Transportation Safety Office

Location and Affected Communities:

Salem (SHSO), and ODOT Regions 1-5, See ODOT Region Map and Table of Counties by Region.

Countermeasure/Justification:

Program Management: NHTSA Uniform Guidelines for Highway Safety Program Management to establish procedures, conduct planning and ensure program activities are implemented as identified by NHTSA as necessary in the Uniform Guidelines for State Highway Safety Program.

(Guideline: 8)

[23 CFR 1300 13\(a\)\(1\)\(i\)](#): *Planning and administration (P & A) costs* are those direct and indirect costs that are attributable to the management of the Highway Safety Agency. Such costs could include salaries, related personnel benefits, travel expenses, and rental costs specific to the Highway Safety Agency. The salary of an accountant on the State highway safety agency staff is an example of a direct cost attributable to P & A. Centralized support services such as personnel, procurement, and budgeting would be indirect costs.

Alcohol-impaired Driving Programs

Section 164 funds obligated and spent on alcohol-impaired driving countermeasures or directed to State and local law enforcement agencies for the enforcement of impaired driving laws or

regulations (164AL) take on the characteristics and requirements of NHTSA's Section 402 program.

Planning and Administration: a maximum of 10% of annual 164 transfer funds may be used for planning and administration (P&A), with no matching funds required.

Eligible Use of Funds:

The Section [154 and 164 legislation and interim regulations](#) provide that the funds transferred to Section 402 under this program are to be used for alcohol-impaired driving countermeasures or directed to State and local law enforcement agencies for the enforcement of laws prohibiting driving while intoxicated, driving under the influence or other related laws or regulations.

- For Section 164 transfer funds, appropriation code 164AL should be used when obligating these funds for Section 402 alcohol programs, and appropriation code 164PA should be used when obligating these funds for P&A.

PA-24-91-90-00	Planning & Administration	Anticipated Award
402PA		\$900,000
State Highway Funds		\$360,000

This project will fund Planning and Administrative (P&A) costs for TSO’s Highway Safety Program(s). Eligible expenses will include travel, services and supplies, and office equipment expenses to support program management and efforts ([23 CFR 1300.13\(a\)](#)). Authority provided to State Highway Safety Offices empowers the SHSO to carry out the activities described in 23 CFR 402 and is generally summarized in this NHTSA informational webpage – <https://one.nhtsa.gov/people/outreach/tipsandtactics/pages/2WhatAreSHSOS.htm>

Source: [23 USC 402: Highway safety programs \(house.gov\)](#)

Intended sub-recipients:

ODOT, Transportation Safety Office

Location and Affected Communities:

Salem (SHSO), and ODOT Regions 1-5, See ODOT Region Map and Table of Counties by Region.

Countermeasure/Justification:

Program Management: NHTSA Uniform Guidelines for Highway Safety Program Management to establish procedures, conduct planning and ensure program activities are implemented as identified by NHTSA as necessary in the Uniform Guidelines for State Highway Safety Program.

(Guidelines: 3,8,10,11,12,14,15, 19,20, & 21)

[23 CFR 1300 13\(a\)\(1\)\(i\)](#): *Planning and administration (P & A) costs* are those direct and indirect costs that are attributable to the management of the Highway Safety Agency. Such costs could include salaries, related personnel benefits, travel expenses, and rental costs specific to the Highway Safety Agency. The salary of an accountant on the State highway safety agency staff is an example of a direct cost attributable to P & A. Centralized support services such as personnel, procurement, and budgeting would be indirect costs.

Planning and Administration: a maximum of 18% of annual 402 funds may be used for planning and administration (P&A), with no matching funds required.

Eligible Use of Funds:

[23 USC 402: Highway safety programs \(house.gov\)](#): 402 funds- Planning and Administration.

See Paragraph and Table Below	Program Management	Anticipated Award
402		\$1,555,000
State Highway Funds		\$600,000

This project will fund ODOT-TSO's individual Section 402 programs' management costs.

Intended sub-recipients:

ODOT Transportation Safety Office

Justification:

Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of an impaired driving program manager/coordinator of a state's highway safety agency). Compensation for activity hours of a DWI (Driving While Intoxicated) enforcement officer is an example of a direct cost attributable to a project. [23 CFR 1300.13\(a\)\(1\)\(ii\)](#)

Location and Affected Communities:

Salem (SHSO), and ODOT Regions 1-5, See ODOT Region Map and Table of Counties by Region.

Countermeasure:

Program Management: NHTSA Uniform Guidelines for Highway Safety Program Management (Guidelines: 3,8,10,11,12,14,15, 19,20, & 21)

Eligible Use of Funds:

[23 USC 402: Highway safety programs \(house.gov\)](#):

402 funds - for each individual program the 402 Program Management fund allocation will be as identified in the table below. Program Management activities include salaries, benefits, travel, services and supplies, and office supplies for management and support personnel.

Program Name	Project Number	Anticipated 402 Award	State Highway Funds
Bicycle and Pedestrian	BGX-24-68-90-00	\$ 32,000.00	\$ 31,967.75
Community Safety Programs	CP-24-25-90-00	\$ 76,639.49	\$ 15,327.90
Distracted Driver	M8DD-24-20-90-00	\$ 71,413.49	\$ 14,282.70
Driver Education	DE-24-20-90-00	\$ 730,710.11	\$ 236,141.04

Emergency Medical Services	EM-24-24-90-00	\$ 42,848.09	\$ 8,569.62
Motorcycle Programs	MC-24-80-90-00	\$ 50,896.77	\$ 179,089.46
Occupant Protection	OP-24-45-90-00	\$ 139,168.47	\$ 27,833.69
Roadway Safety	RS-24-77-90-00	\$ 33,092.51	\$ 7,523.13
Preventing Roadside Deaths	M12X-24-69-90-00	\$ 33,092.51	\$ 7,523.13
Safe Driver	M8PM-24-22-90-00	\$ 28,565.40	\$ 5,713.08
Speed Management	SC-24-35-90-00	\$ 21,098.42	\$ 4,219.68
Traffic Services	PT-24-30-90-00	\$ 14,065.62	\$ 2,813.12
Traffic records	TR-24-54-90-00	\$ 22,991.85	\$ 4,598.37
1906 Racial Profiling	F1906X-24-25-90-00	\$ 22,991.85	\$ 4,598.37
Data Programs	24M3DA-900	\$ 30,655.80	\$ 6,131.16
Vehicle Equipment	CL-24-80-90-00	\$ 99,277.52	\$ 22,569.38
Judicial	TC-24-24-90-00	\$ 70,328.08	\$ 14,065.62
Driver & Officer Safety	M13X24-70-90-00	\$ 35,164.04	\$ 7,032.81
Totals		\$ 1,555,000.00	\$ 600,000.00

TSP-24-20-16-00	Trauma Nurses Talk Tough – Train the Trainer	Anticipated Award
402		\$30,000

This project provides funding to continue statewide training of trauma care providers to teach the TNTT program which exposes youth to research proven vehicle, bicycle, and other wheeled sport injury prevention education. 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), along with speed, and dealing with other distractions while driving.

Intended sub-recipients:

Legacy Emanuel Medical Center, Safety and Injury Prevention - Trauma Nurses Talk Tough. Legacy Health is a locally owned, nonprofit, six-hospital health system.

Location:

Portland, OR

Affected Communities:

Trauma centers in Oregon

Countermeasures and Justification: 1300.11(b)(4)(ii) 1300.12(b)(2)(viii) (CTW page 6-21)

Pre-Licensure Driver Education – CTW 2 star citation

Education campaigns are one of the only proven countermeasures for traffic safety. Driver Education uses grant dollars to fund a Trauma Nurses Talk Tough train the trainer program that provides injury prevention education for school and community groups. In addition, the trainers facilitate helmet and child safety seats events in their local areas. While pre-licensure driver education receives 2 stars in Countermeasures that Work, there is no countermeasure that addresses pre-licensure driver education for youth pre driving age. Providing education for youth, kindergarten through 12th grade, allows them to learn the information that will familiarize them with the laws in Oregon regarding safe roadway use, including helmet usage, safe biking and walking and safe behavior in vehicles. These activities are in support of national highway safety goals to reduce motor vehicle injuries and fatalities.

The countermeasure strategy of driver education was informed by Highway Safety Program Guideline number 4, specifically program management, enforcement, driving education and training program and program evaluation and data.

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6	Pre-licensure driver education	p. 282

Eligible Use of Funds:

[23 USC 402: Highway safety programs \(house.gov\)](#): 402 – Teen Traffic Safety Programs

See Paragraph Below	Education and Outreach for ODOT Regions 1-5	Anticipated Award
402		\$612,000

This project funds grassroots transportation safety education, outreach, and/or services through mini-grants to local jurisdictions, traffic safety organizations, non-profits and law enforcement to address community-identified behaviors that have been contributing to the increase in traffic fatalities and serious injuries in ODOTs five Regions. The following project numbers and their respective mini-grants will be funded by this project: **CP-24-24-11-00** at \$481,000; **CP-24-24-12-00** at \$25,000; **CP-24-24-13-00** at \$25,000; **CP-24-24-14-00** at \$41,000 and **CP-24-24-15-00** at \$40,000 for a total of \$855,750. For additional details see breakout by Region below.

Intended sub-recipients:

ODOT Transportation Safety Office

Location and Affected Communities:

ODOT Regions 1-5, See ODOT Region Map and Table of Counties by Region

Eligible Use of Funds:

[23 USC 402: Highway safety programs \(house.gov\)](#): 402 Funds: Driver Education; Community Traffic Safety Programs.

Countermeasure Strategy(s):

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CP 24-24-11-00	Region 1 Program: Education and Outreach	Anticipated Award
402		\$481,000

This project funds grassroots transportation safety education, outreach, and/or services through sub-awards to local jurisdictions, traffic safety organizations, non-profits and law enforcement to address community-identified behaviors that have been contributing to the increase in traffic fatalities and serious injuries in ODOTs Region 1 Office (Portland Metro Area).

Intended sub-recipients:

Portland Police Bureau, Afghan Support Network – non-profit, Safe Kids Washington County – non-profit, OHSU Doernbecher- Public Hospital, Hood River County Prevention Department, Multnomah County Sheriff Department. Beaverton PD, Canby PD, Cornelius PD, Gladstone PD, Gresham PD, Lake Oswego PD, Hood River PD, Molalla PD, Oregon City PD, Portland PB, Sherwood PD, Tigard PD, Tualatin PD, West Linn PD, Clackamas CSO, Hood River CSO, Multnomah CSO, Washington CSO.

Locations/Affected Communities: Jurisdictions within Region 1 in the counties of Clackamas, Hood River, Multnomah and Washington.

City of Portland – Portland Police Bureau, Afghan Support Network – non-profit

Individual sub-awards from this project include the following seven (7) projects:

CP 24-24-11-01	ESL/LEP Driver Ed	Award
402		\$100,000

This project will provide driving instruction and traffic safety training for both classroom and behind the wheel modules to Portlanders who speak English as a second language (ESL) and have Limited English Proficiency (LEP). This addresses the problem identification for Region 1 in the Triennial Highway Safety Plan (Statewide chapter, Problem Identification).

- Seventy-six percent of traffic deaths in the City of Portland occurred in low-income communities and communities with the most racial and ethnic diversity.
- Municipal Court data by county shows from 2016 to 2022, on average per year, there were 97,344 cases with at least one traffic violation heard and 428 requests for interpretation. Although the requests for interpretation represent less than 1 percent of all cases with at least one traffic violation, 54 percent of all interpreter requests in Oregon were in Multnomah County.

Intended sub-recipients: City of Portland – Portland Police Bureau

Location/Affected Communities:

Police Training Center, 14912 NE Airport Way, Portland, OR 97230 – the project serves immigrants and refugees in all Region 1 counties Multnomah, Washington, Clackamas and Hood River; however, the majority of this population lives in SE Portland and PPB works with organizations that serve these populations, where the majority are located in SE Portland.

English as a second language (ESL), Limited English Proficiency, or members of immigrant and refugee communities living in the Portland Metro Area.

Eligible Use of Funds: 402 Driver Education. These funds will address the primary data-related crash factors identified in the ODOT Triennial HSP.

Countermeasure Strategy:

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7	1.1 Formal courses for older drivers	p. 563

While pre-licensure driver education and formal courses for older drivers both receive 2 stars in Countermeasures that Work, there is no countermeasure that addresses pre-licensure driver education for adults. However, a review of articles published from 2004-2008 by Korner-Bitensky on the effectiveness of older driver retraining programs for improving driving skills and reducing crashes provided strong evidence that education combined with on-road training improves driving performance.¹ The value of physical training in addition to education is reinforced by research results by Romoser and Fisher.² They found that active training, such as practice with feedback, is a more effective strategy for increasing older drivers' likelihood of side-to-side scanning, looking for threats, during turns than is passive training (classroom lecture or video only) or no training.

This project also supports grassroots outreach, education and collaboration with community partners, justification in the Triennial Highway Safety Plan, Statewide chapter.

The countermeasure strategy of driver education was informed by Highway Safety Program Guideline number 4 specifically program management, enforcement, driving education and training program and program evaluation and data.

The budget includes overtime for officers teaching the courses, translation services, materials and printing of hand outs and test preparation, state-approved driver education provider, student transportation and lunch because the students are in class all day.

CP 24-24-11-02	Afghan Support Network Learner Permit Project	Award
402		\$91,000

¹ Korner-Bitensky, N., Kua, A., von Zweck, C., & Van Benthem, K. (2009). Older driver retraining: An updated systematic review of evidence of effectiveness. *Journal of Safety Research, 40*, 105-111.

² Romoser, M. R. E., & Fisher, D. L. (2009). The effect of active versus passive training strategies on improving older drivers' scanning in intersections. *Human Factors, 51*, 652-668.

This project will help newly arrived Afghan refugees who don't speak English and need help obtaining an instructional permit, in obtaining the education and training they need to acquire an Oregon driving permit.

This addresses the problem identification in the Triennial Highway Safety Plan, Statewide chapter.

- More than 800 Afghan refugees are expected to settle in Oregon. Many of these folks have driven in Afghanistan but don't have the language skills necessary to learn the rules of the road in Oregon. A driving instruction permit will help these individuals and their families attain mobility which would greatly help them in starting successful new lives in Oregon.

Intended sub-recipients:

Afghan Support Network – non-profit

Location and Affected Communities:

Community Center 10865 SW 5th St. #250, Beaverton, OR 97005. Afghan Support Network serves newly Afghan immigrants and refugees in the greater Portland Metro Area which is identified as Portland-Hillsboro and Vancouver and the counties in Oregon of Clackamas, Columbia, Multnomah, Washington and Yamhill. Although parts of Washington State are identified as part of the Greater Portland Metro Area, only Afghans living in Oregon are served by this project.

Recently immigrated Afghans who speak Dari or Pashto who live in the Greater Portland Metro Area.

Eligible Use of Funds: 402 Driver Licensure/Education - These funds will address the primary data-related crash factors identified in the Triennial Highway Safety Plan, Statewide chapter.

Countermeasure Strategy

This project employs the countermeasure strategy grassroots outreach and education as identified and justified in the Triennial Highway Safety Plan, Statewide chapter.

While pre-licensure driver education and formal courses for older drivers both receive 2 stars in Countermeasures that Work, there is no countermeasure that addresses pre-licensure driver education for adults and also no research on the effectiveness of pre-licensure for adults. However, driving laws and norms differ by country and in developing countries there may be a lack of laws, enforcement and even roads; therefore, in providing education for Afghans to learn the information that will help them pass the Oregon written exam for a permit also familiarizes them with the laws and norms in the U.S. and in Oregon. One example of this is car insurance, which is a requirement in the U.S., but in Afghanistan the insurance sector is in need of reform and most drivers are uninsured.

The countermeasure strategy of driver education was informed by Highway Safety Program Guideline number 4, specifically program management, enforcement, driving education and training program and program evaluation and data.

This project also supports grassroots outreach, education and collaboration with community partners, justification provided in the Statewide chapter in Oregon's Triennial HSP.

The budget includes two instructors, Afghan Support Network (ASN) staff time, two interpreters, an instructor assistant, printing of course materials, student transportation, childcare for women while taking the class, ASN administrative costs 10% de minimis, mileage reimbursement, facility rental, outreach to the Afghan Community about the classes and financial assistance for the driving permit fee (only for students who successfully pass the test).

CP 24-24-11-03	Driver Ed for Low Income Teens and Adults	Award
402		\$25,000

This pilot project will provide financial assistance to low-income teens to take and complete Driver Education. This addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan and within the Driver Education chapter.

Intended sub-recipients:

State of Oregon – ODOT - Transportation Safety Office - Region 1

Location and Affected Communities:

This is a pilot project focused on SE Portland low-income families and students; however, it will be open to any low-income student wishing to take Driver Education training in Region 1 which includes the counties of Clackamas, Hood River, Multnomah and Washington.

Eligible Use of Funds: 402 Driver Licensure/Education. These funds will address the primary data-related crash factors identified in the ODOT Triennial in the Statewide chapter and within the Driver Education chapter.

Countermeasure Strategy

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While pre-licensure driver education receives 2 stars in Countermeasures that Work, ODOT DMV data identifies that teens who take an approved driver education program have a 21% lower crash rate and 57% fewer traffic convictions than those who don't. The countermeasure strategy of driver education was informed by Highway Safety Program Guideline number 4 specifically program management, enforcement, driving education and training program and program evaluation and data.

This project also supports grassroots outreach, education and collaboration with community partners, justification in the Statewide chapter of the Triennial HSP.

The budget will pay for the cost of the Driver Ed Class, which ranges from \$350 - \$800 depending on the provider, for teens and adult first-time drivers, who would otherwise not be able to afford to participate in Driver Ed to enable them to have that opportunity (access).

CP 24-24-11-04	Immigrant and Refugee Traffic Safety Project	Award
402		\$75,000

This project is a follow-on to a 2022-2023 grant project that hosted listening sessions to learn more about traffic safety issues affecting underrepresented immigrant, refugee and BIPOC communities. With the knowledge gained from the listening sessions this project will develop classes/workshops that provide tailored education on the issues identified during the listening sessions. The project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan.

Intended sub-recipients:

Immigrant and Refugee Community Organization (IRCO)) – non-profit

Location and Affected Communities:

IRCO has eight locations throughout Portland, six of them on the East side which houses the largest immigrant and refugee community and also bears the brunt of traffic crashes in Portland. In 2022, IRCO served 29,000 Portlanders. The majority of the activities have been taking place in the NE at the Africa House at 709 NE 102nd Ave Portland, OR 97220.

Eligible Use of Funds: 402 – Community Traffic Safety Programs. These funds will address the primary data-related crash factors identified in the ODOT Triennial HSP.

Countermeasure Strategy:

This project employs the countermeasure strategy grassroots outreach and education as identified and justified in the Triennial HSP. However, it also supports the following countermeasures:

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8	Communications and Outreach Impaired Pedestrians	p. 354
9	3.3 Enforcement Strategies	p. 425

This project supports the countermeasure Communication and Education, and the effectiveness rating for communications and outreach countermeasures depends on the program.

Education and outreach are informed by Highway Safety Program Guidelines 4 driver education and training and guidelines 8, 13, 14, 15, 19 20 specifically communication program and 21 specifically the outreach program. However, it should be noted that this is a road-user outreach and education program addressing all road users.

The budget will pay for staff time, benefits, equipment rental (laptop/phone), overhead/indirect costs, travel, staff development, professional language services, office space and virtual meeting costs for *Zoom* and closed captioning.

CP 24-24-11-05	Education and Outreach	Award
402		\$140,000

This project will produce an education and outreach campaign in Region 1 for little known traffic laws, similar to the *Move Over* campaign that was launched during the 2022-2023 grant year. Some of the funding will be used for more education on the Move Over law, and a campaign similar to the “Did you know” or “The More you Know” campaigns will be developed to educate Region 1 drivers about little known Oregon traffic laws and/or changes in those laws.

The project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan.

Intended sub-recipients: Transportation Safety Office Region 1

Location and Affected Communities:

Region 1, which includes Clackamas, Hood River, Multnomah and Washington Counties. Road users in the counties of Clackamas, Hood River, Multnomah and Washington Counties.

Eligible Use of Funds: 402 Paid Advertising/Mass Media Campaign; Driver Education
 These funds will address the primary data-related crash factors identified in the ODOT Triennial HSP.

Countermeasure Strategy

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Mass media campaigns are only mentioned as a countermeasure against Impaired Driving; however, media is mentioned as an integral part of any high visibility enforcement campaign throughout CTW.

This project supports the countermeasure Communication and Education, and the effectiveness rating for communications and outreach countermeasures depends on the program. There is no countermeasure that supports grassroots communication and outreach; however, research concludes that public engagement is a critical component of any public health strategy. Please see the justification in the Statewide chapter of the Triennial HSP.

Education and outreach are informed by Highway Safety Program Guidelines 4 driver education and training and guidelines 8, 13, 14, 15, 19 20 specifically communication program and 21 specifically the outreach program. However, it should be noted that this is a road-user outreach and education program addressing all road users through different communication mediums, social media, billboards, PSAs etc.

The budget will pay for development of traffic safety media and outreach materials and some placement.

CP 24-24-11-06	Safety Outreach and Education for SPIS / STIP sites and Projects	Award
402		\$40,000

This project will conduct education and outreach on specifically identified Safety Priority Index Sites as identified in the problem in the Statewide chapter of the Triennial HSP. In addition, this project will push out safety messages in relation to current and specific Region 1 construction projects. Region 1 has a community affairs team that will facilitate education and outreach efforts around such projects, where this grant project will also push out specific traffic safety messages during local community meetings and communications about projects.

Intended sub-recipients: Transportation Safety Office, Region 1

Location and Affected Communities:

Region 1, which includes Clackamas, Hood River, Multnomah and Washington Counties, please see Attachments A & B for specific project locations. Road users, families, businesses, government entities and organizations who live along, are located on or use roadways identified as SPIS sites.

Eligible Use of Funds: Section 402, Outreach/Media Campaign and Driver/Road User Education; Community Traffic Safety Programs - These funds will address the primary data-related crash factors identified in the ODOT Triennial HSP, Statewide chapter.

Countermeasure Strategy

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1	5.2 Mass Media Campaigns	p. 76

This project supports the countermeasure Communication and Education, and the effectiveness rating for communications and outreach countermeasures depends on the program for impaired driving it receives 3 stars, occupant protection low-use 4 stars, for speeding it is supporting enforcement it receives 3 stars and distracted driving has a 1-star effectiveness rating. There is no countermeasure for grassroots communication and outreach; however, research concludes that public engagement is a critical component of any public health strategy. Please see the justification I the Statewide chapter of the Triennial HSP.

Education and outreach are informed by Highway Safety Program Guidelines 4, driver education and training, and Guidelines 8, 13, 14, 15, 19, and 20 (specifically communication program) and 21, specifically the Road users, families, businesses, government entities and organizations who live along, are located on OR211, particularly between MPs 14-22, which is the designated Safety Corridor outreach program. However, it should be noted that this is a road-user outreach and education program targeted towards demographics that live in the areas where the projects and SPIS sites are; providing safety messages related to the issues in those area locations, information on how to safely maneuver new infrastructure, and general traffic safety messages placed via different communication mediums including social media, billboards, mailings, mass e-mails, and project web sites.

The budget will pay for Community Affairs time to develop some of the messaging and to include the messaging in the communications, and social media, and billboards.

CP 24-24-11-07	Outreach and Education on the OR211 Safety Corridor	Award
402		\$10,000

This project will conduct education and outreach efforts regarding the OR Highway 211 Safety Corridor in Region 1 that was designated in October 2021. This project will work with the safety corridor group to identify safety messaging and appropriate forms of outreach to inform the motoring public and local community about the improvements being made, the types of behaviors that are causing crashes in the area, why they are dangerous behaviors, and to raise awareness about the Safety Corridor' purpose and goals as identified in the Statewide chapter of the Triennial HSP.

Intended sub-recipients:

Transportation Safety Office Region 1

Location and Affected Communities:

Region 1, which includes Clackamas, Hood River, Multnomah and Washington County, please see Appendix for specific project locations. Road users, families, businesses, government entities and organizations who live along, are located on OR211, particularly between MPs 14-22, which is the designated Safety Corridor.

Eligible Use of Funds: 402 Outreach/Media Campaign and Driver/Road User Education These funds will address the primary data-related crash factors identified in the ODOT Triennial HSP Statewide chapter.

Countermeasure Strategy

Chapter	Section	Page #
1	5.2 Mass Media Campaigns	p. 76

This project supports the countermeasure Communication and Education, and the effectiveness rating for communications and outreach countermeasures depends on the program for impaired driving it receives 3 stars, occupant protection low-use 4 stars, for speeding it is supporting enforcement it receives 3 stars and distracted driving has a 1-star effectiveness rating. There is no countermeasure for grassroots communication and outreach; however, research concludes that public engagement is a critical component of any public health strategy. Please see the justification in the Statewide chapter of the Triennial HSP.

Education and outreach are informed by Highway Safety Program Guidelines 4 driver education and training and guidelines 8, 13, 14, 15, 19, 20 (specifically communication program) and 21 (specifically the outreach program). However, it should be noted that this is a road-user outreach and education program targeted towards users and people who live in proximity to the safety corridor.

The budget will pay for Community Affairs time to develop some of the campaign's messaging and social media, billboards and mailings.

CP-24-24-12-00	Region 2 Program: Driver Education and Outreach	Award
402		\$25,000

This project provides transportation safety education, outreach, program supplies, and/or services to a wide variety of community-based traffic safety programs for targeted crash reduction. Mini grants (sub-awards) may be provided to local jurisdictions, traffic safety organizations, non-profits and law enforcement to address community-identified behaviors that have been contributing to the increase in traffic fatalities and serious injuries in ODOTs Region 2.

Intended Subrecipients:

Transportation Safety Office Region 2

Location/Affected Communities:

Jurisdictions within Region 2 including Benton, Clatsop, Columbia, Lane, Lincoln, Linn, Marion, Polk, Tillamook and Yamhill Counties; Region 2 city, county, tribal nation, LEA, hospital, school district, non-profit, or other agency that fits eligibility criteria.

Eligible Use of Funds: 402 Outreach/Media Campaign and Driver/Road User These funds will address the primary data-related crash factors identified in the ODOT Triennial HSP Statewide chapter.

Countermeasure Strategy(s):

Chapter	Section	Page #
1	Prevention, Intervention, Communications & Outreach	p. 73
2	Communications and Outreach	p. 162
4	2.Communications and Outreach	p. 232
7	Communications and Outreach	p. 319
9	3.3 Enforcement Strategies	p. 425

This project supports the countermeasure Communication and Education, and the effectiveness rating for communications and outreach countermeasures depends on the program.

CP-24-24-13-00	Region 3 Program: Education and Outreach	Award
402		\$25,000

This project provides transportation safety education, outreach, program supplies, and/or services to a wide variety of community-based traffic safety programs for targeted crash reduction.

Intended Subrecipients:

State of Oregon – ODOT – Transportation Safety Office – Region 3. Mini grants (sub-awards) may be provided to any Oregon city, county, tribal nation, state LEA, hospital, school district, non-profit, or other agency that fits eligibility criteria.

Location: Local jurisdictions and traffic safety organizations within Region 3. See ODOT Region Map and Table of Counties by Region.

Affected Communities: Road users in the counties of Coos, Curry, Douglas, Jackson, and Josephine Counties.

Any missing information specific to project subrecipients, amount of funds used, location, effected communities, or countermeasures that support an individual project or mini-grant not already identified will be added thru an AGA amendment to include all required information before any activities can occur.

Eligible Use of Funds: 402 Outreach/Media Campaign and Driver/Road User Education. These funds will address the primary data-related crash factors identified in the ODOT Triennial HSP Statewide chapter.

Countermeasure Strategy(s):

Chapter	Section	Page #
1	Prevention, Intervention, Communications & Outreach	p. 73
2	Communications and Outreach	p. 162
4	2.Communications and Outreach	p. 232
7	Communications and Outreach	p. 319
9	3.3 Enforcement Strategies	p. 425

This project supports the countermeasure Communication and Education, and the effectiveness rating for communications and outreach countermeasures depends on the program.

CP-24-24-14-00	Region 4 Program: Education and Outreach	Award
402		\$41,000

This project provides funding for community traffic safety programs and projects, outreach, program supplies, and services to a wide variety of community-based traffic safety initiatives for targeted crash reduction.

Intended Sub-recipients: State of Oregon – ODOT - Transportation Safety Office - Region 4. Mini grants (sub-awards) may be provided to any Oregon city, county, tribal nation, state LEA, hospital, school district, non-profit, or other agency that fits eligibility criteria.

Location: Region 4

Affected Communities: Road users in the counties of Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco and Wheeler Counties.

Countermeasure Strategy(s):

Chapter	Section	Page #
1	Prevention, Intervention, Communications & Outreach	p. 73
2	Communications and Outreach	p. 162
4	2.Communications and Outreach	p. 232
7	Communications and Outreach	p. 319

This project supports the countermeasure Communication and Education, and the effectiveness rating for communications and outreach countermeasures depends on the program. There is no countermeasure that supports grassroots communication and outreach; however, research concludes that public engagement is a critical component of any public health strategy. Please see the justification in the Statewide chapter of the Triennial HSP.

Education and outreach are informed by Highway Safety Program Guidelines 4 driver education and training and guidelines 8, 13, 14, 15, 19 20 specifically communication program and 21 specifically the outreach program. However, it should be noted that this is a road-user outreach and education program addressing all road users through different communication mediums, social media, billboards, PSAs etc.

Eligible Use of Funds: 402 Outreach/Media Campaign and Driver/Road User Education” These funds will address the primary data-related crash factors identified in the ODOT Triennial HSP Statewide chapter.

CP-24-24-14-01	Region 4 Driver Ed for Low Income Teens	Award
402		\$7,000

This funding will provide financial assistance to low-income teens to take and complete Driver Education training. This addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan and within the Driver Education chapter.

The funding will cover the registration costs of the class for qualifying teens, residing within Region 4 who otherwise not be able to afford to participate in Driver Education. Not only have the prices of these courses been rapidly increasing, but number of locations providing these courses have been on the decline. There are only four ODOT approved driver education schools in Region 4 at this time, often requiring families to drive long distances to access classes. Access to ODOT accredited instruction can be additional significant financial hardship for students living in rural areas, so offsetting these costs by providing financial assistance for course registration will make these courses more accessible.

Intended Sub-recipients: State of Oregon – ODOT - Transportation Safety Office - Region 4.

Location/Affected Community: Region 4. See ODOT Region Map and Table of Counties by Region. Low-income teens residing within the ODOT Region 4 counties.

Eligible Use of Funds: [23 U.S.C. 402\(a\)\(2\)\(B\)\(i\)](#)

402 Driver Licensure/Education - These funds will address the primary data-related crash factors identified in the ODOT Triennial HSP in the Statewide chapter and under the Driver Education chapter.

Budget: The budget will pay for the cost of the Driver Ed Class, which ranges from \$350 - \$800 depending on the provider, for teens, who would otherwise not be able to afford to participate in Driver Ed to have that opportunity.

Countermeasure Strategy(s):

Chapter	Countermeasure	Page #
6	Pre-licensure driver education	p. 282

The countermeasure strategy of driver education was informed by Highway Safety Program Guideline number 4 specifically program management, driving education and training program and program evaluation and data.

This project supports grassroots outreach, education and collaboration with community partners both countermeasures and the justification are addressed in the Statewide chapter of the Triennial HSP. It also supports the countermeasure for Young Drivers in Ch. 6. Sect. 2.1 Pre-Licensure Driver Education which has a 2-star citation; however, ODOT DMV data identifies that teens who take an approved driver education program have a 21% lower crash rate and 57% fewer traffic convictions than those who don't, addressed in the Driver Education chapter of the Triennial Highway Safety Plan.

CP-24-24-14-02	Financial Assistance for LE/Traffic Safety Partner Training	Award
402		\$9,000

This project will provide financial assistance to both law enforcement and traffic safety partners to attend conferences to further their knowledge and participate in and complete continuing education requirements regarding traffic safety and enforcement of traffic laws. This addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan. This project will also help meet the performance targets found in the Impaired Driving program chapter, and under Police Traffic Safety of the Triennial Highway Safety Plan.

Intended Sub-recipients: State of Oregon – ODOT - Transportation Safety Office - Region 4.

Location: Region 4. See ODOT Region Map and Table of Counties by Region

Affected Communities: Smaller local departments and agencies that do not have training budgets, were unable to send attendees in years prior, and/or who must travel the furthest distance to attend the event. The training and information received in these trainings and conferences will be taken back into small rural communities within Oregon to increase transportation safety in those local areas.

Eligible Use of Funds: Section 402 – Community Traffic Safety Programs

Budget: The budget will pay for any registration costs and lodging expenses for identified transportation safety conferences which could range from \$500-\$1000 depending on the location of the conference who would otherwise be unable to afford to attend the conference.

Countermeasure Strategy(s):

There is no specific countermeasure for training; however, CTW does mention the importance of training and education for law enforcement, prosecutors, and judges; law enforcement training is mentioned on pages 262, 334, 378, and 423. Although training is not specifically mentioned as a countermeasure for judges and prosecutors, research

from NHTSA points to its effectiveness: “To that end, peer-to-peer training, education, and outreach have been found to be most effective in promoting proven and promising practices.³”

Although training is not identified specifically as a countermeasure, training is supported by Highway Safety Program Guidelines:

- Number 8 B. Enforcement
 - Number 14 IV. Law Enforcement and VI Communication
 - Number 15 III. Training
 - Number 19 V. Enforcement Countermeasures
 - Number 20 V. Occupant Protection for Children Program and BI Health and Medical Communities.
- NHTSA asserts that it is important that all stakeholders in the criminal justice system are aware of the efforts being made to reduce traffic fatalities and to that end, peer-to-peer training, education, and outreach have been found to be most effective in promoting proven and promising practices.
 - In Countermeasures That Work, NHTSA refers to training for law enforcement in the areas of motorcycle safety chapter 5 section 3, older drivers in chapter 7 section 3, pedestrian safety chapter 8 section 4, bicycle safety chapter 9 section 3. In Countermeasures that Work, DUII intervention and education, as well as use of outreach campaigns are listed strategies in eight of the ten identified major highway safety problems. Specifically, implementation of training is emphasized in the Impaired Driving Section, chapter 1 section 5, as well as in the Speeding and Speed Management Section, Chapter 3 section 4.1.

Additionally, according to NHTSA’s Highway Safety Program Guideline, March 2009, law enforcement training is essential to support traffic enforcement services and to prepare law enforcement officers to effectively perform their duties. Training accomplishes a wide variety of necessary goals and can be obtained through a variety of sources.

CP-24-24-15-00	Region 5 Program: Education and Outreach	Award
402		\$40,000

This project provides funding for community traffic safety programs and projects, outreach, program supplies, and services to a wide variety of community-based traffic safety initiatives for targeted crash reduction.

Intended Sub-recipients: State of Oregon – ODOT - Transportation Safety Office - Region 5. Mini grants (sub-awards) may be provided to any Oregon city, county, tribal nation, state LEA, hospital, school district, non-profit, or other agency that fits eligibility criteria.

Location: Local jurisdictions and traffic safety organizations within Region 5. See ODOT Region Map and Table of Counties by Region.

Affected Communities: Road users in Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union, and Wallowa Counties.

³ 1 Axel, N. E., Knisely, M. J., McMillen, P., Weiser, L. A., Kinnard, K., Love, T., & Cash, C. (2019, March). Best practices for implementing a state judicial outreach liaison program. Revised March 2019. (Report No. DOT HS 812 676). Washington, DC: National Highway Traffic Safety Administration.

Any missing information specific to project subrecipients, amount of funds used, location, effected communities, or countermeasures that support an individual project or mini grant (sub award) not already identified will be added thru an AGA amendment to include all required information before any activities can occur.

Countermeasure Strategy(s):

Chapter	Section	Page #
1	Prevention, Intervention, Communications & Outreach	p. 73
2	Communications and Outreach	p. 162
4	2.Communications and Outreach	p. 232
7	Communications and Outreach	p. 319
9	3.3 Enforcement Strategies	p. 425

This project supports the countermeasure Communication and Education, and the effectiveness rating for communications and outreach countermeasures depends on the program. There is no countermeasure that supports grassroots communication and outreach; however, research concludes that public engagement is a critical component of any public health strategy. Please see the justification in the Statewide chapter of the Triennial HSP.

Education and outreach are informed by Highway Safety Program Guidelines 4 driver education and training and guidelines 8, 13, 14, 15, 19 20 specifically communication program and 21 specifically the outreach program. However, it should be noted that this is a road-user outreach and education program addressing all road users through different communication mediums, social media, billboards, PSAs etc.

Eligible Use of Funds: 402 Outreach/Media Campaign and Driver/Road User Education - These funds will address the primary data-related crash factors identified in the ODOT Triennial HSP in the Statewide chapter.

CP 24-24-15-01	Region 5 Driver Education for Low Income Teens	Award
402		\$7,000

This funding will provide financial assistance to low-income teens to take and complete Driver Education training. This addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan and under the Driver Education chapter.

The funding will cover the registration costs of the class for qualifying teens, residing within Region 5 who otherwise would not be able to afford to participate in Driver Education training. Not only have the prices of these courses been rapidly increasing, but locations providing these courses have also been on the decline. There are only four ODOT approved driver education schools in Region 5 at this time, often requiring families to drive long distances to access classes. Access to ODOT accredited instruction can be additional significant financial hardship for students living in rural and frontier areas, so offsetting these costs by providing financial assistance for course registration fees will make the courses more accessible.

Intended Sub-recipients: State of Oregon – ODOT – Transportation Safety Office – Region 5.

Location: Region 5. See ODOT Region Map and Table of Counties by Region.

Affected Communities: Low-income teens residing within the ODOT Region 5 counties.

Eligible Use of Funds: [S.C. 402\(a\)\(2\)\(B\)\(i\)](#); 402 Driver Licensure/Education These funds will address the primary data-related crash factors.

Budget: The budget will pay for the cost of the Driver Ed Class, which ranges from \$350-\$800 depending on the provider, for teens, who would otherwise not be able to afford to participate in Driver Ed to have that opportunity.

Countermeasure Strategy(s):

Chapter	Countermeasure	Page #
6	Pre-licensure driver education	p. 282

The countermeasure strategy of driver education was informed by Highway Safety Program Guideline number 4 specifically program management, driving education and training program and program evaluation and data.

This project supports the countermeasure Training and Education, which has a three-star citation, in addition it supports grassroots outreach, education and collaboration with community partners both countermeasures and the justification is addressed in the Statewide chapter of the Triennial HSP. It also supports the countermeasure for Young Drivers in Ch. 6. Sect. 2.1 Pre-Licensure Driver Education which has a 2-star citation; however, ODOT DMV data identifies that teens who take an approved driver education program have a 21% lower crash rate and 57% fewer traffic convictions than those who don't, addressed in the Driver Education chapter of the Triennial Highway Safety Plan.

CP 24-24-15-02	Financial Assistance for LE/Traffic Safety Partner Training	Award
402		\$8,000

This project will provide financial assistance to both law enforcement and traffic safety partners to attend conferences to further their knowledge and participate in and complete continuing education requirements regarding traffic safety and enforcement of traffic laws. This addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan. This project will also help meet the performance targets found in the Impaired Driving program chapter; and under Police Traffic of the Triennial Highway Safety Plan.

Intended Sub-recipients: State of Oregon – ODOT – Transportation Safety Office – Region 5.

Location: Region 5. See ODOT Region Map and Table of Counties by Region.

Affected Communities: Smaller departments and agencies that do not have training budgets, or have very limited budgets, were unable to send attendees in years prior, and/or must travel the furthest distance to attend the event. The training and information received in these trainings and conferences will be taken back into small, rural, or frontier communities within Oregon to increase transportation safety efforts and outcomes.

Eligible Use of Funds: 402 training and public participation - These funds will address the primary data-related crash factors identified in the ODOT Triennial HSP and supports strategy 3.1.5 set in the Police Traffic Services chapter.

Budget: The budget will pay for any registration costs and lodging expenses for identified transportation safety conferences which could range from \$500-\$1000 depending on the location of the conference who would otherwise be unable to afford to attend the conference.

Countermeasure Strategy(s):

There is no specific countermeasure for training; however, CTW does mention the importance of training and education for law enforcement, prosecutors and judges; law enforcement training is mentioned on pages 262, 334, 378, and 423. Although training is not specifically mentioned as a countermeasure for judges and prosecutors, research from NHTSA points to its effectiveness: "To that end, peer-to-peer training, education, and outreach have been found to be most effective in promoting proven and promising practices."⁴

Although training is not identified specifically as a countermeasure, training is supported by Highway Safety Program Guidelines:

- Number 8 B. Enforcement
- Number 14 IV. Law Enforcement and VI Communication
- Number 15 III. Training
- Number 19 V. Enforcement Countermeasures
- Number 20 V. Occupant Protection for Children Program and BI Health and Medical Communities.

NHTSA asserts that it is important that all stakeholders in the criminal justice system are aware of the efforts being made to reduce traffic fatalities and to that end, peer-to-peer training, education, and outreach have been found to be most effective in promoting proven and promising practices.

In Countermeasures That Work, NHTSA refers to training for law enforcement in the areas of motorcycle safety chapter 5 section 3, older drivers in chapter 7 section 3, pedestrian safety chapter 8 section 4, bicycle safety chapter 9 section 3. In Countermeasures that Work, DUII intervention and education, as well as use of outreach campaigns are listed a strategies in eight of the ten identified major highway safety problems. Specifically, implementation of training is emphasized in the Impaired Driving Section, chapter 1 section 5, as well as in the Speeding and Speed Management Section, chapter 3 section 4.1.

Additionally, according to NHTSA's Highway Safety Program Guideline, March 2009, law enforcement training is essential to support traffic enforcement services and to prepare law enforcement officers to effectively perform their duties. Training accomplishes a wide variety of necessary goals and can be obtained through a variety of sources.

⁴ 1 Axel, N. E., Knisely, M. J., McMillen, P., Weiser, L. A., Kinnard, K., Love, T., & Cash, C. (2019, March). Best practices for implementing a state judicial outreach liaison program. Revised March 2019. (Report No. DOT HS 812 676). Washington, DC: National Highway Traffic Safety Administration.

M5IDC-24-12-90-00	Program Management – Impaired Driving	Anticipated Award
405(d)		\$140,000

This project will fund TSOs Impaired Driving program management costs for awarding grants to States that adopt and implement effective programs to reduce traffic safety problems resulting from individuals driving motor vehicles while under the influence of alcohol, drugs, or a combination of alcohol and drugs; Salaries, benefits, travel, services and supplies and office equipment will be funded for program coordination, GAC-DUII related expenses (meeting expenses, venue rental, travel expenses), local and national conference and training attendance, related research projects, special projects, training course fees and related participation fees.

Intended sub-recipients:

ODOT Transportation Safety Office; ODOT Regions 1-5, See ODOT Region Map and Table of Counties by Region.

Location and Affected Communities: Salem (SHSO), and ODOT Regions 1-5, See ODOT Region Map and Table of Counties by Region.

Eligible Use of Funds: [23 CFR 1300.23](#) Impaired Driving Countermeasures Grants: Except as provided in [paragraphs \(j\)\(2\)](#) through [\(6\)](#) of this section, a State may use grant funds awarded under [23 U.S.C. 405\(d\)](#) only for the following programs:

Excerpt: (ii) Hiring a full-time or part-time impaired driving coordinator of the State's activities to address the enforcement and adjudication of laws regarding driving while impaired by alcohol, drugs or the combination of alcohol and drugs.

Countermeasures and Justification:

Program Management – establish procedures, conduct planning and ensure program activities are implemented as identified by NTHSA as necessary in the Uniform Guidelines for State Highway Safety Program. (Guideline: 8)

Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of an impaired driving program manager/coordinator of a state’s highway safety agency). Compensation for activity hours of a DWI (Driving While Intoxicated) enforcement officer is an example of a direct cost attributable to a project. [23 CFR 1300.13\(a\)\(1\)\(ii\)](#)

B8A*DD-24-23-00-01	Statewide Services – Data and Public Opinion Research	Anticipated Award
405(e) flex		\$100,000

This project funds data and public opinion research of Oregonians conducted in relation to transportation safety programs, laws, and ODOT-TSO media campaigns.

Intended Sub-recipients:

ODOT Transportation Safety Office

Location:

Select Oregonians (random) from all counties within the State of Oregon will be invited to participate in the survey. See ODOT Region Map and Table of Counties by Region.

Affected Communities:

Any community representative in any county in Oregon who utilizes public roads and who receives an invitation and chooses to participate in the survey. Their participation will influence the work of TSO – which will impact all highway system users.

Eligible use of funds:

[23 CFR 1300.24\(f\)\(2\)](#) Allows for the use of flex funds to action projects eligible under the authority of 23 CFR 402: Conduct evaluations to effectively measure progress, determine program effectiveness, to plan and implement new program strategies.

Countermeasures and Justification

Data and Program Evaluation: Program Evaluation – NHTSA Uniform Guidelines for Highway Safety Program Data and Program Evaluation (Guidelines 3, 4,7, 8,11,13,14,15,19,20, & 21)

Public Opinion Survey is used in all traffic safety programs. See example shown in the Triennial HSP, Motorcycle Safety Program, Public Engagement, page 226-7.

M8*PM-24-22-01-00	Statewide Services – Media Report	Anticipated Award
405(e) flex		\$35,000

This project provides funding for the Public Information and Education Media Services annual report on the level of use, media type, and impressions made by Transportation Safety Office’s investments in transportation safety public service announcements and their retail value.

Intended sub-recipients:

ODOT Transportation Safety Office

Location: Project is administered in Salem. Activities of project impact all media campaigns delivered by TSO programs. Most TSO programs fund media campaigns that are programmed to be run in all counties in Oregon. See ODOT Region Map and Table of Counties by Region.

Affected Communities:

All communities of people using the public highway transportation systems. Families of transportation system users. Some media projects are directed to reach crash-involved overrepresented communities, geographically distinct communities, as well as historically underserved communities. See ODOT Region Map and Table of Counties by Region.

Eligible use of funds:

[23 CFR 1300.24\(f\)\(2\)](#) Allows for the use of flex funds to action projects eligible under the authority of 23 CFR 402: Conduct evaluations to effectively measure progress, determine program effectiveness, to plan and implement new program strategies.

Countermeasures and Justification:

Data and Program Evaluation: Program Evaluation – NHTSA Uniform Guidelines for Highway Safety Program Data and Program Evaluation (Guidelines 3, 4,7, 8,11,13,14,15,19,20, &21)

M8*CP-24-02-00-00	Transportation Safety Conference	Anticipated Award
405(e) flex		\$35,000

Provide for a statewide transportation safety conference, and/or a series of regional conferences throughout Oregon.

The conference will provide a forum for sharing information and data of statewide and regional significance in reducing transportation related deaths and debilitating injuries, allowing participants to connect traffic safety programs and project ideas. The grant will provide for speakers, facility costs, and incidental materials and supplies. It may include financial assistance for attendee registration, lodging, and/or other travel costs upon request.

Intended sub-recipients:

ODOT Transportation Safety Office

Location:

Project will be administered from Salem, Oregon

Affected Communities:

All counties in Oregon. Respective representatives of the communities the attendees serve. Data driven and identified communities that are over-represented in crashes, communities that have been determined to have been traditionally underserved or underrepresented, and decision makers involved in transportation safety and public health at all levels. All users of the public highway transportation system.

Eligible use. [23 CFR 1300.24\(f\)\(2\)](#) Allows for the use of flex funds to action projects eligible under the authority of 23 CFR 402: [Community Traffic Safety Programs](#)

Countermeasures and Justification:

Program Management and Planning – establish procedures, conduct planning and ensure program activities are implemented as identified by NTHSA as necessary in the Uniform Guidelines for State Highway Safety Program. (Guidelines: 3,8,10,11,12,14,15, 19,20, & 21)

CP-24-91-90-16	Regional Outreach	Anticipated Award
402		\$150,000

Provides for a series of five regional conferences to provide a forum for sharing information and data of statewide and regional significance in reducing transportation related deaths and debilitating injuries in local communities within the regions. Relative data will be provided to discuss local traffic safety problem areas, to encourage participants to share their feedback on proposed countermeasures and resource needs, and to connect pertinent traffic safety programs to proposed project ideas. The grant will provide for speakers, facility costs, and incidental materials and supplies. It will also include expenses for outreach to be conducted throughout the year (i.e., an Outreach Coordinator).

Intended sub-recipients:

ODOT Transportation Safety Office

Location: Within one county within each Region (1 meeting within each Region for a total of 5 meetings). Specific county to be determined, based on assessment of need for specific community representation and at risk or underserved/unrepresented group engagement goals. See ODOT Region Map and Table of Counties by Region.

Affected Communities:

All counties in Oregon. Respective representatives of the communities the attendees serve. Data driven and identified communities that are over-represented in crashes, communities that have been determined to have been traditionally underserved or underrepresented, and decision makers involved in transportation safety and public health at all levels. All users of the public highway transportation system. See ODOT Region Map and Table of Counties by Region.

Eligible Use of Funds: 402 – Driver Education; Community Traffic Safety Programs

Countermeasures and Justification (as shown in 3HSP Updates section number 8):

Program Management and Planning – establish procedures, conduct planning and ensure program activities are implemented as identified by NHTSA as necessary in the Uniform Guidelines for State Highway Safety Program. (Guidelines: 3,8,10,11,12,14,15, 19,20, & 21)

Data and Program Evaluation - Each State should access and analyze reliable data sources for problem identification and program planning. Each State should conduct several different types of evaluation to effectively measure progress and to plan and implement new program strategies, as identified by NHTSA in the Uniform Guidelines for Highway Traffic Safety Program. (Guidelines 3, 4,7, 8,11,13,14,15,19,20, &21).

CP-24-20-03-00	ODOT Regions: Program Management	Anticipated Award
402		\$125,000
State Highway Funds		\$600,000

ODOT includes five geographical regions. This project will pay for operational needs for TSO staff stationed in each of the regions, i.e.travel; services and supplies; and office supplies and equipment for TSO’s five Region Transportation Safety Coordinator positions stationed in each local Regional Office (RTSCs).

Intended sub-recipients:

ODOT Transportation Safety Office; this project will fund each of ODOT-TSO’s individual Section 402 programs’ management costs in each of ODOT’s five regions.

Location and Affected Communities:

Salem (SHSO), and ODOT Regions 1-5, See ODOT Region Map and Table of Counties by Region

Countermeasure and Justification (see 3HSP Updates section number 7):

Program Management – establish procedures, conduct planning and ensure program activities are implemented as identified by NHTSA as necessary in the Uniform Guidelines for State Highway Safety Program. (Guidelines: 3,8,10,11,12,14,15, 19,20, & 21).

Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of an impaired driving program manager/coordinator of a state’s highway safety

agency). Compensation for activity hours of a DWI (Driving While Intoxicated) enforcement officer is an example of a direct cost attributable to a project. [23 CFR 1300.13\(a\)\(1\)\(ii\)](#)

Eligible Use of Funds:

[23 USC 402: Highway safety programs \(house.gov\)](#): Region Program Management eligible uses includes those identified in the Statewide Program Management section of the AGA.

MC-24-80-90-00	Motorcycle Safety Program Management	Anticipated Award
State Motorcycle Funds		\$125,000
405(f) M11X-24-80-90-00		\$ 12,500

Salaries; benefits, travel; services and supplies; and office equipment will be funded for the Motorcycle Safety Program Manager, GAC-MS related expenses (meeting expenses, venue rental, travel expenses, SMSA attendance, research projects, special projects, training course fees and related participation fees, stipends).

Intended sub-recipients:

ODOT Transportation Safety Office

Location/Affected Communities: Salem (SHSO), and ODOT Regions 1-5, See ODOT Region Map and Table of Counties by Region.

Countermeasure and Justification:

Program Management: NHTSA Uniform Guidelines for Highway Safety Program Management (Guideline: 3)

Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a motorcycle safety program manager/coordinator of a state’s highway safety agency). Compensation for activity hours of a recognized motorcycle safety training program for trainers and training costs are examples of a direct cost attributable to a project. [23 U.S.C. 405\(f\)](#)

Eligible use of funds: [23 U.S.C. 405\(f\), Management of the centralized motorcycle safety program coordination and implementation to reach the program goals and objectives to reduce the number of single vehicle and multiple- vehicle crashes involving motorcycles.](#)

DRVED-24-011	Program Management – Driver Education	Anticipated Award
Student Driver Training Fund		\$275,000

These funds pay for salaries, benefits, travel expenses and services, supplies and office equipment for the Driver Education Program coordinators. The funds additionally pay for SDES-related service and supplies and DEAC-related expenses including meeting and travel expenses and stipends, venue rental, local and national conference attendance, research projects and special projects.

Intended sub-recipients:

ODOT Transportation Safety Office

HU-1090	Program Management – Safe Routes to School	Anticipated Award
FHWA		\$125,000

Salaries, benefits, travel, services and supplies and office equipment will be funded for the Safe Routes to School Program coordination.

Intended sub-recipients:

ODOT Transportation Safety Office

CP-24-20-15-16	Portable Education and Awareness	Anticipated Award
402		\$150,000

The project will facilitate the purchase of four enclosed display trailers to be utilized throughout the state. These trailers will each display a crashed car along with story boards that serve as a portable demonstration of the potentially catastrophic human and material consequences of unsafe driving decisions, such as impaired, distracted, and excessive speed driving behaviors. Funds will also be used to transport all available crash cars as needed throughout the state. The new crashed cars will be acquired with support from the Oregon State Police, local law enforcement agencies, and/or the families of crash victims who have given their support to the project (match). ODOT’s regional traffic safety coordinators will continue to work diligently on making this project a collaborative initiative to promote highway safety and provide a mobile, cost-free educational demonstration tool for Oregon high schools and local communities and events within each of ODOT’s five regions (1-5).

The budget will pay for purchase of four trailers and for transportation of the four trailers already in circulation. Pre-approval from NHTSA to purchase equipment will be pursued upon approval of Oregon’s Annual Grant Application for FFY2024.

Intended sub-recipients:

ODOT Transportation Safety Office, ODOT’s five Region Offices

Oregon Department of Transportation - Transportation Safety Office, ODOT’s 5 Region Offices

Location:

Event and presentation locations within the counties of each Region by request of traffic safety partners and/or through initiation of TSO staff efforts. See ODOT Region Map and Table of Counties by Region.

Affected Communities:

Community members attending events in which the trailers are being displayed. All counties in Oregon where the trailers are displayed as well as those counties in which the trailers are towed through (passive PSA messaging through presence) while being delivered to planned events. All users of the public highway transportation system exposed to the trailers. Due to the specific themed messaging, community members impacted by the same causative factors related to the

crash as well as highway system users engaged in similar or identical behaviors that contributed to the crash of the displayed vehicle.

Eligible Use: 402 – Driver Education; Community Traffic Safety Programs.

Countermeasures and Justification:

Communications, Training, Outreach and Education – 1300.11(b)(4)(ii)(B) - Partnerships in collaboration with communities and non-profits to address traffic safety issues through grassroots efforts.

Outreach and education efforts focus on maintaining and building on partnerships with law enforcement, health educators and programs, traffic engineering, government traffic safety counterparts, injury prevention specialists, communities, neighborhood associations and non-profit organizations and advocates. Education and outreach efforts emphasize addressing traffic safety issues through grassroots efforts in collaboration with communities and other partners.

While the effectiveness of community engagement through grassroots efforts is supported more by qualitative studies rather than quantitative data, numerous researchers have concluded that community engagement is a critical component of any public health strategy. 1300.11(b)(4)(iii) 44,45 Community engagement serves as “a powerful vehicle for bringing about environmental and behavioral changes that will improve the health of the community and its members. [It] often involves partnerships and coalitions that help mobilize resources and influence systems, change relationships among partners, and serve as catalysts for changing policies, programs and practices.”⁴⁶

Bike and Pedestrian

PS-24-68-01-00	Statewide Services – Bicyclist and Pedestrian	Anticipated Award
402		\$500,000

This project will update/reprint pedestrian and bicycle safety resource and educational materials; continue participation in an annual public opinion online survey for questions related to bicycle and pedestrian safety; develop annual statewide media campaign with TSO media contractor and work with statewide partners to complete outreach and engagement on topics such as pedestrian visibility, people experiencing houselessness and traffic safety, education events or classes.

Intended sub-recipients:

ODOT Transportation Safety Office, The Street Trust (Non-Profit), and Oregon Walks (Non-Profit).

Location:

Salem, Portland.

Affected Communities:

ODOT Regions, 1-5 See ODOT Region Map and Table of Communities by Region.

Eligible Use of Funds: 402 Outreach/Media Campaign and Driver/Road User Education; Pedestrian and Bicycle Safety These funds will address the primary data-related crash factors.

Countermeasures and Justification: 1300.11(b)(4)(ii) 1300.12(b)(2)(viii)

Communications, Outreach and Media – Uniform Guidelines for State Highway Safety Programs- Pedestrian and Bicycle Safety No. 14

There is no countermeasure for outreach and education; however, research concludes that public engagement is a critical component of any public health strategy. Please see the justification in the Bike/Ped chapter of the Triennial HSP.

Education and outreach for ped and bike safety is informed by Highway Safety Program Guideline 14, especially Section VI Communication Program which states, “The State should enlist the support of a variety of media, including mass media, to improve public awareness of pedestrian and bicyclist crash problems and programs directed at preventing them. Communication programs and materials should be culturally relevant and multilingual as appropriate, and should address issues such as:

- Visibility, or conspicuity, in the traffic system;
- Correct use of facilities and accommodations;
- Law enforcement initiatives;
- Proper street-crossing behavior;
- Safe practices near school buses, including loading and unloading practices;
- The nature and extent of traffic-related pedestrian and bicycle fatalities and injuries;
- Driver training regarding pedestrian and bicycle safety;
- Rules of the road;
- Proper selection, use, fit, and maintenance of bicycles and bicycle helmets;
- Skills training of bicyclists;
- Sharing the road safely among motorists and bicyclists;
- and the dangers that aggressive driving, including speeding, pose for pedestrians and bicyclists.

And Section VII which states: “Outreach efforts should include a focus on reaching vulnerable road users, such as older pedestrians, young children, and new immigrant populations. States should also incorporate pedestrian and bicycle safety education and skills training into school physical education/health curricula.”

This project supports the countermeasure Communication and Education, and the effectiveness rating for communications and outreach countermeasures depends on the program. There is no countermeasure that supports grassroots communication and outreach; however, research concludes that public engagement is a critical component of any public health strategy.

Education and outreach are informed by Highway Safety Program Guidelines 4 driver education and training and guidelines 8, 13, 14, 15, 19 20 specifically communication program and 21 specifically the outreach program. However, it should be noted that this is a road-user outreach and education program addressing all road users through different communication mediums, social media, billboards, PSAs etc.

BGPE-24-68-00-00	Oregon Friendly Driver	Anticipated Award
405(g)		\$330,000

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

Intended sub-recipients:

The Street Trust (Non-Profit), Commute Options (Non-Profit), Lane Council of Governments - Regional Planning Organization.

Location:

Portland, Bend, and Eugene

Affected Communities:

Portland, Bend, Eugene specifically and all ODOT Regions: 1-5 through online courses and outreach. See ODOT Region Map and Table of Communities by Region.

Eligible use of funds: 23 CFR 1300.26, Non-Motorized safety program; Public Education

Countermeasures and Justification: 1300.11(b)(4)(ii) 1300.12(b)(2)(viii)

Share the Road Awareness Programs – CTW 2-star citation. Bicyclist 4.2

Driver Training – CTW 1 star citation – Pedestrian 4.5

The countermeasures of the Share the Road Awareness for bicycle Safety and Driver Training for pedestrian safety was informed by Highway Safety Program Guideline number 14 specifically program management, outreach, driver education. While this share the road driver training does not meet the Countermeasures that Work criteria for effectiveness, there are no “effective” countermeasures listed in either the pedestrian or bicycle safety sections of the CMW that focus on driver behavior, even though, driver behavior can have just as much impact on vulnerable road user’s safety as their own behaviors. Although there is very little research or data to cite, driver awareness education programs can contribute to the overall effectiveness of vulnerable road user safety when combined with other strategies or counter measures. Therefore, just because there has been little evidence that driver training alone may not reduce crash rates, this is no reason not to use this countermeasure in conjunction with other countermeasures that the state is implementing both for infrastructure and non-infrastructure. According to the FHWA’s PedSafe Pedestrian Safety Guide and Counter Measure Selection System, a multidisciplinary approach that addresses both pedestrian and driver behavior along with policy and infrastructure change has the potential to have the greatest impact (Pedbikesafe.org) Drivers may not understand state traffic laws or the best safe practices which can lead less crashes and injuries for all road users, especially people walking and bicycling. Driver education can provide correct information about pedestrian and bicycle safety law while also bringing awareness to driver behavior and therefore increase chances of behavior change to reduce vulnerable road user deaths (Pedbikesafe.org)

This driver training is focused on both pedestrian and bicycle safety therefore both Share the Road Awareness programs (Under Bicycle Safety Section of CMW) and Driver Training (Under

Pedestrian Section of CMW) were selected. Oregon Friendly Driver is a statewide program that will be administered and coordinated by one prime partner, who will then subgrant to other partners in different regions of the state based on a data driven approach to high-risk pedestrian and bicycle safety communities. The partner selected as the prime administrator and coordinator of the project is funded based on a notice of opportunity (NoO). On a triennial basis a NoO goes out to organizations including cities, counties, non-profits, and eligible entities that have expressed interest in traffic safety for vulnerable users.

BGLE-24-68-00-00	Vulnerable Road User High Visibility Enforcement and Education	Anticipated Award
405(g)		\$191,556

This is a statewide pedestrian safety enforcement (PSE) mini-grant program to Oregon law enforcement agencies, to also include operations, training and evaluation, and diversion classes as applicable. The program manager regularly reviews the reports that come in either from the LEA directly, or from Oregon Impact’s ‘Badge Data’ system that local LEAs enter their enforcement event date, location, and results (citations) into at least monthly. The program manager also shares ‘local’ and ‘trending’ data and information with the grantee agencies to ensure they have the data and can focus their efforts in those problem areas.

Intended sub-recipients:

Oregon Impact-(Non-Profit), County and Local Law Enforcement:

Aumsville PD, Baker City PD, Bandon PD, Banks PD, Canby PD, Carlton PD, Coburg PD, Cornelius PD, Florence PD, Forest Grove PD, Gaston PD, Gresham PD, Independence PD, Lake Oswego PD, Lincoln City PD, Medford PD, North Bend PD, Nyssa PD, Reedsport PD, Roseburg PD, Salem PD, Sandy PD, Sherwood PD, Silverton PD, Talent PD, Tigard PD, Toledo PD, Tualatin PD, Clackamas County Sherriff’s Office, Klamath County Sherriff’s Office, Linn County Sherriff’s Office ;Washington County Sherriff’s Office, Yamhill County Sherriff’s Office

Location:

Aumsville, Baker City, Bandon, Banks, Canby, Carlton, Coburg, Cornelius, Florence , Forest Grove, Gaston, Gresham, Independence, Lake Oswego, Lincoln City, Medford, North Bend, Nyssa, Reedsport, Roseburg, Salem, Sandy, Sherwood, Silverton, Talent, Tigard, Toledo, Tualatin, Clackamas County, Klamath County, Linn County, Washington County, Yamhill County

Affected Communities:

Aumsville, Baker City, Bandon, Banks, Canby, Carlton, Coburg, Cornelius, Florence , Forest Grove, Gaston, Gresham, Independence, Lake Oswego, Lincoln City, Medford, North Bend, Nyssa, Reedsport, Roseburg, Salem, Sandy, Sherwood, Silverton, Talent, Tigard, Toledo, Tualatin, Clackamas County, Klamath County, Linn County, Washington County, Yamhill County.

Eligible use of funds: 23 CFR 1300.26, Non-Motorized safety program; Law Enforcement and Public Education

Countermeasures and Justification: 1300.11(b)(4)(ii) 1300.12(b)(2)(viii)

Enforcement Strategies– CTW 3 stars citation- Pedestrian 4.4

See Paragraph Below	Grassroots Partnership Mini-Grants to ODOT Regions 1-5	Anticipated Award
402		\$500,000

This project funds grassroots transportation safety education, outreach, and/or services through mini-grants (sub-awards) to local jurisdictions, traffic safety organizations, non-profits and law enforcement to address community-identified behaviors that have been contributing to the increase in pedestrian traffic fatalities and serious injuries in ODOTs Regions. The following project numbers and their respective mini-grants will be funded by this project: **PS-24-68-11-00, PS-24-68-12-00, PS-24-68-13-00, PS-24-68-14-00, PS-25-68-15-00.**

Intended sub-recipients:

ODOT Transportation Safety Office Regions 1-5 Traffic Safety Programs (See Statewide chapter); see also Region Map

Location:

Portland, Salem, Roseburg, Bend, La Grande

Affected Communities:

ODOT Regions 1-5

Eligible Use of Funds: 402 Pedestrian and Bicycle Safety; Driver Education - These funds will address the primary data-related crash factors identified in the ODOT Triennial HSP.

Countermeasure Strategy(s):

Chapter	Section	Page #
1	Prevention, Intervention, Communications & Outreach	p. 73
2	Communications and Outreach	p. 162
4	2.Communications and Outreach	p. 232
7	Communications and Outreach	p. 319

This project supports the countermeasure Communication and Education, and the effectiveness rating for communications and outreach countermeasures depends on the program, and on contributing factors to the increase in traffic fatalities and serious injuries in ODOT Regions.

PS 24-68-11-00	Region 1 Program: Education and Outreach	Anticipated Award
402		\$450,000

This project funds grassroots transportation safety education, outreach, and/or services through mini-grants to local jurisdictions, traffic safety organizations, non-profits and law enforcement to address community-identified driver, pedestrian and bicyclist behaviors that have been contributing to the increase in traffic fatalities and serious injuries in ODOTs Region 1 (Portland Metro Area).

Intended sub-recipients: Immigrant and Refugee Community Organization (IRCO) – non-profit, Adelante Mujeres – non-profit, BikeFIRST – non-profit, Community Cycling Center – non-profit, Ethiopian and Eritrean Cultural Resource Center – non-profit, Anson’s Bikes – non-profit, Slavic Community – non-profit, BikeWorks by p:ear – non-profit, Division Midway Alliance – non-

profit, Clackamas County Department of Transportation and Development – Traffic Safety, and OregonWalks – non-profit. City of Portland – Portland Police Bureau, Afghan Support Network – non-profit.

Locations/Affected Communities: Jurisdictions within Region 1 in the counties of Clackamas, Hood River, Multnomah and Washington.

Eligible Use of Funds: 402 Pedestrian and Bicycle Safety Driver These funds will address the primary data-related crash factors identified in the ODOT Triennial HSP. Please see countermeasures under specific projects.

Countermeasure Strategy(s):

Chapter	Section	Page #
1	Prevention, Intervention, Communications & Outreach	p. 73
2	Communications and Outreach	p. 162
4	2.Communications and Outreach	p. 232
7	Communications and Outreach	p. 319

This project supports the countermeasure Communication and Education, and the effectiveness rating for communications and outreach countermeasures depends on the program, and on contributing factors to the increase in traffic fatalities and serious injuries in ODOTs Region 1.

Individual sub-awards from this project include the following twelve (12) proposed projects:

PS 24-68-11-01	Pedestrian and Bicycle Safety Outreach and Education	Awarded
402	<u>1300.12(b)(2)(ii)</u>	\$50,000

This project will provide pedestrian and bicycle safety training and information to Portlanders who speak English as a second language (ESL) and Limited English Proficiency (LEP). This project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan.

- Seventy-six percent of traffic deaths in the City of Portland occurred in low-income communities and communities with the most racial and ethnic diversity.

Intended sub-recipients: 1300.12(b)(2)(iv): Immigrant and Refugee Community Organization (IRCO) – non-profit

Affected Communities: Immigrant and Refugee Communities served by IRCO living mainly in outer SE Portland.

Location: IRCO has eight locations throughout Portland, six of them on the East side which houses the largest immigrant and refugee community and also bears the brunt of traffic crashes in Portland. In 2022, IRCO served 29,000 Portlanders.

Eligible Use of Funds: 402 Pedestrian and Bicycle Safety Driver Education These funds will address the primary data-related crash factors identified in the ODOT Triennial HSP.

Countermeasure Strategy: This project employs the countermeasure strategy grassroots outreach and education as identified and justified in the Statewide chapter

of the Triennial HSP. The countermeasure strategy of education and outreach is informed by Highway Safety Program Guideline 14, specifically Section VI Communication Program which states, “The State should enlist the support of a variety of media, including mass media, to improve public awareness of pedestrian and bicyclist crash problems and programs directed at preventing them. Communication programs and materials should be culturally relevant and multilingual as appropriate, and should address issues such as:

- Visibility, or conspicuity, in the traffic system;
- Correct use of facilities and accommodations;
- Law enforcement initiatives;
- Proper street-crossing behavior;
- Safe practices near school buses, including loading and unloading practices;
- The nature and extent of traffic-related pedestrian and bicycle fatalities and injuries;
- Driver training regarding pedestrian and bicycle safety;
- Rules of the road;
- Proper selection, use, fit, and maintenance of bicycles and bicycle helmets;
- Skills training of bicyclists;
- Sharing the road safely among motorists and bicyclists; and
- The dangers that aggressive driving, including speeding, pose for pedestrians and bicyclists.

And Section VII which states: “Outreach efforts should include a focus on reaching vulnerable road users, such as older pedestrians, young children, and new immigrant populations.”

Budget: The budget includes staff time: Program Coordinator at .15 FTE, .615 FTE of Bilingual/Bicultural Community Civic Engagement Coordinator. Personnel benefits at 38.25% of all wages. Additional costs include printing, materials, equipment rental (phones and laptops), travel (including program staff's mileage to and from community events and clients' homes), office expenses related to project education and outreach, space costs, liability insurance, translation/interpretation costs, and overhead/administration costs at 12.2% of project costs.

PS 24-68-11-02	Incorporation of Bike/Ped Safety Curriculum into Existing Programs and Outreach	Awarded
402	<u>1300.12(b)(2)(ii)</u>	\$10,000

Adelante Mujeres offers adult education programs to the Latina Community. This project will incorporate pedestrian and bicycle safety into existing programming that is delivered in Spanish. This project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan.

- Forty-three percent of Oregon’s Hispanic population reside in urban areas in the counties of Multnomah, Washington and Marion, 18 percent, 18 percent and 16 percent, respectively.
- When comparing the five-year fatality average⁷ of different ethnic populations, Hispanics are over-represented in Marion and Washington Counties.

Intended sub-recipients 1300.12(b)(2)(iv): Adelante Mujeres “Woman Rise Up” – non-profit.

Location: 2030 Main St A, Forest Grove, OR 97116. Adelante Mujeres serves the Latina population in the Greater Portland Metro area; however, their work takes place mainly in Washington County with facilities in Forest Grove, Beaverton and Hillsboro.

Affected Communities: Women of Hispanic origin and/or descent and their families living in the Greater Portland Area with a focus on Washington County and the cities of Forest Grove, Beaverton and Hillsboro.

Eligible Use of Funds: 402 Pedestrian and Bicycle Safety; Driver Education” These funds will address the primary data-related crash factors identified in the ODOT Triennial HSP.

Countermeasure Strategy: This project employs the countermeasure strategy grassroots outreach and education as identified and justified in the Statewide chapter of the Triennial HSP. The countermeasure strategy of education and outreach is informed by Highway Safety Program Guideline 14, specifically Section VI Communication Program which states, “The State should enlist the support of a variety of media, including mass media, to improve public awareness of pedestrian and bicyclist crash problems and programs directed at preventing them. Communication programs and materials should be culturally relevant and multilingual as appropriate, and should address issues such as:

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- Correct use of facilities and accommodations;
- Law enforcement initiatives;
- Proper street-crossing behavior;
- Safe practices near school buses, including loading and unloading practices;
- The nature and extent of traffic-related pedestrian and bicycle fatalities and injuries;
- Driver training regarding pedestrian and bicycle safety;
- Rules of the road;
- Proper selection, use, fit, and maintenance of bicycles and bicycle helmets;
- Skills training of bicyclists;
- Sharing the road safely among motorists and bicyclists; and
- The dangers that aggressive driving, including speeding, pose for pedestrians and bicyclists.

And Section VII which states: “Outreach efforts should include a focus on reaching vulnerable road users, such as older pedestrians, young children, and new immigrant populations.”

Budget: Staff time (including benefits and taxes), outreach and promotion, community outreach and printing/supplies.

PS 24-68-11-03	Bicycle Training for PWDs	Awarded
402	<u>1300.12(b)(2)(ii)</u>	\$26,600

This project teaches bicycle riding and safety skills to people with intellectual and developmental disabilities. This project addresses the problem identification in the Statewide chapter.

Intended sub-recipients 1300.12(b)(2)(iv): BikeFIRST – non-profit.

Location: Greater Portland Metro Area.

Affected Communities: Residents of the Greater Portland Metro Area with intellectual and developmental disabilities and their families.

Eligible Use of Funds: 402 Pedestrian and Bicycle Safety Driver Education These funds will address the primary data-related crash factors identified in the ODOT Triennial HSP.

Countermeasure Strategy: This project employs the countermeasure strategy grassroots outreach and education as identified and justified in the Statewide chapter of the Triennial HSP. The countermeasure strategy of education and outreach is informed by Highway Safety Program Guideline 14, specifically Section VI Communication Program which states, “The State should enlist the support of a variety of media, including mass media, to improve public awareness of pedestrian and bicyclist crash problems and programs directed at preventing them. Communication programs and materials should be culturally relevant and multilingual as appropriate, and should address issues such as:

- Visibility, or conspicuity, in the traffic system;
- Correct use of facilities and accommodations;
- Law enforcement initiatives;
- Proper street-crossing behavior;
- Safe practices near school buses, including loading and unloading practices;
- The nature and extent of traffic-related pedestrian and bicycle fatalities and injuries;
- Driver training regarding pedestrian and bicycle safety;
- Rules of the road;
- Proper selection, use, fit, and maintenance of bicycles and bicycle helmets;
- Skills training of bicyclists;
- Sharing the road safely among motorists and bicyclists; and
- The dangers that aggressive driving, including speeding, pose for pedestrians and bicyclists.

And Section VII which states: “Outreach efforts should include a focus on reaching vulnerable road users, such as older pedestrians, young children, and new immigrant populations.”

Budget: Staff time, curriculum development, travel, equipment rental and printing.

PS 24-68-11-04	Bicycle Safety Classes for Marginalized Families & Youth	Awarded
402	<u>1300.12(b)(2)(ii)</u>	\$55,000

This project will hire and train more staff to deliver after-school Bike Clubs, summer Bike Camp, Walking School Buses and Bike Trains, Learn to Ride instruction, and high school STEM classes to Title IA youth and families, to better enabled the organization to meet the demand for culturally relevant, participant-driven programs. This project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan.

Intended sub-recipients: 1300.12(b)(2)(iv): Community Cycling Center – non-profit

Location: Community Cycling Center, 1700 NE Alberta, Portland, Oregon 97211, activities mainly take place in East and North Portland, however, CCC does serve the Greater Portland Metro area.

Affected Communities: School Children K-12 and low-income families in the Greater Portland Metro Area with a focus on East and North Portland.

Eligible Use of Funds: 402 Pedestrian and Bicycle Safety Driver Education These funds will address the primary data-related crash factors identified in the ODOT Triennial HSP.

Countermeasure Strategy: This project employs the countermeasure strategy grassroots outreach and education as identified and justified in the Statewide chapter of the Triennial HSP. The countermeasure strategy of education and outreach is informed by Highway Safety Program Guideline 14, specifically Section VI Communication Program which states, “The State should enlist the support of a variety of media, including mass media, to improve public awareness of pedestrian and bicyclist crash problems and programs directed at preventing them. Communication programs and materials should be culturally relevant and multilingual as appropriate, and should address issues such as:

- Visibility, or conspicuity, in the traffic system;
- Correct use of facilities and accommodations;
- Law enforcement initiatives;
- Proper street-crossing behavior;
- Safe practices near school buses, including loading and unloading practices;
- The nature and extent of traffic-related pedestrian and bicycle fatalities and injuries;
- Driver training regarding pedestrian and bicycle safety;
- Rules of the road;
- Proper selection, use, fit, and maintenance of bicycles and bicycle helmets;
- Skills training of bicyclists;
- Sharing the road safely among motorists and bicyclists; and
- The dangers that aggressive driving, including speeding, pose for pedestrians and bicyclists.

And Section VII which states: “Outreach efforts should include a focus on reaching vulnerable road users, such as older pedestrians, young children, and new immigrant populations.”

Budget: Staff time for youth bike safety instructional and administrative staff, personal fringe benefits for staff, and overhead costs to the organization.

PS 24-68-11-05	Safe Biking and Walking Workshops	Awarded
402	<u>1300.12(b)(2)(ii)</u>	\$50,000

This project will fund at least five workshops covering topics such as safe walking and biking practices, road-sharing etiquette, and defensive cycling techniques. Local law enforcement officers and safety experts will be invited to share their knowledge and provide practical demonstrations. This project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan.

Intended sub-recipients: 1300.12(b)(2)(iv): Ethiopian and Eritrean Cultural Resource Center – non-profit.

Location: Ethiopian and Eritrean Cultural Resource Center 1515 SE 122nd Ave, Portland, OR 97233 this organization serves the Greater Portland Area.

Affected Communities: Ethiopian, Eritrean and other African immigrants and refugees residing in the Portland Metro Area with a focus on East Portland.

Eligible Use of Funds: 402 Pedestrian and Bicycle Safety; Driver Education These funds will address the primary data-related crash factors identified in the ODOT Triennial HSP.

Countermeasure Strategy: This project employs the countermeasure strategy grassroots outreach and education as identified and justified in the Statewide chapter of the Triennial HSP. The countermeasure strategy of education and outreach is informed by Highway Safety Program Guideline 14, specifically Section VI Communication Program which states, “The State should enlist the support of a variety of media, including mass media, to improve public awareness of pedestrian and bicyclist crash problems and programs directed at preventing them. Communication programs and materials should be culturally relevant and multilingual as appropriate, and should address issues such as:

- Visibility, or conspicuity, in the traffic system;
- Correct use of facilities and accommodations;
- Law enforcement initiatives;
- Proper street-crossing behavior;
- Safe practices near school buses, including loading and unloading practices;
- The nature and extent of traffic-related pedestrian and bicycle fatalities and injuries;
- Driver training regarding pedestrian and bicycle safety;
- Rules of the road;
- Proper selection, use, fit, and maintenance of bicycles and bicycle helmets;
- Skills training of bicyclists;
- Sharing the road safely among motorists and bicyclists; and

- The dangers that aggressive driving, including speeding, pose for pedestrians and bicyclists.

And Section VII which states: “Outreach efforts should include a focus on reaching vulnerable road users, such as older pedestrians, young children, and new immigrant populations.”

Budget: Staff time, consulting services, educational materials and supplies, education and outreach.

PS 24-68-11-06	Hood River Middle School Walk and Bike Club	Awarded
402	<u>1300.12(b)(2)(ii)</u>	\$20,000

This project will fund the continuation of the free afterschool walking and biking club for 5th-8th graders while creating a new ebike learners’ program for teens. The project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan.

Intended sub-recipients: 1300.12(b)(2)(iv): Anson’s Bike Buddies – non-profit.

Location: City of Hood River

Affected Communities: Hood River Middle and High School students and their families.

Eligible Use of Funds: 402 Pedestrian and Bicycle Safety; Driver Education

Countermeasure Strategy

Chapter	Section	Page #
8	2.1 Elementary-Age Child Pedestrian Training	p. 354

This project supports the countermeasure of elementary-age child pedestrian training, which has a 3-star effectiveness rating.

This project also employs the countermeasure strategy grassroots outreach and education as identified and justified in the Statewide chapter of the Triennial HSP. The countermeasure strategy of education and outreach is informed by Highway Safety Program Guideline 14, specifically Section VI Communication Program which states, “The State should enlist the support of a variety of media, including mass media, to improve public awareness of pedestrian and bicyclist crash problems and programs directed at preventing them. Communication programs and materials should be culturally relevant and multilingual as appropriate, and should address issues such as:

- Visibility, or conspicuity, in the traffic system;
- Correct use of facilities and accommodations;
- Law enforcement initiatives;
- Proper street-crossing behavior;
- Safe practices near school buses, including loading and unloading practices;
- The nature and extent of traffic-related pedestrian and bicycle fatalities and injuries;
- Driver training regarding pedestrian and bicycle safety;
- Rules of the road;

- Proper selection, use, fit, and maintenance of bicycles and bicycle helmets;
- Skills training of bicyclists;
- Sharing the road safely among motorists and bicyclists; and
- The dangers that aggressive driving, including speeding, pose for pedestrians and bicyclists.

And Section VII which states: “Outreach efforts should include a focus on reaching vulnerable road users, such as older pedestrians, young children, and new immigrant populations.”

Budget: Staff time, printing, ebike rentals.

PS 24-68-11-08	Part-time Bicycle and Pedestrian Outreach Coordinator	Awarded
402	<u>1300.12(b)(2)(ii)</u>	\$57,680

This project will continue to support the activities of Slavic Community’s part-time multilingual-lingual bicycle and pedestrian community outreach coordinator. The coordinator is responsible for putting together events, creating culturally specific content on bike/ped safety. In addition, this project will promote the videos and songs that were created on pedestrian safety during the 2022-2023 grant year. This project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan.

Intended sub-recipients: 1300.12(b)(2)(iv): Slavic Community – non-profit.

Location: Slavic Community 17229 SE Division St, Portland, OR 97236 serves the Greater Portland Area with a focus on East Portland, which bears the brunt of fatal and serious injury crashes.

Affected Communities: Residents in the Greater Portland Metro Area of Slavic (Russian/Ukrainian or countries of the former USSR) origin, descent or recently immigrated.

Eligible Use of Funds: 402 Pedestrian and Bicycle Safety; Driver Education

Countermeasure Strategy: This project employs the countermeasure strategy grassroots outreach and education as identified and justified in the Statewide chapter of the Triennial HSP. The countermeasure strategy of education and outreach is informed by Highway Safety Program Guideline 14, specifically Section VI Communication Program which states, “The State should enlist the support of a variety of media, including mass media, to improve public awareness of pedestrian and bicyclist crash problems and programs directed at preventing them. Communication programs and materials should be culturally relevant and multilingual as appropriate, and should address issues such as:

- Visibility, or conspicuity, in the traffic system;
- Correct use of facilities and accommodations;
- Law enforcement initiatives;
- Proper street-crossing behavior;
- Safe practices near school buses, including loading and unloading practices;

- The nature and extent of traffic-related pedestrian and bicycle fatalities and injuries;
- Driver training regarding pedestrian and bicycle safety;
- Rules of the road;
- Proper selection, use, fit, and maintenance of bicycles and bicycle helmets;
- Skills training of bicyclists;
- Sharing the road safely among motorists and bicyclists; and
- The dangers that aggressive driving, including speeding, pose for pedestrians and bicyclists.

And Section VII which states: “Outreach efforts should include a focus on reaching vulnerable road users, such as older pedestrians, young children, and new immigrant populations.”

Budget: .5 FTE for outreach coordinator to implement activities. \$43,680 Promotion of the video on social media - \$6000 Promotion of the song on Slavic Radio - \$8,000

PS 24-68-11-09	Provides Benefits for the BikeWorks by p;ear SRTS Coordinator	Awarded
402	<u>1300.12(b)(2)(ii)</u>	\$19,600

This project pays for the benefits of the Safe Routes to School (SRTS) Coordinator funded through a SRTS grant who provides SRTS programs in East County. This project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan.

Intended sub-recipients: 1300.12(b)(2)(iv): BikeWorks by p;ear – non-profit.

Location: East Multnomah County

Affected Communities: School children in East Multnomah County specially in the school districts of Gresham-Barlow, Reynolds, Centennial, and Parkrose.

Eligible Use of Funds: 402 Outreach/Media Campaign and Driver/Road User Education; Pedestrian/bicycle safety.

Countermeasure Strategy:

Chapter	Section	Page #
8	2.2 Safe Routes to School	p. 354

This project supports the countermeasure Safe Routes to School which has a 3-star effectiveness rating.

Budget: The budget pays for the benefits for the East County Safe Routes to School Coordinator.

PS 24-68-11-10	Continuation of the Transit Safety Program for Immigrants and Refugees	Awarded
402	<u>1300.12(b)(2)(ii)</u>	\$65,000

This project will continue to provide culturally specific transit safety workshops and trainings to low-income refugee youth and elders. Culturally specific training that engages, educate and increases community awareness about the laws and best

practices for cycling, and walking safely will be provided. This project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan.

Intended sub-recipients: 1300.12(b)(2)(iv): Division Midway Alliance – non-profit.

Location: Division Midway Alliance, 11721 SE Division St, Portland, OR 97266 serves the greater Portland Metro Area; however, they are located in southeast Portland and the majority of their activities take place there.

Affected Communities: The Division Midway Alliance serves residents in the Greater Portland Area who are of Arabic, Bhutanese, Burmese, Chinese, Latinx, and Vietnamese descent. Although they are located in the Division Midway Neighborhood of Portland located between I-205 and the Portland City Limits, and from Market Street to Holgate Avenue and the majority of their activities are focused in this area, they serve residents in the Greater Portland Metro Area.

Eligible Use of Funds: 402 Pedestrian and Bicycle Safety; Driver Education These funds will address the primary data-related crash factors identified in the ODOT Triennial HSP.

Countermeasure Strategy: This project employs the countermeasure strategy grassroots outreach and education as identified and justified in the Statewide chapter of the Triennial HSP. The countermeasure strategy of education and outreach is informed by Highway Safety Program Guideline 14, specifically Section VI Communication Program which states, “The State should enlist the support of a variety of media, including mass media, to improve public awareness of pedestrian and bicyclist crash problems and programs directed at preventing them. Communication programs and materials should be culturally relevant and multilingual as appropriate, and should address issues such as:

- Visibility, or conspicuity, in the traffic system;
- Correct use of facilities and accommodations;
- Law enforcement initiatives;
- Proper street-crossing behavior;
- Safe practices near school buses, including loading and unloading practices;
- The nature and extent of traffic-related pedestrian and bicycle fatalities and injuries;
- Driver training regarding pedestrian and bicycle safety;
- Rules of the road;
- Proper selection, use, fit, and maintenance of bicycles and bicycle helmets;
- Skills training of bicyclists;
- Sharing the road safely among motorists and bicyclists; and
- The dangers that aggressive driving, including speeding, pose for pedestrians and bicyclists.

And Section VII which states: “Outreach efforts should include a focus on reaching vulnerable road users, such as older pedestrians, young children, and new immigrant populations.”

Budget: The proposed fund will cover hours equal to 1 FTE Transit Equity Program Coordinator and 0.05 for Executive Director supervision and overall program

management for FY 2024 including personal benefits. Printing outreach material, social media outreach, mileage, in-state travel for conference and meetings, interpreter services and a 15% overhead fee.

PS 24-68-11-11	Clackamas County Expect the Unexpected Campaign	Awarded
402	<u>1300.12(b)(2)(ii)</u>	\$25,000

This project will fund the Clackamas County Drive to Zero Program will work with professional marketing team to design and begin implementation of a new marketing and communications campaign that seeks to encourage drivers to expect and pay attention to pedestrians, animals, children playing, bicyclists, and other normal challenges that drivers face on the roads every day. The project will start out with research to understand our targeted markets and to develop campaign language and images that resonate with this market. After research, the project will develop the campaign and begin implementation. This project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan.

Intended sub-recipients: 1300.12(b)(2)(iv): Clackamas County Department of Transportation Development – Traffic Safety – County Government

Location: Clackamas County - County Government

Affected Communities: Residents and road users with a focus on drivers in Clackamas County.

Eligible Use of Funds: 402 Pedestrian and Bicycle Safety; Driver Education. These funds will address the primary data-related crash factors.

Countermeasure Strategy:

Chapter	Section	Page #
1	5.2 Mass Media Campaigns	p. 76

Mass media campaigns are only mentioned as a countermeasure against Impaired Driving; however, media is mentioned as an integral part of any high visibility enforcement campaign throughout CTW.

The countermeasure strategy of education and outreach is informed by Highway Safety Program Guideline 14, specifically Section VI Communication Program which states, "The State should enlist the support of a variety of media, including mass media, to improve public awareness of pedestrian and bicyclist crash problems and programs directed at preventing them. Communication programs and materials should be culturally relevant and multilingual as appropriate, and should address issues such as:

- Visibility, or conspicuity, in the traffic system;
- Correct use of facilities and accommodations;
- Law enforcement initiatives;
- Proper street-crossing behavior;
- Safe practices near school buses, including loading and unloading practices;
- The nature and extent of traffic-related pedestrian and bicycle fatalities and injuries;

- Driver training regarding pedestrian and bicycle safety;
- Rules of the road;
- Proper selection, use, fit, and maintenance of bicycles and bicycle helmets;
- Skills training of bicyclists;
- Sharing the road safely among motorists and bicyclists; and
- The dangers that aggressive driving, including speeding, pose for pedestrians and bicyclists.

And Section VII which states: "Outreach efforts should include a focus on reaching vulnerable road users, such as older pedestrians, young children, and new immigrant populations."

Budget: Professional services, labor and benefits.

PS 24-68-11-12	Pedestrian Education Campaign for Drivers	Awarded
402	<u>1300.12(b)(2)(ii)</u>	\$50,000

This project will fund an education campaign targeted at drivers that focuses on two key themes: (1) expecting the unexpected while driving (the same concept that Clackamas County has been pursuing) and (2) teaching drivers the direct correlation between speeding and the increase in serious injuries and death. The goal is to identify successful campaigns in Oregon and beyond and then create content based on those campaigns that is geographically specific to Portland. This will be a targeted social media campaign using targeted advertising techniques employing videos, memes and online engagement to shift driver behavior. This project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan.

Intended sub-recipients: 1300.12(b)(2)(iv): Oregon Walks – Non-profit

Location: City of Portland

Affected Communities: Residents and road users with a focus on drivers in the City of Portland.

Eligible Use of Funds: 402 Pedestrian and Bicycle Safety; Driver Education. These funds will address the primary data-related crash factors identified in the ODOT Triennial HSP.

Countermeasure Strategy:

Chapter	Section	Page #
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- Correct use of facilities and accommodations;
- Law enforcement initiatives;
- Proper street-crossing behavior;
- Safe practices near school buses, including loading and unloading practices;
- The nature and extent of traffic-related pedestrian and bicycle fatalities and injuries;
- Driver training regarding pedestrian and bicycle safety;
- Rules of the road;
- Proper selection, use, fit, and maintenance of bicycles and bicycle helmets;
- Skills training of bicyclists;
- Sharing the road safely among motorists and bicyclists; and
- The dangers that aggressive driving, including speeding, pose for pedestrians and bicyclists.

And Section VII which states: "Outreach efforts should include a focus on reaching vulnerable road users, such as older pedestrians, young children, and new immigrant populations."

Budget: Staff time, benefits, consulting services, office expenses travel and social media placement costs.

HU-23-10-08, 20-31	Safe Routes to School	Anticipated Award
FHWA		\$1,833,000

This project competitive SRTS Non-Infrastructure reimbursement grants to communities for SRTS Non-Infrastructure projects. This is a competitive award process for the development and implementation of SRTS safety education programming to also include encouragement and engagement activities. The amount awarded is the total amount awarded for the multi-year grant program. This project also funds statewide support of Safe Routes to School programs by creating public information, education, and outreach support materials; Works with a contractor to deliver statewide technical assistance and to develop resources for coordinators and communities and supports bicycle and pedestrian safety education. This project also provides statewide technical support through Oregon Safe Routes clearinghouse website; coordinator training; and development of non-traditional partnerships through support, education, and encouragement to communities interested in building comprehensive SRTS programming, while also providing support for the statewide Walk+Roll Program. This program provides statewide support for Walk and Roll events such as October Walk + Roll to School Day and May Walk + Roll Challenge Month, by providing registration, incentives to participating schools and technical support to Oregon schools.

Intended sub-recipients:

Bike Works, Hood River School District, Lane Council of Governments, McMinnville School District, North Wasco School District, Beaverton School District, City of LaGrande, Medford School District, Portland Public Schools, Douglas Education Service District, Corvallis School District, Portland Bureau of Transportation.

Community Traffic Safety

CP-24-25-16-00	Clackamas Safe Community	Anticipated Award
402		\$220,000

The project will work with Clackamas County local government agencies to communicate the implementation of key objectives of their county's 2019 local TSAP (Transportation Safety Action Plan), the Safe Communities Coalition concept, and to refine an aggressive 4-E approach to reducing death and injury. Clackamas County, as part of its safe system approach to traffic safety, will work to build a comprehensive upstream social and engineering triage system learning process (commonly called a fatality and serious injury review team). The development of this upstream social and engineering triage system for serious and fatal injury crashes will provide a template for other local agencies to conduct similar work.

The project will adapt strategies from Montana State research on culture change regarding organizational and highway safety. As with all TSO community grants, the project will utilize NHTSA's "Countermeasures That Work" and FHWA's "Proven Safety Strategies" along with the safety program principles of the Safe Community model in working with Clackamas County on this project.

Intended sub-recipients:

Clackamas County, Department of Transportation and Development, County Government

Location:

Oregon City, Oregon, Clackamas County

Affected Communities:

Traffic safety professionals, traffic safety volunteers, residents and visitors to Clackamas County

Eligible Use of Funds: 402 – Community Traffic Safety Programs.

Budget: Project specific consultant costs, printing of document

Countermeasures and Justification: 1300.11(b)(4)(ii) 1300.12(b)(2)(viii)

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

Research by The Karolina Institute based in Orebro, Sweden indicates, as does the World Health Organization, that the Safe Communities approach results in measurable improvements

to mortality and morbidity. In addition, implementation of Null Visionen concepts, as researched by Vagverket/Trafficverket and FOI (Swedish Defense Research Institute), indicates safety improvement based on systemic approaches. Trafficverket multiple citations, in addition to FOI-SE research. Single citation: "Linköping: Statens väg-och transportforskningsinstitut, 2001. p. 66-76." Austroads research indicates steady improvement based on implementation of research-based community strategies. Citation: Austroads, Guide to Road Safety Part 1: Introduction and The Safe System, Publication no: AGRS01-21, ISBN: 978-1-922382-59-7, Published: 16 July 2021 (and following series).

CP-24-25-17-00	Lane Safe Communities	Anticipated Award
402		\$95,000

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

Intended sub-recipients:

Eugene/ Springfield Metropolitan Planning Organization, local government

Location:

Eugene, Oregon, Lane County

Affected Communities:

Traffic safety professionals, traffic safety volunteers, Residents and visitors to Lane County

Eligible Use of Funds: 402 Community Traffic Safety Programs

Budget: Project specific consultant costs, printing of document

Countermeasures and Justification: 1300.11(b)(4)(ii) 1300.12(b)(2)(viii)

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

Research by The Karolina Institute based in Orebro, Sweden indicates, as does the World Health Organization, that the Safe Communities approach results in measurable improvements to mortality and morbidity. In addition, implementation of Null Visionen concepts, as researched by Vagverket/Trafficverket and FOI (Swedish Defense Research Institute), indicates safety improvement based on systemic approaches. Trafficverket multiple citations, in addition to FOI-SE research. Single citation: "Linköping: Statens väg-och transportforskningsinstitut, 2001. p. 66-76." Austroads research indicates steady improvement based on implementation of research-based community strategies. Citation: Austroads, Guide to Road Safety Part 1: Introduction and The Safe System, Publication no: AGRS01-21, ISBN: 978-1-922382-59-7, Published: 16 July 2021 (and following series).

CP-24-25-18-00	Deschutes Safe Community	Anticipated Award
402		\$95,000

The project will coordinate and implement portions of the Deschutes County, and the City of Bend local Transportation Safety Action Plans. This project will continue work to integrate the elements of the Safe Community concept within Deschutes County, and will specifically encourage partnerships within the county government, and with cities within the county. The project will provide consultant services, hours and allowable resources for coordination activities to assist with and implement action items from the plans to initiate culture change inside and outside city and county government, moving the community toward a zero acceptable deaths approach to managing motor vehicle traffic.

Intended sub-recipients:

Bend Metropolitan Planning Organization, local government

Location:

Bend, Oregon; Deschutes County

Affected Communities:

Traffic safety professionals, traffic safety volunteers, Residents and visitors to Deschutes County

Eligible Use of Funds: 402 – Community Traffic Safety

Budget: Project specific consultant costs, printing of document(s)

Countermeasures and Justification: 1300.11(b)(4)(ii) 1300.12(b)(2)(viii)

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

Research by The Karolina Institute based in Orebro, Sweden indicates, as does the World Health Organization, that the Safe Communities approach results in measurable improvements to mortality and morbidity. In addition, implementation of Null Visionen concepts, as researched by Vagverket/Trafficverket and FOI (Swedish Defense Research Institute), indicates safety improvement based on systemic approaches. Trafficverket multiple citations, in addition to FOI-SE research. Single citation: "Linköping: Statens väg-och transportforskningsinstitut, 2001. p. 66-76." Austroads research indicates steady improvement based on implementation of research-based community strategies. Citation: Austroads, Guide to Road Safety Part 1: Introduction and The Safe System, Publication no: AGRS01-21, ISBN: 978-1-922382-59-7, Published: 16 July 2021 (and following series).

CP-24-25-19-00	Safe Community Services: Oregon Impact	Anticipated Award
402		\$160,000

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

Intended sub-recipients:

Oregon Impact, a traffic safety dedicated non-profit (all activities are for traffic safety)

Location:

Gladstone, Oregon, Clackamas County

Affected Communities:

Traffic safety volunteers, traffic safety professionals, residents and visitors, Safety Advocates in each of the following 36 counties:

Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County

Eligible Use of Funds: 402 Community Traffic Safety Programs.

Budget: Project specific labor, project specific consultant costs, project specific supplies, printing of document(s), travel.

Countermeasures and Justification: 1300.11(b)(4)(ii) 1300.12(b)(2)(viii)

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

Research by The Karolina Institute based in Orebro, Sweden indicates, as does the World Health Organization, that the Safe Communities approach results in measurable improvements to mortality and morbidity. In addition, implementation of Null Visionen concepts, as researched by Vagverket/Trafficverket and FOI (Swedish Defense Research Institute), indicates safety improvement based on systemic approaches. Trafficverket multiple citations, in addition to FOI-SE research. Single citation: "Linköping: Statens väg-och transportforskningsinstitut, 2001. p. 66-76." Austroads research indicates steady improvement based on implementation of research-based community strategies. Citation: Austroads, Guide to Road Safety Part 1: Introduction and The Safe System, Publication no: AGRS01-21, ISBN: 978-1-922382-59-7, Published: 16 July 2021 (and following series).

CP-24-25-20-00	Safe Communities Assistance	Anticipated Award
402		\$100,000

The project will award grants to local governments for the coordination and implementation of allowable portions of new county and city level Transportation Safety Action Plans. This project will work with communities to integrate the elements of the Safe Community concept into local plan implementation and will specifically encourage partnerships within county and city governments. The project will provide staff or consultant hours and allowable resources and materials for coordination activities to assist with and implement actions to initiate positive transportation safety culture changes inside and outside city and county government, moving the community toward a zero acceptable deaths approach to managing motor vehicle traffic safety outreach and education, including implementation of the county's new Local Transportation Safety Action Plan. Of note: Oregon Communities are often reluctant to commit to a broad scope safety project, so these funds were not used in 2023 as of this application. They are looking for a stable commitment from grant funders before proceeding.

Intended sub-recipients:

ODOT, State of Oregon, Klamath Falls City/County, Marion County Department of Transportation

Location:

City of Klamath Falls, Oregon; Klamath County, Oregon; Salem, Oregon; Marion County, Oregon

Affected Communities:

Residents and visitors to Klamath County, Marion County, transportation safety professional staff in listed communities.

Eligible Use of Funds: 402 – Community Traffic Safety Programs

Budget: Project specific hours, project specific consultant costs, printing of document(s)

Countermeasures and Justification: 1300.11(b)(4)(ii) 1300.12(b)(2)(viii)

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

Research by The Karolina Institute based in Orebro, Sweden indicates, as does the World Health Organization, that the Safe Communities approach results in measurable improvements to mortality and morbidity. In addition, implementation of Null Visionen concepts, as researched by Vagverket/Trafficverket and FOI (Swedish Defense Research Institute), indicates safety improvement based on systemic approaches. Trafficverket multiple citations, in addition to FOI-SE research. Single citation: "Linköping: Statens väg-och transportforskningsinstitut, 2001. p. 66-76." Austroads research indicates steady improvement based on implementation of research-based community strategies. Citation: Austroads, Guide to Road Safety Part 1: Introduction and The Safe System, Publication no: AGRS01-21, ISBN: 978-1-922382-59-7, Published: 16 July 2021 (and following series).

CP-24-25-21-00	Local Safety Action Plans	Anticipated Award
402		\$600,000

This project will identify communities, and fund awards to local governments for the planning and development of safety action plans. The plan development process will gather data about fatal and injury crash causation and will establish local plans using data driven decision making and available research to identify countermeasures that show the best potential to impact local safety problems in an effective manner. The best countermeasures will become part of the local plans. The plans will incorporate Engineering, Education, Enforcement and EMS solutions to address the Economic impacts of transportation related fatal and serious injury crashes. The resultant plans are to be Safe Streets for All compliant, and result in research and data driven efforts. The sub recipients have begun work in 2023 and will continue or complete work in 2024.

Intended sub-recipients:

ODOT, State of Oregon, Clackamas County, Marion County, Malheur County, Klamath County, Umatilla County, Columbia County

Location:

Salem, Oregon Clackamas County, Oregon Marion County, Oregon, Malheur County, Oregon, Klamath County, Oregon, Umatilla County, Oregon, Columbia County Oregon

Affected Communities:

Residents and visitors to Clackamas County, Marion County, Malheur County, Klamath County, Umatilla County, Columbia County, planning and transportation safety professional staff

Eligible Use of Funds: 402 – Community Traffic Safety Programs

Budget: Project specific hours, project specific consultant costs, printing of document(s)

Countermeasures and Justification: 1300.11(b)(4)(ii) 1300.12(b)(2)(viii)

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

Research by The Karolina Institute based in Orebro, Sweden indicates, as does the World Health Organization, that the Safe Communities approach results in measurable improvements to mortality and morbidity. In addition, implementation of Null Visionen concepts, as researched by Vagverket/Trafficverket and FOI (Swedish Defense Research Institute), indicates safety improvement based on systemic approaches. Trafficverket multiple citations, in addition to FOI-SE research. Single citation: "Linköping: Statens väg-och transportforskningsinstitut, 2001. p. 66-76." Austroads research indicates steady improvement based on implementation of research-based community strategies. Citation: Austroads, Guide to Road Safety Part 1: Introduction and The Safe System, Publication no: AGRS01-21, ISBN: 978-1-922382-59-7, Published: 16 July 2021 (and following series).

Distracted Driving

M8DDLE-24-20-00-00	Distracted Driving High Visibility Enforcement	Anticipated Award
405(e)		\$850,000

This project will fund police officer straight and overtime hours for focused traffic enforcement and educational activities that facilitate compliance with Oregon's distracted driving laws, including at least three targeted saturation patrols on identified problem highways or road segments and/or at scheduled events. This is conducted in Oregon throughout the year statewide, especially for Distracted Driving during April, the National Distracted Driving Awareness Month, Week, and the National Connect to Disconnect program.

Intended sub-recipients:

Oregon Impact, Oregon Impact is a non-profit agency located in Milwaukie, Oregon.

Location:

Oregon Impact will make grants available to at least the *following local political subdivision law enforcement entities:*

City Police Departments: Albany, Ashland, Aumsville, Baker City, Bandon, Banks, Beaverton, Bend, Brookings, Burns, Canby, Carlton, Central Point, Coburg, Coos Bay, Coquille, Cornelius, Cottage Grove, Eagle Point, Enterprise, Eugene, Florence, Forest Grove, Gaston, Gervais, Gladstone, Grants Pass, Gresham, Hermiston, Hillsboro, Hood River, Hubbard, Independence, Junction City, Keizer, Lake Oswego, Lebanon, Lincoln City, Medford, Milton-Freewater, Milwaukie, Molalla, Monmouth, McMinnville, Newberg-Dundee, North Bend, Nyssa, Ontario, Oregon City, Phoenix, Portland, Prineville, Redmond, Reedsport, Roseburg, Salem, Sandy, Seaside, Sherwood, Silverton, Springfield, Stayton, Sutherlin, Talent, The Dalles, Tillamook, Tigard, Toledo, Tualatin, Turner, Warrenton, West Linn, Winston, and Yamhill Police Departments.

Local County Sheriff Offices: Baker, Benton, Clackamas, Columbia, Crook, Douglas, Gilliam, Harney, Jackson, Klamath, Lane, Linn, Malheur, Marion, Morrow, Multnomah, Polk, Tillamook, Umatilla, Wallowa, Washington, and Yamhill County Sheriff's Offices.

Affected Communities:

Roadway users (drivers, riders, walkers, and rollers) and the general public/residents of above local communities.

Eligible use of funds: [23 CFR 1300.24\(f\)](#); [405e – Distracted Driving Law Enforcement](#).

Except as provided in [paragraphs \(f\)\(2\)](#) and [\(3\)](#) of this section, a State may use grant funds awarded under [23 U.S.C. 405\(e\)](#) only to educate the public through advertising that contains information about the dangers of texting or using a cell phone while driving, for traffic signs that notify drivers about the distracted driving law of the State, or for law enforcement costs related to the enforcement of the distracted driving law.

Countermeasures and Justification: [1300.11\(b\)\(4\)\(ii\)](#) [1300.12\(b\)\(2\)\(viii\)](#)

High visibility enforcement – CTW 4 stars citation, High-Visibility Cell Phone/Text Messaging Enforcement, in the Distracted Driving chapter of the Triennial HSP.

M8DDLE-24-20-16-00	Distracted Driving High Visibility Enforcement Oregon State Police (OSP)	Anticipated Award
405(e)		\$150,000

This project will fund police officer straight and overtime time for traffic enforcement and educational activities that facilitate compliance with Oregon’s distracted driving laws, including at least three targeted saturation patrols on identified problem highways or road segments and/or at scheduled events. This is done in Oregon throughout the year statewide, especially for Distracted Driving during April, the National Distracted Driving Awareness Month, Week and the National Connect to Disconnect. OSP also provides support statewide when there are not OSP also provides backup enforcement to police departments or sheriff’s offices participating in this project.

Intended sub-recipients:

Oregon State Police

Location:

OSP covers the entire state and places where city and county police departments cannot because they do not have the workforce to do so. See ODOT Region Map and counties.

Affected Communities:

Roadway users (drivers, riders, walkers, and rollers) and the general public in local communities. All communities statewide are affected by the Oregon State Police (OSP) as they also have the authority to provide traffic enforcement in Region 1 through 5, please see map.

Eligible use of funds: [23 CFR 1300.24\(f\)](#); [405e – Distracted Driving Law Enforcement](#).

Except as provided in [paragraphs \(f\)\(2\)](#) and [\(3\)](#) of this section, a State may use grant funds awarded under [23 U.S.C. 405\(e\)](#) only to educate the public through advertising that contains information about the dangers of texting or using a cell phone while driving, for traffic signs that notify drivers about the distracted driving law of the State, or for law enforcement costs related to the enforcement of the distracted driving law.

Countermeasures and Justification: [1300.11\(b\)\(4\)\(ii\)](#) [1300.12\(b\)\(2\)\(viii\)](#)

High visibility enforcement – CTW 4 stars citation, High-Visibility Cell Phone/Text Messaging Enforcement, in the Distracted Driving chapter of the Triennial HSP.

B8APE-24-23-00-00	Distracted Driving Media	Anticipated Award
405(e)		\$500,000

This project will fund contracted media design, education material, social media advertising, this project will fund contracted media design, education material, social media advertising, geofencing NASCAR, Grand Prix, and other events as available, TV and radio public service announcements and billboards, as well as TSO direct purchase, reproduction and distribution of educational and outreach materials. This is conducted statewide throughout the year and

especially during April, the National Distracted Driving Awareness Month, Week, and the National Connect to Disconnect program.

Intended sub-recipients:

ODOT Transportation Safety Office

Location:

Salem, Regions 1-5 Please see Region Map.

Affected Communities:

Oregon’s motoring public (drivers, riders, walkers and rollers), tourists, and the general public.

Countermeasures and Justification 1300.11(b)(4)(ii)

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3	3.2 Strategies for Low-Belt-Use Groups	p.152
3	4.1 Communications and Outreach Supporting Enforcement	p. 212
3	4.1 Communications and Outreach Supporting Enforcement	p. 212
4	2.1 Communications and Outreach on Distracted Driving	p. 240

This project supports the countermeasure Communication and Education, and the effectiveness rating for communications and outreach countermeasures depends on the program for impaired driving it receives 3 stars, occupant protection low-use 4 stars, for speeding it is supporting enforcement it receives 3 stars and distracted driving has a 1 star effectiveness rating. There is no countermeasure for grassroots communication and outreach; however, research concludes that public engagement is a critical component of any public health strategy. Please see the justification in the Distracted Driving chapter of the Triennial HSP.

Education and outreach are informed by Highway Safety Program Guidelines 4 driver education and training and guidelines 8, 13, 14, 15, 19, 20 (specifically communication program) and 21 (specifically the outreach program). However, it should be noted that this is a road-user outreach and education program targeted towards users and people who live in proximity to the safety corridor.

Eligible use of funds: 405e – Public Education

B8A*DD-24-23-00-02	Distracted Driving Education and Outreach (S/W)	Anticipated Award
405(e) flex		\$500,000

This project will fund local distracted driving avoidance presentations, research, education, education material, social media advertising, as well as TSO direct purchase, reproduction and distribution of educational and outreach materials; and transportation of the distracted driving-related crashed car and trailer for local public outreach and awareness events. The Oregon State University Research project on “The Impact of Cell Phone Coverage Areas on Distracted Driving,” will be expanded and conducted throughout years 2024-2026. This project will also conduct annual training conferences for law enforcement and judges on successfully conducting

distracted driving enforcement, accident reconstruction, and adjudication. ODOT will also provide mini grants (sub-awards) to approved distracted driving avoidance course providers to deliver both violator as well as public training statewide to the general public, where the training is traditionally only provided for drivers that were cited for violating Oregon’s distracted driving law.

Intended sub-recipients:

ODOT Transportation Safety Office, Oregon State University – State University, 101 Things to Do Coastal/Western Oregon Magazine – Eugene, Oregon.

Distracted Driving Avoidance Course Approved Providers - I.S.A.E. Court Related Education Programs, Denver, CO; 1 Attempt (At Your Pace Online), Gold Hill, Oregon; Affordable Traffic Safety Course, Milpitas, CA; Beaverton Police Department, Beaverton, OR; Compliance Education Courses, Portland, OR; CyberActive Incorporated, Beverly Hills, CA; Jackson County Sheriff’s Office, Central Point, OR; Lane County Driving School, Springfield, OR; Lebanon Police Department, Lebanon, OR; Legacy Trauma Nurses Talk Tough, Portland, OR; National Safety Council, Itasca, IL; National Traffic Safety Institute, Issaquah, WA; Oregon Impact, Gladstone, OR; Oregon Trail Driving School, Hood River, OR; Traffic School Online, Santa Rosa, CA; U-Turn 180, Traffic Safety Education, Molalla, OR.

Location:

Region 1-5 please see ODOT Region map.

Affected Communities:

Oregon drivers and general public.

Eligible use of funds: [23 CFR 1300.24\(f\); 405e Distracted Driving – Public Education](#)

Except as provided in [paragraphs \(f\)\(2\) and \(3\)](#) of this section, a State may use grant funds awarded under [23 U.S.C. 405\(e\)](#) only to educate the public through advertising that contains information about the dangers of texting or using a cell phone while driving, for traffic signs that notify drivers about the distracted driving law of the State, or for law enforcement costs related to the enforcement of the distracted driving law.

405 (e) Flex [23 CFR 1300.24\(f\)\(2\)](#)

Countermeasure Strategy(s) per 1300.11(b)(4)(ii)

Education and outreach are informed by Highway Safety Program Guidelines 4 driver education and training and guidelines 8, 13, 14, 15, 19, 20 (specifically communication program) and 21 (specifically the outreach program).

Chapter	Countermeasure	Page #
2.3	Communications and Outreach on Distracted Driving	p. 240

Driver Education

24-TOFYOUTH-962	Trauma Nurses Talk Tough: Youth Traffic Safety Education	Anticipated Award
Transportation Operating Fund		\$47,500

Youth traffic safety education funds fund statewide youth traffic safety and injury causation and prevention educational activities that facilitate knowledge of Oregon’s traffic safety laws as well as providing court-ordered classes for drivers charged with DUII, unsafe driving and other risky behaviors.

Intended sub-recipients:

State of Oregon, Legacy Emanuel Hospital, Trauma Nurses Talk Tough

Location:

Portland, OR

Affected Communities:

General Public

24DRVED-001	Driver Education Reimbursement	Anticipated Award
Student Driver Training Fund		\$2,128,037

This project will distribute funds available in the Student Driver Training Fund (SDTF) to ODOT-DMV Transportation Safety Office approved driver education providers up to \$210 for each eligible student who completes the approved driver education course (ORS 336.805 and ORS 336.807). Provider and course requirements are outlined in Oregon Administrative Rule 737-015-0010 through 737-015-0130.

Intended sub-recipients:

State of Oregon, ODOT, Oregon Transportation Safety Office

Location:

Salem, OR

Affected Communities:

Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Multnomah County, Polk County, Tillamook County, Umatilla County, Union County, Wasco County, Washington County, Yamhill County

24DRVED-A02	GDL Implementation – Information & Education	Anticipated Award
Student Driver Training Fund		\$477,944

This project will provide support for driver education curriculum development and revision, certified driver education instructor training, administration of regional conference(s) providing continuing education for certified driver education instructors, and maintenance of the Instructor Database, Registration System and Reporting and Provider Inspection Database (RAPID).

Intended sub-recipients:

State of Oregon, ODOT, Western Oregon University

Location:

Salem, OR

Affected Communities:

Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Multnomah County, Polk County, Tillamook County, Umatilla County, Union County, Wasco County, Washington County, Yamhill County

24DRVED-003	Statewide Services – Driver Education	Anticipated Award
Student Driver Training Fund		\$235,000

This project will fund contracted media design, education material revisions, social media advertising, radio public service announcements and billboards, public opinion survey, as well as TSO direct purchase, reproduction and distribution of educational and outreach materials.

Intended sub-recipients:

State of Oregon, ODOT, ODOT Transportation Safety Office

Location:

Salem, OR

Affected Communities:

General Public

24DRVED-004	Driver Education Reimbursement – Foster Youth	Anticipated Award
Student Driver Training Fund		\$25,000

This project provides funds for paying the parent portion of an ODOT-Approved driver education course for teens in Oregon foster care.

Intended Sub-recipient:

State of Oregon, ODOT, Oregon Dept of Human Services

Location:

Salem, OR

Affected Communities:

Students in Foster Care throughout the State of Oregon

<p>24DRVED-005, 24DRVED- 005MGAAA, 24DRVED-005 MGBBB</p>	<p>Driver Education Region 5 Adaptive Strategies</p>	<p>Anticipated Award</p>
<p>Student Driver Training Fund</p>		<p>\$15,000</p>

This project funds initiatives to expand access to ODOT-Approved driver education courses in ODOT’s Region 5 (eastern Oregon, primarily rural and frontier). Funds will be used to pay for instructor training courses, etc. per OAR 737-015-0035.

Intended Sub-recipient:

State of Oregon, ODOT, ODOT Transportation Safety Office Region 5.

Potential mini grants to:

Baker School District 5J, La Grande School District, Hermiston School District, and Malheur County ESD. These mini grants are offered only to current driver education programs. Any program that is certified after submission and requests a mini grant will be administered via HSP amendment.

Location:

La Grande, OR

Affected Communities:

Baker County, La Grande, Hermiston, Malheur County

Emergency Medical Services

EM-24-24-01-00	Emergency Medical Services Statewide Services	Anticipated Award
402		\$200,000

This funding will assist in strengthening Oregon's Emergency Medical Systems' capabilities statewide, thus increasing the survivability of motor vehicle crash victims.

The Emergency Medical Services Program works to raise awareness about the importance of EMS personnel and equipment in reducing the severity of fatal and serious injury crashes. The program also promotes statewide support through agency partnerships and community involvement. It provides EMS training to rural and frontier EMS providers through conferences, emergency responder training, i.e., Prehospital Life Support Training and other EMS trainings that may become available to facilitate the ability of EMS personnel to earn Continuing Education Units in order to increase and/or maintain the EMS workforce in Oregon; maintain or improve response, scene, and transport times by increasing EMS personnel knowledge.

TSO will be providing financial assistance for registration fees, and potential travel expenses for Emergency Medical Services training at three conferences throughout the state (both in-person and virtual) and made available for rural/frontier EMS providers responding to motor vehicle crashes. Rural EMS Training, (both in-person and virtual) i.e., Prehospital Trauma Life Support Training (PHTLS), for both Basic Life Support (BLS) and Advanced Life Support (ALS). This project was a successful pilot in 2022 and has been effective, now in great demand. TSO plans to stand up this training program throughout the next three grant years. This training will include certification of EMS Coordinators and Instructors that will then continue to build on the program and train statewide, to eventually partner with bordering states Washington, Idaho, and California. Oregon funds will be utilized for Oregon participants only. This will also only be initially provided for rural/frontier EMS providers who respond to motor vehicle crashes.

Intended sub-recipients:

Oregon EMS Education Foundation/ EMS Non-profit organization, Mercy Flights, Inc., / EMS Non-profit organization, Eastern Oregon EMS Conference/ EMS Non-profit organization.

Location:

Conferences: Seaside/November 2023, Pendleton/February 2024, Medford/March 2024 (conference dates to be determined). Rural PHTLS training will be given in rural areas, those areas and dates are to be determined.

Affected Communities:

Rural communities throughout Oregon based on need/data and demand The Oregon EMS Conference serves all counties throughout the state. Statewide in 2020, there were 38,141 total crashes, there were 460 fatal crashes and 19,343 injury crashes, with 507 persons killed and 27,998 persons injured. The Eastern Oregon Conference serves rural EMS providers responding to motor vehicle crashes in Baker, Grant, Gilliam, Marion, Morrow, Multnomah, Tillamook, Umatilla, Union and Wallowa counties. There were 12,532 crashes, 160 fatalities and 9,487 injuries. The State of Jefferson serves rural EMS providers responding to motor vehicle crashes in Clackamas, Coos, Curry, Deschutes, Douglas, Jackson, Klamath, Lake, Linn, Marion, Multnomah, Polk, Wasco and Washington counties. There were 27,781 crashes, 344 fatalities and 20,802 injuries.

Eligible use of funds: [23 USC 402: Highway safety programs \(house.gov\)](#): 402 – Emergency Medical Services; Training and Education

Countermeasure Strategy(s):

Although training is not identified specifically as a countermeasure, training is supported by Highway Safety Program Guidelines: therefore the countermeasure is Emergency Responder Training in the EMS chapter of the Triennial HSP.

- Number 8 B. Enforcement
- Number 14 IV. Law Enforcement and VI Communication
- Number 15 III. Training
- Number 19 V. Enforcement Countermeasures
- Number 20 V. Occupant Protection for Children Program and BI Health and Medical Communities.

Impaired Driving

M5HVE-24-14-00-00	DUII High Visibility Enforcement (Oregon Impact)	Anticipated Award
405(d)		\$600,000

This project will fund police officer DUII enforcement (HVE) and educational activities that facilitate compliance with Oregon impaired driving laws including participation in the Labor Day and Christmas/New Years National Campaigns. Participating municipal and county law enforcement agencies will be given reasonable discretion in how to allocate their enforcement resources to address local impaired driving challenges. Agencies will be encouraged to conduct joint operations to create true high visibility enforcement events so as to identify and arrest impaired drivers and create a credible deterrent to driving under the influence more effectively.

This project is intended to provide a heightened level of enforcement specific to impaired driving, particularly at times and locations most likely to experience increased DUII incidences in local communities. Moreover, the publicization of these enhanced patrols is intended to motivate a deterrent effect by creating a credible fear of arrest such that persons using intoxicants will consider alternatives to driving under the influence.

Intended sub-recipients:

Oregon Impact(Non-profit)

Location:

ODOT Regions 1 – 5, See ODOT Region Map and Counties by Region

Affected Communities:

Albany, Ashland, Baker City, Baker County, Bandon, Beaverton, Bend, Benton County, Brookings, Burns, Canby, Carlton, Central Point, Clackamas County, Coburg, Columbia County, Crook County, Douglas County, Eagle Point, Enterprise, Eugene, Florence, Forest Grove, Gervais, Gladstone, Grants Pass, Gresham, Hood River, Hubbard, Independence, Jackson County, Junction City, Keizer, Klamath County, Lake Oswego, Lane County, Lebanon, Lincoln City, Linn County, Malheur County, Marion County, Medford, Molalla, Monmouth, McMinnville, Morrow County, Multnomah County, Newberg-Dundee, North Bend, Nyssa, Ontario, Oregon City, Phoenix, Polk County, Portland, Prineville, Redmond, Reedsport, Roseburg, Salem,

Sandy, Seaside, Sherwood, Silverton, Springfield, Stayton, Talent, The Dalles, Tigard, Tillamook County, Toledo, Tualatin, Umatilla County, Warrenton, Washington County, West Linn, Winston, Yamhill (city), Yamhill County.

Eligible use of funds: [23 CFR 1300.23\(b\)\(j\)](#)

High Visibility Enforcement

Other impaired driving activities based on problem identification with advanced approval from NHTSA.

Countermeasure:

Countermeasures that Work Section 2.2 Deterrence: Enforcement / High-Visibility Saturation Patrols

Countermeasures and Justification [1300.11\(b\)\(4\)\(ii\)](#) [1300.12\(b\)\(2\)\(viii\)](#)

High visibility enforcement – CTW 4 stars citation

According to the Countermeasures That Work, the most effective strategy that is allowed by Oregon law is High Visibility Enforcement (HVE). State-level enforcement campaigns from seven States were found effective in reducing 11 to 20 percent of total alcohol related fatalities when enforcement and paid media were combined (National Academies of Sciences, Engineering, and Medicine, 2018). Researchers found that 58 percent of high visibility enforcement efforts related to alcohol-involved driving reduced the number of crashes and prohibited driving behaviors observed within the enforcement area.⁵

M5HVE-24-14-16-00	DUII High Visibility Enforcement (OSP)	Anticipated Award
405(d)		\$420,000

This project will fund Oregon State Police DUII enforcement and educational activities that facilitate compliance with Oregon impaired driving laws including participation in the Labor Day and Christmas/New Years National Campaigns. The state police will pilot a new ad hoc DUII enforcement team comprised of troopers from around Oregon. At least monthly, members of the team will travel to an area where increased DUII activity is anticipated, such as fairs, festivals, rodeos, college sports matches, and other community events. The team will supplement local resources to create true high visibility enforcement operations. Travel and lodging expenses for these troopers will also be funded as part of the project, in addition to wage and benefit expenses.

This project will also fund overtime activities for local, county, and state law enforcement officers certified as Drug Recognition Experts who respond outside of their normal hours to conduct drug influence evaluations.

This project is intended to provide a heightened level of enforcement specific to impaired driving, particularly at times and locations most likely to experience increased DUII incidences in local communities. Moreover, the publicization of these enhanced patrols is intended to motivate a deterrent effect by creating a credible fear of arrest such that persons using intoxicants will consider alternatives to driving under the influence.

⁵ Taylor, C. L., Byrne, A., Coppinger, K., Fisher, D., Foreman, C., & Mahavier, K. (2022, June). Synthesis of studies that relate amount of enforcement to magnitude of safety outcomes (Report No. DOT HS 813 274-A). National Highway Traffic Safety Administration.

Intended sub-recipients:

Oregon State Police, Albany Police Department, Astoria Police Department, Baker County Sheriff's Office, Beaverton Police Department, Bend Police Department, Benton County Sheriff's Office, Canby Police Department, Central Point Police Department, Clackamas County Sheriff's Office, Clatsop County Sheriff's Office, Coos Bay Police Department, Deschutes County Sheriff's Office, Douglas County Sheriff's Office, Eagle Point Police Department, Enterprise Police Department, Eugene Police Department, Florence Police Department, Gearhart Police Department, Grand Ronde Tribal Police Department, Grants Pass Police Department, Gresham Police Department, Hermiston Police Department, Hillsboro Police Department, Hood River Police Department, Jackson County Sheriff's Office, Jefferson County Sheriff's Office, Keizer Police Department, Klamath County Sheriff's Office, Klamath Falls Police Department, Lane County Sheriff's Office, Lebanon Police Department, Lincoln City Police Department, Lincoln County Sheriff's Office, Madras Police Department, Marion County Sheriff's Office, Medford Police Department, Multnomah County Sheriff's Office, Newberg-Dundee Police Department, Ontario Police Department, Oregon City Police Department, Pendleton Police Department, Polk County Sheriff's Office, Portland Police Bureau, Prineville Police Department, Redmond Police Department, Salem Police Department, Springfield Police Department, St. Helens Police Department, Stayton Police Department, Sunriver Police Department, Tigard Police Department, Tillamook County Sheriff's Office, Umatilla County Sheriff's Office, University of Oregon Police Department, Willamette County Community Corrections, Washington County Sheriff's Office, West Linn Police Department, Winston Police Department, Yamhill County Sheriff's Office, Yamhill Police Department.

Location:

ODOT Regions 1 – 5, See ODOT Region Map and Counties by Region

Eligible use of funds: [23 CFR 1300.23\(b\)\(j\)](#)

High Visibility Enforcement

Other impaired driving activities based on problem identification with advanced approval from NHTSA

Countermeasures and Justification [1300.11\(b\)\(4\)\(ii\)](#) [1300.12\(b\)\(2\)\(viii\)](#)

High visibility enforcement – CTW 4 stars citation

According to the Countermeasures That Work, the most effective strategy that is allowed by Oregon law is High Visibility Enforcement (HVE). State-level enforcement campaigns from seven States were found effective in reducing 11 to 20 percent of total alcohol related fatalities when enforcement and paid media were combined (National Academies of Sciences, Engineering, and Medicine, 2018). Researchers found that 58 percent of high visibility enforcement efforts related to alcohol-involved driving reduced the number of crashes and prohibited driving behaviors observed within the enforcement area.⁶

Countermeasures that Work Section 2.2 Deterrence: / High-Visibility Saturation Patrols

⁶ Taylor, C. L., Byrne, A., Coppinger, K., Fisher, D., Foreman, C., & Mahavier, K. (2022, June). Synthesis of studies that relate amount of enforcement to magnitude of safety outcomes (Report No. DOT HS 813 274-A). National Highway Traffic Safety Administration.

TOX_AL-24-15-00-00	DUII Toxicology	Award
164		\$400,000

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

The intent of the project is to ensure DUII prosecutions are supported by toxicology evidence in impaired driving cases. Juries are increasingly dependent on possession of concrete knowledge of substances in an offender’s system at the time they were driving in order to hold them accountable, even when impairment is overt and/or captured on video. By ensuring prosecutors have toxicology evidence, offenders are more likely to be convicted and be mandated into programs to reduce the likelihood of recidivism.

Intended sub-recipients:

Oregon State Police

Location:

Salem, OR

Affected Communities:

Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Yamhill County, Wheeler County.

Eligible use of funds: [154 and 164 legislation and interim regulations](#)

Alcohol Toxicology Support

Drug Toxicology Support

Countermeasure:

Countermeasures that Work Section 1.4 BAC Test Refusal Penalties

Deterrence: Prosecution and adjudication

ENF_AL-24-14-16-00	Sustained DUII Enforcement – Yamhill County	Anticipated Award
164		\$140,000

The Yamhill County Sheriff’s Office leveraged grant funding from 2020 – 2023 to dedicate the equivalent of one FTE dedicated to impaired driving prevention and enforcement. The project was successful in improving the agency’s response to impaired driving instances in Yamhill County, and County government leadership continued the position with local funding.

Unfortunately, Yamhill County continues to suffer from disproportionate DUII fatality events, and this project will allow the Sheriff's Office to fund additional the equivalent of one FTE hours to focus on impaired driving enforcement activities. This allows enough hours for at least one deputy assigned to DUII being available and on enforcement patrol seven days per week.

This project is intended to provide additional dedicated impaired driving enforcement to the communities of Yamhill County, which has experienced a significant number of DUII crashes despite other recent improvements to the sheriff's office's impaired driving enforcement resources.

Intended sub-recipients:

Yamhill County Sheriff's Office

Location:

Yamhill County

Affected Communities:

Incorporated and unincorporated communities of Yamhill County

Eligible use of funds: [154 and 164 legislation and interim regulations](#)

Alcohol Enforcement

Alcohol Law Enforcement Training

Drug Enforcement

Drug Law Enforcement Training

Countermeasure:

Countermeasures that Work Section 2.2 Deterrence: Enforcement / High-Visibility Saturation Patrols

Countermeasures and Justification [1300.11\(b\)\(4\)\(ii\)](#) [1300.12\(b\)\(2\)\(viii\)](#)

High visibility enforcement – CTW 4 stars citation

According to the Countermeasures That Work, the most effective strategy that is allowed by Oregon law is High Visibility Enforcement (HVE). State-level enforcement campaigns from seven States were found effective in reducing 11 to 20 percent of total alcohol related fatalities when enforcement and paid media were combined (National Academies of Sciences, Engineering, and Medicine, 2018). Researchers found that 58 percent of high visibility enforcement efforts related to alcohol-involved driving reduced the number of crashes and prohibited driving behaviors observed within the enforcement area.⁷

M5OT-24-15-16-00	Sustained DUII Enforcement – Jackson County	Anticipated Award
405(d)		\$140,000

This project will fund the hours necessary to conduct dedicated to conducting DUII enforcement and education activities. Additional DUII patrols will be focused on rural areas, such as around

⁷ Taylor, C. L., Byrne, A., Coppinger, K., Fisher, D., Foreman, C., & Mahavier, K. (2022, June). Synthesis of studies that relate amount of enforcement to magnitude of safety outcomes (Report No. DOT HS 813 274-A). National Highway Traffic Safety Administration.

campgrounds and lakes where data indicates DUUI activity is more likely to occur. The Sheriff's Office will also provide public education and outreach to inform the community about the dangers of impaired driving and would host/participate in regional law enforcement trainings on impaired driving topics.

This project is intended to provide additional dedicated impaired driving enforcement to the communities of Jackson County, which has experienced a significant number of DUUI crashes despite existing dedicated enforcement resources.

Intended sub-recipients:

Jackson County Sheriff's Office

Location:

Jackson County

Affected Communities:

Incorporated and unincorporated communities of Jackson County

Eligible use of funds: [23 CFR 1300.23\(b\)\(j\)](#)

High Visibility Enforcement

Other impaired driving activities based on problem identification with advanced approval from NHTSA.

Countermeasures and Justification: [1300.11\(b\)\(4\)\(ii\)](#) [1300.12\(b\)\(2\)\(viii\)](#)

High visibility enforcement – CTW 4 stars citation

According to the Countermeasures That Work, the most effective strategy that is allowed by Oregon law is High Visibility Enforcement (HVE). State-level enforcement campaigns from seven States were found effective in reducing 11 to 20 percent of total alcohol related fatalities when enforcement and paid media were combined (National Academies of Sciences, Engineering, and Medicine, 2018). Researchers found that 58 percent of high visibility enforcement efforts related to alcohol-involved driving reduced the number of crashes and prohibited driving behaviors observed within the enforcement area.⁸

Countermeasures that Work Section 2.2 Deterrence: Enforcement / High-Visibility Saturation Patrols

ENF_AL-24-14-17-00	DUUI Traffic Safety Deputy – Lane County	Anticipated Award
164		\$140,000

This project will fund the hours necessary to perform dedicated impaired driving enforcement activities throughout Lane County, with an emphasis on the area's "TOP 12 Safety Roads" as identified by data analysis. The designated deputy shall respond to driving complaints related to common indicators of impairment and will be highly visible in the community making traffic stops and conducting DUUI investigations. The designated deputy will coordinate with the County's Fatal Crash Investigation Team and Public Works department to collect and analyze relevant

⁸ Taylor, C. L., Byrne, A., Coppinger, K., Fisher, D., Foreman, C., & Mahavier, K. (2022, June). Synthesis of studies that relate amount of enforcement to magnitude of safety outcomes (Report No. DOT HS 813 274-A). National Highway Traffic Safety Administration.

crash data, and to conduct public outreach and education regarding the dangers of impaired driving.

The intent of this project is to reduce the number of fatal and serious injury DUII crashes in Lane County, particularly on rural highways identified as safety corridors due to the prevalence of serious crashes thereon.

Intended sub-recipients:

Lane County Sheriff's Office

Location:

Lane County

Affected Communities:

Incorporated and unincorporated communities of Lane County

Eligible use of funds: 154 and 164 legislation and interim regulations

Alcohol Enforcement

Other impaired driving activities based on problem identification with advanced approval from NHTSA.

Countermeasures and Justification: 1300.11(b)(4)(ii) 1300.12(b)(2)(viii)

High visibility enforcement – CTW 4 stars citation

According to the Countermeasures That Work, the most effective strategy that is allowed by Oregon law is High Visibility Enforcement (HVE). State-level enforcement campaigns from seven States were found effective in reducing 11 to 20 percent of total alcohol related fatalities when enforcement and paid media were combined (National Academies of Sciences, Engineering, and Medicine, 2018). Researchers found that 58 percent of high visibility enforcement efforts related to alcohol-involved driving reduced the number of crashes and prohibited driving behaviors observed within the enforcement area.⁹

Countermeasures that Work Section 2.2 Deterrence: Enforcement / High-Visibility Saturation Patrols

M5OT-24-15-17-00	Sustained DUII Enforcement – Salem	Anticipated Award
405(d)		\$280,000

This project will fund the necessary hours to conduct impaired driving enforcement activities in the city of Salem. Participating officers will proactively seek impaired driving offenders during their shifts and will take over or assist with other officers' DUII investigations. Officers designated to work enforcement shifts will augment existing personnel and create an opportunity for high visibility operations in the Salem area. SPD will also utilize grant funding to conduct DUII-related trainings, including SFST refreshers and case law updates, for its officers and those of neighboring agencies. Participating officers will also work with OLCC to provide server education at local bars to prevent overserving that can lead to an impaired driving incident.

⁹ Taylor, C. L., Byrne, A., Coppinger, K., Fisher, D., Foreman, C., & Mahavier, K. (2022, June). Synthesis of studies that relate amount of enforcement to magnitude of safety outcomes (Report No. DOT HS 813 274-A). National Highway Traffic Safety Administration.

This project is intended to reduce the number of fatal and serious injury DUII crashes in the city of Salem through dedicated enforcement operations.

Intended sub-recipients:

City of Salem Police Department

Location:

Salem, OR

Affected Communities:

Incorporated City of Salem

Eligible use of funds: [23 CFR 1300.23\(b\)\(j\)](#)

High Visibility Enforcement

Other impaired driving activities based on problem identification with advanced approval from NHTSA.

Countermeasures and Justification 1300.11(b)(4)(ii) 1300.12(b)(2)(viii)

High visibility enforcement – CTW 4 stars citation

According to the Countermeasures That Work, the most effective strategy that is allowed by Oregon law is High Visibility Enforcement (HVE). State-level enforcement campaigns from seven States were found effective in reducing 11 to 20 percent of total alcohol related fatalities when enforcement and paid media were combined (National Academies of Sciences, Engineering, and Medicine, 2018). Researchers found that 58 percent of high visibility enforcement efforts related to alcohol-involved driving reduced the number of crashes and prohibited driving behaviors observed within the enforcement area.¹⁰

AL-24-22-00-00	Law Enforcement Breath Testing	Anticipated Award
402		\$2,512,200

This project will fund activities associated with the continued use of breath testing to determine the blood alcohol content of drivers suspected of driving under the influence of intoxicants. Breath testing remains the primary means of determining impaired driving suspects' blood alcohol concentration in support of DUII prosecution, and law enforcement must continue to have access to scientifically valid, court-recognized means to collect that evidence. Activities will include identifying and procuring breath testing instruments and providing training and technical support to law enforcement users throughout the state. Training may also be provided to prosecution partners to educate them on changes in nomenclature and/or use of next-generation breath testing equipment.

The intent of this project is to maintain effective use of statewide evidentiary breath testing processes such that evidence can be safely and legally collected to support impaired driving prosecutions.

Intended sub-recipients:

Oregon State Police

¹⁰ Taylor, C. L., Byrne, A., Coppinger, K., Fisher, D., Foreman, C., & Mahavier, K. (2022, June). Synthesis of studies that relate amount of enforcement to magnitude of safety outcomes (Report No. DOT HS 813 274-A). National Highway Traffic Safety Administration.

Location:

Oregon State Police Crime Lab – Clackamas County

Affected Communities:

All 36 counties and any city which hosts OSP evidentiary breath testing instrumentation.

Eligible use of funds: [23 USC 402: Highway safety programs \(house.gov\)](#): 402 – Impaired Driving; Impaired Driving (Other impaired driving activities based on problem identification with advanced approval from NHTSA)

Countermeasures and Justification:

Countermeasures that Work Section 2.3 Breath Test Devices - 4 CTW stars citation as shown in 3HSP updates section, number 3.

B5IDM-24-14-01-00	Statewide Services – DUII	Anticipated Award
405(d)		\$149,000

This project will fund costs related to facilitation of the Governor’s Advisory Committee on DUII (GAC-DUII), to include travel and lodging expenses for meetings held at locations around the state, and for registration, travel, and lodging for committee members at impaired driving conferences, seminars, and similar events. The GAC-DUII serves as Oregon’s impaired driving task force and in works toward identifying policy and/or operational improvements for the statewide impaired driving prevention program.

The project will also make funds available for DUII/DRE program expenses and conference support, for which NHTSA approval will be sought on an as-needed basis.

Intended sub-recipients:

ODOT Transportation Safety Office

Location

Salem

Affected Communities:

ODOT Regions 1 – 5, See ODOT Region Map and Counties by Region

Eligible use of funds: 23 CFR 1300.23(b)(j)

Data and Program Evaluation - Each State should access and analyze reliable data sources for problem identification and program planning. Each State should conduct several different types of evaluation to effectively measure progress and to plan and implement new program strategies, as identified by NHTSA in the Uniform Guidelines for Highway Traffic Safety Program. Data and Program Evaluation (Guideline, 8)

Evaluation or research of impaired driving countermeasures

Other impaired driving activities based on problem identification with advanced approval from NHTSA

Countermeasure:

NHTSA Uniform Guideline No 8, Section I Task Forces or Commissions as shown in Triennial HSP updates section.

PM_AL-24-14-01-00	Statewide Services – DUII Media & Communication	Anticipated Award
164		\$200,000

This project will fund contracted media design, educational material revisions, social media advertising, radio public service announcements and billboards, as well as TSO direct purchase, reproduction, and distribution of educational and outreach materials.

The intent of this project is to promote healthy decision-making statewide with regard to driving after having used intoxicants. By encouraging safe decisions and providing education about the dangers and actual costs of impaired driving, ODOT TSO will attempt reduce DUII crashes by inspiring media consumers to be more aware of safe ride alternatives and the benefits of using them.

Intended sub-recipients:

ODOT Transportation Safety Office

Location:

ODOT Regions 1-5, See ODOT Region Map and Table of Counties by Region

Affected Communities:

General public, with emphasis on high-DUII crash areas such as the Portland Metropolitan area and the I-5 corridor.

Spanish-speaking communities of Oregon

Eligible use of funds: Section [154](#) and [164](#) legislation and interim regulations

Alcohol Paid Media

Alcohol Education

Drug Paid Media

Drug Education

Countermeasures and Justification 1300.11(b)(4)(ii)

Countermeasures that Work Section 5.2, Mass Media Campaigns – CTW 3 star citation, page 1-61 of CTW

EDU_AL-24-14-01-00	Statewide Services – DUII Outreach & Education	Anticipated Award
164		\$300,000

This project will fund a comprehensive alcohol-impaired driving public information and education program. Materials and supplies developed through this project provide the general population with safe driving messages relevant to alcohol. DUII-related Public Service Announcements in the form of billboards, print, water closet, television, social media and radio will be produced and

distributed throughout Section [154 and 164 legislation and interim regulations](#) and [23 USC 402: Highway safety programs \(house.gov\)](#) the grant year. Public opinion survey questions specific to impaired driving may also be conducted, along with focus groups to target effective messaging.

The intent of this project is to promote healthy decision-making statewide with regard to driving after having used intoxicants. By encouraging safe decisions and providing education about the dangers and actual costs of impaired driving, ODOT TSO will attempt reduce DUII crashes by inspiring media consumers to be more aware of safe ride alternatives and the benefits of using them.

Intended sub-recipients:

ODOT Transportation Safety Office

Location:

ODOT Regions 1-5, See ODOT Region Map and Table of Counties by Region

Affected Communities:

General public, with emphasis on high-DUII crash areas such as the Portland Metropolitan area and the I-5 corridor.

Spanish speaking communities of Oregon

Eligible use of funds: [154 and 164 legislation and interim regulations](#)

Alcohol Paid Media

Alcohol Education

Drug Paid Media

Drug Education

Countermeasures and Justification:

Countermeasures that Work Section 5.2 [1300.11\(b\)\(4\)\(ii\)](#)

Mass Media Campaigns – CTW 3 star citation, page 1-61 of CTW

M5TR-24-14-00-00	Law Enforcement DUII Training	Anticipated Award
405(d)		\$150,000

This project will fund the hours necessary for a DPSST training coordinator to conduct activities for statewide impaired driving trainings, including but not limited to Standardized Field Sobriety Testing (SFST), SFST Instructor, Intoxilyzer 8000, Intoxilyzer Instructor. A quarterly training bulletin/newsletter will be produced to highlight current impaired driving trends and effective strategies to counter them. The project will also fund hours necessary for administrative support to track training and assist in creation of the program’s quarterly publication and will provide for relevant material costs.

The intent of this project is to create and maintain consistency among Oregon law enforcement personnel who may investigate impaired driving offenses, such that their investigations, reports, and testimony are effective. By providing officers skills to conduct effective investigations, offenders can be better identified and held accountable, thus reducing crashes and related fatal and serious injuries.

Intended sub-recipients:

Department of Public Safety Standards & Training (State Law Enforcement Training Agency)

Location:

Salem

Affected Communities:

Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Yamhill County, Wheeler County.

Eligible use of funds: [23 CFR 1300.23\(b\)\(j\); 405d- Mid Training](#)

Training on the use of alcohol and drug screening and brief intervention

Countermeasures and Justification [1300.11\(b\)\(4\)\(ii\)](#):

Although training for law enforcement and prosecutors is not listed in CTW as a proven countermeasure, NHTSA Highway Safety Program Guideline No. 8 states “participating officers should receive training in the latest law enforcement techniques, including Standardized Field Sobriety Testing, and selected officers should receive training in... Drug Evaluation and Classification (DEC).” It also says, “States should “implement a comprehensive program to... deliver training and technical assistance to prosecutors handling impaired driving cases throughout the State.”

M5OT-24-15-18-00	DUII Multi-Disciplinary Taskforce Training Conference	Anticipated Award
405(d)		\$150,000

This project will fund a two-day training conference targeted toward law enforcement, prosecutors, judges, educators, prevention coordinators, treatment providers, advocates, and other partners involved in preventing impaired driving crashes in Oregon communities. The conference will allow for interdisciplinary networking and the sharing of ideas and information to facilitate the breakdown of “silos” where a given discipline holds all of the knowledge on a particular area or concept related to impaired driving. Plenary sessions and discipline-focused breakouts will provide information about contemporary substance use trends, best practices for prevention, enforcement, prosecution, treatment, and advocacy.

This project is intended to provide training and networking opportunities to impaired driving prevention partners from various disciplines to improve their collective effectiveness in preventing, investigating, and adjudicating instances of impaired driving. Expenses will include venue costs, speaker fees, informational displays, supplies/photocopies/postage, conference meals, digital conference materials (website, phone/tablet app), and hotel and conference registration costs for attendees.

Intended sub-recipients:

Oregon DUII Multi-Disciplinary Task Force (Non-profit)

Location:

Salem, Bend

Affected Communities:

Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Yamhill County, Wheeler County.

Eligible use of funds: [23 CFR 1300.23\(b\)\(j\)](#)

Other impaired driving activities based on problem identification with advanced approval from NHTSA

Countermeasures and Justification [1300.11\(b\)\(4\)\(ii\)](#); [405d – Mid Training](#); [405d Mid-Other: Multi-Disciplinary Taskforce](#).

Although training for law enforcement and prosecutors is not listed in CTW as a proven countermeasure, NHTSA Highway Safety Program Guideline No. 8 states “participating officers should receive training in the latest law enforcement techniques, including Standardized Field Sobriety Testing, and selected officers should receive training in... Drug Evaluation and Classification (DEC).” It also says “States should “implement a comprehensive program to... deliver training and technical assistance to prosecutors handling impaired driving cases throughout the State.”

LET_DG-24-14-00-00	Drug Recognition Expert Training	Anticipated Award
164		\$140,000

This project will fund costs related to training activities for law enforcement and other partners who participate in drug-impaired driving investigations. The Oregon Drug Recognition Expert (DRE) program will host a one-day in-service training for certified DREs and will host at least one full school to train & certify new DRE candidates. DRE instructor activities will also be funded, to include travel expenses, per diem, and necessary materials to teach the related courses. These classes include, but may not be limited to, Advanced Roadside Impairment Detection Enforcement (ARIDE) training, Drug Impairment Training for the Education Professional (DITEP), and a new curriculum intended to provide foundation-level impairment detection training to non-sworn commercial motor vehicle (CMV) truck inspectors.

This project is intended to address the increasing prevalence of drug-impaired driving and related crashes by providing training opportunities for law enforcement and other partners.

Intended sub-recipients:

State, county, and local law enforcement agencies who employ DREs and/or DRE Instructors

Location:

Salem, Ontario, Medford

Affected Communities:

Albany, Ashland, Astoria, Baker City, Baker County, Beaverton, Bend, Benton County, Canby, Central Point, Clackamas County, Clatsop County, Columbia County, Coos Bay, Coos County, Corvallis, Crook County, Curry County, Deschutes County, Douglas County, Eagle Point, Enterprise, Eugene, Florence, Grant County, Grants Pass, Hermiston, Hillsboro, Hood River (city), Hood River County, Jackson County, Jefferson County, John Day, Josephine County, Keizer, Klamath County, Klamath Falls, La Grande, Lane County, Lebanon, Lincoln City, Lincoln County, Linn County, Madras, Malheur County, Marion County, McMinnville, Medford, Milwaukie, Multnomah County, Gresham, Newberg-Dundee, Newport, Ontario, Oregon City, Pendleton, Polk County, Portland, Prineville, Redmond, Salem, Seaside, Springfield, St. Helens, Stayton, Sunriver, The Dalles, Tigard, Yamhill County, Tillamook (city), Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, West Linn, Winston, Yamhill (city), Yamhill County.

Eligible use of funds: [154 and 164 legislation and interim regulations:](#)

Drug Law Enforcement Training

Countermeasures and Justification [1300.11\(b\)\(4\)\(ii\)](#)

Although training for law enforcement and prosecutors is not listed in CTW as a proven countermeasure, NHTSA Highway Safety Program Guideline No. 8 states “participating officers should receive training in the latest law enforcement techniques, including Standardized Field Sobriety Testing, and selected officers should receive training in... Drug Evaluation and Classification (DEC).” It also says “States should “implement a comprehensive program to... deliver training and technical assistance to prosecutors handling impaired driving cases throughout the State.”

M5CS-24-15-16-00	Prosecuting the Drugged Driver / Protecting Lives, Saving Futures Trainings	Anticipated Award
405(d)		\$65,000

Through a partnership with the Oregon District Attorney’s Association, this project funds “Protecting Lives, Saving Futures” and “Prosecuting the Drugged Driver” trainings with prosecutors and law enforcement to build a common understanding of the complications and strategies unique to impaired driving cases and how each role can assist the other in a solid case resulting in an effective prosecution and outcome.

This project is intended to improve prosecution outcomes in drug-impaired driving cases, such that offenders are more likely to be held fully accountable and mandated to complete post-adjudication programs aimed at reducing recidivism.

Intended sub-recipients:

Oregon Department of Justice

Location:

Salem, Bend

Affected Communities:

Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine

County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Yamhill County, Wheeler County.

Eligible use of funds: [23 CFR 1300.23\(b\)\(j\)](#)

Court support (Includes training/education of criminal justice professionals)

Countermeasure:

NHTSA Uniform Guideline No 8, Section III(D) Criminal Justice System/Prosecution

M5CS-24-15-17-00	DUII – Traffic Safety Resource Prosecutor (TSRP)	Anticipated Award
405(d)		\$700,000

This project provides the hours necessary for the Department of Justice to provide Oregon with (2) traffic safety resource prosecutors/ services and subject matter expertise to city, county, tribal and state prosecutors in handling complex DUII laws and unique or difficult cases. These services will be provided throughout Oregon to assist with DUII cases, along with education and training for prosecutors and law enforcement relating to DUII law, procedures and case law updates.

This project is intended to reduce DUII crashes by ensuring law enforcement and prosecution partners have effective and up-to-date training regarding impaired driving cases.

Intended sub-recipients:

Oregon Department of Justice

Location:

Salem

Affected Communities:

Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Yamhill County, Wheeler County.

Intended sub-recipients:

Oregon Department of Justice

Eligible use of funds: [23 CFR 1300.23\(b\)\(j\)](#)

Court support including training/education of criminal justice professionals

Hiring Traffic Safety Resource Prosecutors

Countermeasures and Justification [1300.11\(b\)\(4\)\(ii\)](#)

Deterrence: Prosecution and adjudication

DWI Court – CTW 4 star citation

DUI_AL-24-14-00-00	State Judicial Outreach Liaison	Anticipated Award
164		\$60,000

This project provides for the expertise of a State Judicial Outreach Liaison (SJOL). The purpose of the ABA State Judicial Outreach Liaison program is to provide a foundation for the American Bar Association Judicial Division (ABA) to focus their outreach efforts on educating and mobilizing support for NHTSA's alcohol and drug impaired driving program activities. The SJOL will improve judicial community outreach and promote confidence and trust in the state and region. This role serves as an educator, writer, community outreach advocate, consultant, and liaison, regarding alcohol and drug-impaired driving for the ABA. The SJOL will work with the ABA Judicial Fellows, NHTSA staff, the ABA Judicial Division staff and Oregon's GAC-DUII throughout the year to accomplish established goals.

Intended sub-recipients:

ODOT Transportation Safety Office

Location:

Salem

Affected Communities:

Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Yamhill County, Wheeler County.

Eligible use of funds: [154](#) and [164](#) legislation and interim regulations

DUI Courts and Support

Drug Courts and Support

Countermeasures and Justification [1300.11\(b\)\(4\)\(ii\)](#) [1300.12\(b\)\(2\)\(viii\)](#)

Communications, Training, Outreach and Education – Countermeasures that Work (CTW) 3-star citation.

ENF_AL-24-14-18-00	State Electronic Search Warrant Template Program	Anticipated Award
164		\$100,000

This project will continue the development and deployment of a new statewide platform for law enforcement to use in creating and applying for search warrants in DUII cases. The new program will increase the efficiency of the search warrant process so evidence can be obtained more quickly before it can dissipate, while also improving consistency in the process regardless of jurisdiction. This will help ensure legal sufficiency for DUII search warrants such that evidence can be properly obtained to hold offenders accountable while simultaneously respecting their rights under the US and Oregon Constitutions.

Intended sub-recipients:

ODOT Transportation Safety Office

Location:

Salem

Affected Communities:

Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Yamhill County, Wheeler County.

Eligible use of funds: [154 and 164 legislation and interim regulations](#)

Alcohol Enforcement

Drug Enforcement

Countermeasure:

Countermeasures that Work Section 1.4 BAC Test Refusal Penalties

M5CS-24-15-18-00	MADD Court Monitoring	Anticipated Award
405(d)		\$136,000

This project will fund the equivalent of two FTE hours necessary to conduct court monitoring activities in four of Oregon’s largest counties by population. Staff will observe DUII cases being heard in these counties, recruit, train, and place volunteers in priority courts, oversee the collection of pertinent records, create and maintain a database of DUII case outcomes, and track cases to identify trends and inconsistencies in case outcomes. MADD will present findings on monitored cases to court officials, including prosecutors, judges, and law enforcement to promote just outcomes in future DUII cases.

Intended sub-recipient:

Mothers Against Drunk Driving ((Non-profit))

Location:

Deschutes County, Washington County, Multnomah County

Affected Communities:

Deschutes County, Washington County, Multnomah County

Eligible use of funds: [23 CFR 1300.23\(b\)\(j\)](#)

Court support

Countermeasure:

Countermeasures that Work Section 3.3 Court monitoring

FDMDATR 24-24-11-00	Initial Alcohol and Drug Evaluation for Indigent DUI Offenders	Awarded
405(d)		\$20,000

This project will pay for the initial drug and alcohol evaluation for indigent clients in Multnomah County. DUI offenders are required to complete a screening interview in accordance with ORS 813.020. The DUI offender pays \$150 to the agency or the organization that is designated by the court. There is no funding for assisting DUI offenders with the screening cost, which delays the referral process for alcohol and drug treatment, which contributes to recidivism. Referring DUI offenders in a timely manner and getting them into treatment sooner keeps them off the streets and gets them the help they need. This addresses the problem identification in the Statewide and Impaired Driving chapters of the Triennial HSP.

Multnomah County estimates that 75% of the DUI offenders are indigent, these funds would pay for 12 to 13 screenings a month, clients would be eligible for these funds based on income qualifying programs such as Supplemental Nutrition Assistance Program (SNAP), Temporary Assistance for Needy Families (TANF), Women, Infants and Children (WIC), SSI, and unemployment. Clients on the Oregon Health Plan would not be eligible as OHP pays for the assessment and treatment.

Intended sub-recipients:

Multnomah County Circuit Court

Location:

Multnomah County

Affected Communities: Multnomah County Residents and indigent people living in Multnomah County who have been convicted of DUI.

Eligible use of funds: [23 CFR 1300.23\(b\)\(j\)](#)

405d Mid --Identifying Recidivism Risk

Countermeasure Strategy

Chapter	Section	Page #
1	4.1 Alcohol Assessment and Treatment	p. 27

This project supports the countermeasure of alcohol assessment and treatment, which has a 5-star effectiveness rating.

This countermeasure is informed by Highway Safety Program Guideline 8, Section V. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation. "Screening and Assessment: Each State should encourage its employers, educators, and health care professionals to have a systematic program to screen and/or assess drivers to determine whether they have an alcohol or drug abuse problem and, as appropriate, briefly intervene or refer them for appropriate treatment.

Budget: The budget will pay the \$150 fee for the initial alcohol and drug evaluation for indigent DUI offenders.

PM_DG-24-14-00-00	Research to Develop an Effective Media Campaign on Prevention	Awarded
164		\$50,000

This project will fund a consultant to create and execute a comprehensive research project that interviews Clackamas County residents to determine intervention points prior to someone taking their first drink or use of cannabis. The research will be used to explore the development of a marketing and social behavior campaign that would target individuals before they take their first drink or use marijuana. This project addresses problem identification Statewide chapter of the Triennial HSP. From 2019-2020 Clackamas saw an 86% increase in poly-substance fatalities.

Intended sub-recipients:

Clackamas County Department of Transportation and Development – Traffic Safety – County Government

Location:

Clackamas County

Eligible use of funds: [154 and 164 legislation and interim regulations](#)

Alcohol Paid Media

Drug Paid Media

Affected Communities: Residents, road users and cannabis and potential cannabis users in Clackamas County.

Countermeasure Strategy

Chapter	Section	Page #
1	5.2 Mass Media Campaigns	p. 27

This project supports the countermeasure of mass media campaigns, which has a 3-star effectiveness rating.

This countermeasure is informed by Highway Safety Program Guideline 8, Section VI Communication Program, which states: “Develop and implement a year-round communication plan that includes policy and program priorities; comprehensive research; behavioral and communications objectives; core message platforms; campaigns that are audience-relevant and linguistically appropriate; key alliances with private and public partners; specific activities for advertising, media relations, and public affairs; special emphasis periods during high-risk times; and evaluation and survey tools; Employ a communications strategy principally focused on increasing knowledge and awareness, changing attitudes, and influencing and sustaining appropriate behavior;

Budget: The budget would pay for a consultant to create and execute a comprehensive research project to interview Clackamas residents and determine intervention points and message development.

M5CS-24-14-00-00	Support for BSOBR Court	Awarded
405d		\$10,000

This project will provide funding to pay the out-of-pocket co-pay for individual therapy for BSOBR Court Participants that have insurance but cannot afford the out-of-pocket expense or for indigent participants.

Intended sub-recipients:

City of Beaverton Municipal Court

Location:

Washington County, City of Beaverton

Affected Communities: Low-income and/or indigent road users convicted of DUII in Washington County, and/or the City of Beaverton.

Eligible Use of Funds: 405d Mid - Court Support

Countermeasure Strategy

Deterrence: Prosecution and Adjudication – DUII Court – CTW 4 star citation

Budget: The budget will pay for out-of-pocket co-pays for treatment and treatment for indigent participants in the Beaverton Municipal BSOBR Court.

Judicial Outreach

TC-24-24-00-00	Judicial Education	Anticipated Award
402		\$35,000

This project will provide traffic safety related education to Oregon municipal, and circuit court judges and justices of the peace via a statewide training conference. Court staff are also eligible to attend as space permits. This project will fund instructors, facility rentals, training materials/supplies, training expenses, per diem travel costs, and possible conference registration assistance. This project also funds continuing education opportunities for current prosecutors, judges, and justices for webinars or in-person training workshops. This project will address problems identified in the Judicial Outreach chapter Triennial Highway Safety Plan.

Intended sub-recipients:

State of Oregon - ODOT Transportation Safety Office

Location: Lincoln County, Region 2; See ODOT Region Map and Table of Counties by Region.

Affected Communities:

Citizens attending traffic court in the following counties: Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County,

Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Yamhill County, Wheeler County.

Eligible Use of Funds: 402 Judicial and Court Services

Budget: Items may include registration fees, lodging, meals and breaks, incidental fees and charges related to the training, speakers, conference room rentals, materials and printing, audio and visual rentals.

Countermeasure and Justification: 1300.11(b)(4)(ii) 1300.12(b)(2)(viii)

Communications, Training, Outreach and Education –

Although CTW does not specifically mention judicial or prosecutor training, NHTSA does mention the value of peer-to-peer training, education, and outreach in the publication “Best practices for implementing a state judicial outreach liaison program.” (Axel 2019). This countermeasure was chosen based on NHTSA’s Highway Safety Program Guidelines, March 2009, that states’ training and education are essential to support and maintain the delivery of traffic law-related services by the judicial branch of government. Additionally, to be effective adjudicators and serve the needs of the public, judges must receive regular education and training of the highest caliber. Judicial education and training should be promoted and, where appropriate, presented by the SHSO or other training entities with experienced faculties in the area of traffic safety, including law and procedure. Judicial education and training should be:

- Adequately funded and where possible compulsory as a requirement to maintaining service in office;
- Provided by State or nationally based judicial education and training entities with experienced faculties in area of traffic-related law and procedure;
- Inclusive of education components consistent with models developed by the American Bar Association, for example the Code of Judicial Ethics and the Rules of Professional Conduct;
- Inclusive of case management components so as to foster productivity and the prompt and efficient disposition of cases;
- Specialized as to curriculum so as to address the needs of both statutory and administrative judges as well as hearing officers; and
- Assessed regularly so as to ensure that education components address specialized traffic enforcement skills, techniques, or programs such as DWI/Drug Courts.

This countermeasure was chosen based on NHTSA’s Highway Safety Program Guidelines, March 2009, that states’ training and education are essential to support and maintain the delivery of traffic law-related services by the judicial branch of government. To be effective adjudicators and serve the needs of the public, judges must receive regular education and training of the highest caliber. Judicial education and training should be promoted and, where appropriate, presented by the SHSO or other training entities with experienced faculties in the area of traffic safety, including law and procedure.

Motorcycle Safety

M11MT-24-50-00-00	Training and Education for Motorcycle Safety / Motorcycle Helmet Use Promotion Program through training	Anticipated Award
405(f)		\$6,822.53

This project will fund Oregon Department of Transportation – Transportation Safety Office to provide reimbursement for motorcycle training and education activities and support equipment purchases throughout the state of Oregon. Any equipment purchases will comply with the rules related to prior approval by the NHTSA Region Administrator as well as the Buy America Requirements and Waiver Request processes. Equipment purchases are intended to support the activity described in this project. This project will include funding for training motorcycles and mopeds and related support/safety equipment (including support vehicles) for OTSC approved courses, and motorcycles/mopeds and related support equipment to address emerging rider needs. This project will also fund the measures (provide training, cover travel related costs to attend training (lodging, meals, mileage), wages and benefits for instructors and students of training course, material/curriculum development and printing/distribution costs) designed to increase the recruitment or retention of motorcyclist safety training instructors. 23 CFR 1300.25(m)

This project will fund activities and equipment to support the delivery of grant funded and/or per-student reimbursement training/rider licensure testing for Motorcycle Safety and the promotion of the use of DOT- compliant helmets (through the training program). 23 CFR 1300.25(m)

Intended sub-recipients:

ODOT Transportation Safety Office, Oregon State University – College of Health/Team Oregon Motorcycle Safety Training Program (Team Oregon). Team Oregon is an outreach program of the Oregon State University (OSU) College of Health. Additional training providers.

Location:

Training will be provided at a minimum in the following County locations: Multnomah, Washington, Lane, Deschutes, Marion, Jackson, Linn, Josephine, Douglas, Yamhill, Coos, Umatilla, Klamath, Clatsop, Tillamook, Union, Baker, Malheur, Sherman

Additional locations are expected to be impacted as well by media programs designed to be distributed on a Statewide-basis - (See ODOT Region Map and Table of Counties by Region).

Affected Communities:

All Counties in Oregon in which motorcycle and moped operators utilize public roads. Motorcycle and Moped riders that complete mandatory training and potentially people that interact with those trained riders. All users of the public transportation systems that might be near a motorcycle or moped rider utilizing a public road. Families of transportation system users that are motorcycle or moped riders or have family members who might be impacted by motorcycle and moped riders using public roads. Any law enforcement, EMS, health care, insurance, or private business entity that will or may interact with motorcycle and moped riders.

Eligible Use of Funds: 23 CFR 1300.25(m)(1); 405f- Motorcyclist Training

Countermeasures and Justification 1300.11(b)(4)(ii) 1300.12(b)(2)(viii)

Training and Education for Motorcycle Safety

Motorcycle Rider Licensing –

Motorcycle Helmet Use Promotion Programs -

Universal Motorcycle Helmet Use Laws6 –

Training and education for Motorcycle Safety addresses three problems: the need for formal training on basic motorcycle operational skills, training and education of safety gear proven to reduce serious injuries and fatalities (specifically the use of helmets), as well as providing information to riders covering the leading causative factors in motorcycle crashes (like speed and impairment) and strategies to avoid them. Oregon law mandates completion of an approved training course prior to the issuance of an endorsement. Currently, there is only one approved training curriculum approved by the OTSC and DMV, which is only delivered by a single provider at this time. Until another curriculum is approved, ODOT will continue to solely subsidize the only provider with an approved curriculum. ODOT continues to work on identifying additional opportunities for Oregonians to complete mandatory training. As new curriculums are approved, funding for those programs may be offered (depending on the vendor’s interest in receiving federal and or state subsidies).

M11MA-24-50-00-00	Motorist Awareness of Motorcyclists – Communication and Outreach	Anticipated Award
405(f)		\$58,839.47

This is a FY 2024 Promised Project.

In Accordance with the requirements of 23 CFR 1300.41 (b)(3) this project is the Promised Project for FFY2024 identified before the statewide narratives. This project will fund contracted media design, education material revisions, social media advertising, and radio public service announcements, as well as TSO direct purchase, reproduction, and distribution of educational and outreach materials directly or through grants to local public government bodies or reimbursement to contracted entities to produce Motorist Awareness media material for distribution. 23 CFR 1300.25(m), 23 CFR 1300.25(f)

Intended sub-recipients:

ODOT Transportation Safety Office – Salem, Oregon, local political sub-divisions, contracted individuals/companies, nonprofit entities/for-profit entities.

Location:

Media will be run in the majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest based on data provided in the annual grant application (see table below).

Counties or political subdivisions within the State with the highest number of fatal & injury motorcycle crashes (MCC) involving a motorcycle and another motor vehicle using 2020 final State crash data.

Final State Crash Data - 2020 MC/Multivehicle Crashes by County	
County	# of Motorcycle Crashes (MCC) involving multiple vehicles
MULTNOMAH	61
CLACKAMAS	37
LANE	34
WASHINGTON	33

JACKSON	28
MARION	25
DESCHUTES	16
DOUGLAS	14
LINN	11
JOSEPHINE	10
YAMHILL	10
KLAMATH	8
BENTON	7
CLATSOP	7
COOS	6
POLK	6
MALHEUR	6
WASCO	6
UMATILLA	5

Affected Communities:

Motorcycle and Moped riders that use public highways in Oregon. All users of the public transportation systems that might be near a motorcycle or moped rider utilizing a public road. Families of transportation system users that are motorcycle or moped riders or have family members who might be impacted by motorcycle and moped riders using public roads. Any law enforcement, EMS, health care, insurance entity, or private business entity that will or may interact with motorcycle and moped riders.

Eligible Use of Funds: - 23 CFR 1300.25(m)(1)(iv) – 405f – Motorcycle Awareness

Countermeasures and Justification: 1300.11(b)(4)(ii) 1300.12(b)(2)(viii)

Motorist Awareness of Motorcyclists – Communication and Outreach

MC-24-80-01	Statewide Motorcycle and Moped Rider Safety Program	Anticipated Award
Motorcycle State Funds		\$200,000

This project intends to provide funding and/or reimbursement for the delivery of state motorcycle safety training programs delivered to Oregonians seeking basic or intermediate rider mandatory training.

Intended Sub-Recipients:

ODOT Transportation Safety Office as well as grantees and contractors. Motorcycle/Moped Rider Training program, OSU/Team Oregon Motorcyclist and Moped Rider Training Program, additional training providers.

MC-24-80-03	Motorcyclist and Moped Rider Training Provider(s)	Anticipated Award
Motorcycle State Funds		\$1,016,000

This project will provide funding or reimbursement for the delivery of approved/recognized state motorcycle safety training programs delivered to Oregonians seeking basic or intermediate rider mandatory training.

Intended Sub-Recipients:

Oregon State University/Team Oregon, additional training providers.

MC-24-80-04	Motorcyclist and Moped Rider Training - Fleet	Anticipated Award
Motorcycle State Funds		\$15,000

This project will/may provide funding for training motorcycles and related support/safety equipment for OTSC approved courses and motorcycles to address emerging rider needs.

Intended Sub-Recipients:

ODOT Transportation Safety Office, Oregon State University/Team Oregon, additional training providers.

MC-24-80-05	Oregon Motorcyclist and Moped Rider Training - Sites	Anticipated Award
Motorcycle State Funds		\$15,000

This project will provide funding to OTSC approved training course sites for development, maintenance, repair, and improvement.

Intended Sub-Recipients:

ODOT Transportation Safety Office, Oregon State University/Team Oregon, additional training providers.

Occupant Protection

OP-24-45-16-00	Local Police Department Safety Belt Mini-Grants	Anticipated Award
402		\$350,000

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

Intended sub-recipients:

City of Albany: Police Department, City of Ashland: Police Department, City of Aumsville: Police Department, City of Bandon: Police Department, City of Beaverton: Police Department, City of Burns: Police Department, City of Canby: Police Department, City of Carlton: Police Department, City of Coos Bay: Police Department, City of Coquille: Police Department, City of Cornelius: Police Department, City of Eagle Point: Police Department, City of Enterprise: Police Department, City of Eugene: Police Department, City of Florence: Police Department, City of Gervais: Police Department, City of Gladstone: Police Department, City of Grants Pass: Police Department, City of Gresham: Police Department, City of Hubbard: Police Department, City of Junction City: Police Department, City of Keizer: Police Department, City of Lake Oswego: Police Department, City of Lebanon: Police Department, City of McMinnville: Police Department, City of Medford: Police Department, City of Molalla: Police Department, City of Monmouth:

Police Department, City of Myrtle Creek: Police Department, City of North Bend: Police Department, City of Nyssa: Police Department, and City of Oregon City: Police Department.

Location:

Cities of: Albany, Ashland, Aumsville, Bandon, Beaverton, Burns, Canby, Carlton, Coos Bay, Coquille, Cornelius, Eagle Point, Enterprise, Eugene, Florence, Gervais, Gladstone, Grants Pass, Gresham, Hubbard, Junction City, Keizer, Lake Oswego, Lebanon, Madras, Medford, Medford, Molalla, Monmouth, McMinnville and Myrtle Creek, North Bend, Nyssa and Oregon City.

Affected Communities:

Cities of: Albany, Ashland, Aumsville, Bandon, Beaverton, Burns, Canby, Carlton, Coos Bay, Coquille, Cornelius, Eagle Point, Enterprise, Eugene, Florence, Gervais, Gladstone, Grants Pass, Gresham, Hubbard, Junction City, Keizer, Lake Oswego, Lebanon, McMinnville, Medford, Medford, Molalla, Monmouth, McMinnville and Myrtle Creek, North Bend, Nyssa and Oregon City.

Eligible Use of Funds:

23 CFR Appendix-A-to-Part-1300 6; 402- Occupant Protection

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process including participation in the National high visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar to increase the use of seat belts by occupants of motor vehicles.

Countermeasures and Justification 1300.11(b)(4)(ii) 1300.12(b)(2)(viii)

High visibility enforcement – CTW 5 stars citation

According to the Countermeasures That Work, the most effective strategy for achieving and maintaining restraint use at acceptable levels is well-publicized, HVE of strong occupant restraint use laws. The effectiveness of HVE has been documented repeatedly in the United States and abroad. The strategy’s three components – laws, enforcement, and publicity – cannot be separated: effectiveness decreases if any one of the components is weak or missing (Nichols & Ledingham, 2008; Tison & Williams, 2010).

M1HVE-24-46-16-00	Local Police Department and Sheriff’s Office Safety Belt Mini-Grants	Anticipated Award
405(b)		\$557,654

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

Intended sub-recipients:

City of Phoenix: Police Department, City of Portland: Police Bureau, City of Prineville: Police Department, City of Redmond: Police Department, City of Reedsport: Police Department, City of Roseburg: Police Department, City of Salem: Police Department, City of Seaside: Police Department, City of Sherwood: Police Department, City of Silverton: Police Department, City of

Springfield: Police Department, City of Stayton: Police Department, City of Sunriver: Police Department, City of The Dalles: Police Department, City of Tillamook: Police Department, City of Tigard: Police Department, City of Toledo: Police Department, City of Tualatin: Police Department, City of Warrenton: Police Department, City of West Linn: Police Department, City of Winston: Police Department, City of Yamhill: Police Department, Benton County: Sheriff's Office, Clackamas County: Sheriff's Office, Columbia County: Sheriff's Office, Crook County: Sheriff's Office, Douglas County: Sheriff's Office, Jackson County: Sheriff's Office, Klamath County: Sheriff's Office, Lane County: Sheriff's Office, Malheur County: Sheriff's Office, Marion County: Sheriff's Office, Morrow County: Sheriff's Office, Multnomah County: Sheriff's Office, Tillamook County: Sheriff's Office, Wallowa County: Sheriff's Office, Washington County: Sheriff's Office and Yamhill County: Sheriff's Office.

Location:

Cities of: Nyssa, Oregon City, Phoenix, Portland, Prineville, Redmond, Reedsport, Roseburg, Salem, Seaside, Sherwood, Silverton, Springfield, Stayton, Sunriver, The Dalles, Tillamook, Tigard, Toledo, Tualatin, Warrenton, West Linn, Winston, Yamhill,

Counties of: Benton County, Clackamas County, Columbia County, Crook County, Douglas County, Jackson County, Klamath County, Lane County, Malheur County, Marion County, Morrow County, Multnomah County, Tillamook County Wallowa County, Washington County and Yamhill County.

Affected Communities:

Cities of: Nyssa, Oregon City, Phoenix, Portland, Prineville, Redmond, Reedsport, Roseburg, Salem, Seaside, Sherwood, Silverton, Springfield, Stayton, Sunriver, The Dalles, Tillamook, Tigard, Toledo, Tualatin, Warrenton, West Linn, Winston, Yamhill,

Counties of: Benton County, Clackamas County, Columbia County, Crook County, Douglas County, Jackson County, Klamath County, Lane County, Malheur County, Marion County, Morrow County, Multnomah County, Tillamook County Wallowa County, Washington County and Yamhill County.

Marion, Morrow, Multnomah, Tillamook, Wallowa, Washington and Yamhill.

Eligible Use of Funds: 405(b) 405b- OP HVE;– 23CFR Chapter III, Part 1300.21(g)(1)

The State will support high visibility enforcement mobilizations, including paid media, that emphasizes publicity for the program, and law enforcement. The State will train occupant protection safety professionals, police officers, fire and emergency medical personnel, educators, and parents concerning all aspects of the use of child restraints and occupant protections. The State will educate the public concerning the proper use and installation of child restraints, including related equipment and information systems. The State will provide community child passenger safety services, including programs about proper seating positions for children and how to reduce the improper use of child restraints.

Countermeasures and Justification: 1300.11(b)(4)(ii) 1300.12(b)(2)(viii)

High visibility enforcement – CTW 5 stars citation

According to the Countermeasures That Work, the most effective strategy for achieving and maintaining restraint use at acceptable levels is well-publicized, HVE of strong occupant restraint use laws. The effectiveness of HVE has been documented repeatedly in the United States and abroad. The strategy's three components – laws, enforcement, and publicity –

cannot be separated: effectiveness decreases if any one of the components is weak or missing (Nichols & Ledingham, 2008; Tison & Williams, 2010).

M1HVE-24-46-17-00	Statewide Safety Belt Enforcement, Oregon State Police (OSP)	Anticipated Award
405(b)		\$85,000

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

Intended sub-recipients:

Oregon State Police

Location:

Baker County, Benton County, Clackamas County, Columbia County, Crook County, Douglas County, Gilliam County, Harney County, Jackson County, Klamath County, Lane County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Tillamook County, Umatilla County, Washington County, Yamhill County. OSP Area Commands and the general public within these counties.

Affected Communities:

Baker County, Benton County, Clackamas County, Columbia County, Crook County, Douglas County, Gilliam County, Harney County, Jackson County, Klamath County, Lane County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Tillamook County, Umatilla County, Washington County, Yamhill County. OSP Area Commands and the general public within these counties.

Eligible Use of Funds: 405(b) – OP HVE – 23CFR Chapter III, Part 1300.21(g)(1)

The State will support high visibility enforcement mobilizations, including paid media, that emphasizes publicity for the program, and law enforcement. The State will train occupant protection safety professionals, police officers, fire and emergency medical personnel, educators, and parents concerning all aspects of the use of child restraints and occupant protections. The State will educate the public concerning the proper use and installation of child restraints, including related equipment and information systems. The State will provide community child passenger safety services, including programs about proper seating positions for children and how to reduce the improper use of child restraints.

Countermeasures and Justification [1300.11\(b\)\(4\)\(ii\)](#) [1300.12\(b\)\(2\)\(viii\)](#)

High visibility enforcement – CTW 5 stars citation

According to the Countermeasures That Work, the most effective strategy for achieving and maintaining restraint use at acceptable levels is well-publicized, HVE of strong occupant restraint use laws. The effectiveness of HVE has been documented repeatedly in the United States and abroad. The strategy’s three components – laws, enforcement, and publicity – cannot be separated: effectiveness decreases if any one of the components is weak or missing (Nichols & Ledingham, 2008; Tison & Williams, 2010).

M1TR-24-46-00-00	Statewide Instructor Development, CPS Technician Training	Anticipated Award
405(b)		\$200,000

This project will fund administration hours, instructor service hours, indirect costs, and equipment & supplies necessary to train and certify oar recertify CPS technicians & instructors; may include instructor fees, facility rentals, training materials/supplies, delivery of CPS training, and in-state and out-of-state training expenses for technician and instructor candidates may also be covered, along with per diem travel costs, certification fees, and possible conference registration. This project also funds continuing education opportunities for current child passenger safety technicians as webinars or in-person training workshops.

Intended sub-recipients:

Oregon Health & Science University

Subrecipient Type:

Hospital

Location:

Portland, Oregon

Affected Communities:

One to two CPS Technician Certification courses will be held in each of the five ODOT regions. Course locations for FFY 2024 that are scheduled currently are City of Burns in October, City of Keizer in November, City of Portland in December, City of Clackamas in February, City of Pendleton in May, and City of Springfield in June. The remaining courses have yet to be scheduled. See ODOT Region Map and Table of Counties by Region.

Eligible Use of Funds: 405(b) OP Training; – 23CFR Chapter III, Part 1300.21(g)(1)

The State will work to implement programs to recruit and train nationally certified child passenger safety technicians among police officers, fire and other first responders, emergency medical personnel, and other individuals or organizations serving low-income and underserved populations; to educate parents and caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of child restraints on every trip in a motor vehicle; to purchase and distribute child restraints to low-income and underserved populations.

Countermeasures and Justification 1300.11(b)(4)(ii)

Inspection Stations – CTW 3-star citation

Communications and Outreach – CTW 3-star citation

High Visibility Enforcement – CTW 5-star citation

M1CPS-24-45-00-00	Child Passenger Safety (CPS) Fitting Station Support, ODOT Regions 1-5	Anticipated Award
405(b)		\$60,000

Each of the five ODOT Region Transportation Safety Coordinator will receive \$12,000 to manage and award to agencies in the area. This project will fund mini-grants to local fitting stations to cover costs for purchase of equipment, supplies, child car seats and boosters for low-

income families, and training expenses for technician and instructor candidates (certification fee and/or necessary lodging and per diem expenses).

Intended sub-recipients:

ODOT Regions, AMR (American Medical Response), Doernbecher Children's Hospital, Doernbecher Children's Hospital-Hillsboro, State of Oregon Department of Human Services Child Welfare, Randall Children's Hospital, Native CARS-Native Children Always Ride Safe (non-profit), Gladstone, Albany Fire Fighters Community Assistance Fund (non-profit), Marion and Polk Early Learning Hub, Inc.(non-profit), Community Action Team, Inc. (Columbia County) (non-profit), Relief Nursery (non-profit), Douglas County Traffic Safety Commission, Central Point Police Department, Grants Pass Fire/Dept. of Public Safety, Coos Bay Fire – City Fire Department, Jackson County Fire District #3, Crook County Fire and Rescue, Safe Kids Columbia Gorge (non-profit), Lake District Hospital, Sisters-Camp Sherman Fire Department, City of Bend Fire and Rescue, Central Oregon Disability Services Network (non-profit), Jefferson County Public Health, St. Charles Family Care-La Pine (medical center), City of Redmond Fire, FOREVER5 (non-profit), City of Boardman Police Department, Boardman School District, St. Anthony Hospital, Good Shepherd Medical Center, CASA of Eastern Oregon (non-profit), Building Healthy Families (non-profit), Baker City Police Department, City of Ontario Police Department, Families First (non-profit), and Harney District Hospital, City of Burns, City of Hines, Grande Ronde Hospital, Center for Human Development Inc. (non-profit), Yellowhawk Tribal Health Center, and Department of Children & Family Services at the Confederated Tribes of the Umatilla Indian Reservation.

Location:

Portland, Salem, Roseburg, Bend, La Grande, Oregon

Affected Communities:

Portland, Hillsboro, Gladstone, Oregon City, Multnomah County, Clackamas County, Albany, Salem, Marion County, Polk County, Columbia County, Linn County, Lane County, Eugene, Grants Pass, Douglas County, Coos Bay, Coos County, Jackson County, Crook County, Wasco County, Sherman County, Lake County, Sisters, Deschutes County, Bend, Jefferson County, La Pine, Redmond, Klamath County, Boardman, Hermiston, Pendleton, Baker City, Baker County, Enterprise, Ontario, John Day, Umatilla County, La Grande, Union County and Wallowa County.

Eligible Use of Funds: 405(b) Community CPS Services; – 23CFR Chapter III, Part 1300.21(g)(1)

The State will work to implement programs to recruit and train nationally certified child passenger safety technicians among police officers, fire and other first responders, emergency medical personnel, and other individuals or organizations serving low-income and underserved populations; to educate parents and caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of child restraints on every trip in a motor vehicle; to purchase and distribute child restraints to low-income and underserved populations.

Countermeasures and Justification 1300.11(b)(4)(ii)

Inspection Stations – CTW 3-star citation

Communications and Outreach – CTW 3-star citation

High Visibility Enforcement – CTW 5-star citation

OP-24-45-01-00	Statewide Services – Occupant Protection	Anticipated Award
402		\$250,000

This project will fund contracted media design, education material revisions, social media advertising, radio public service announcements and billboards; public attitude, and annual statewide seat belt survey; as well as TSO direct purchase, reproduction and distribution of educational and outreach materials, and LATCH Manuals for child passenger safety technicians. Media topics to include seat belt safety, child passenger safety, and educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

Intended sub-recipients:

ODOT Transportation Safety Office

Location:

Salem, Oregon

Affected Communities:

Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Yamhill County, Wheeler County. General public in these areas.

Eligible Use of Funds: 402 Unattended Passengers Program - 23 CFR, Chapter III 1300.13 (d)

The State will use grant funds to carry out a program to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

23 CFR Appendix-A-to-Part-1300 6

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process. The State will complete an annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates.

Countermeasures and Justification [1300.11\(b\)\(4\)\(ii\)](#)

Communications and Outreach – CTW 3 star citation

Basic Child Passenger Safety information is available in Oregon in eleven languages including the nine most spoken languages in the state.

CR 24-24-11-00	Access to Car Seats for Low-income, Refugee and Immigrant Families	Awarded
402		\$15,000

This project will occur in conjunction with the current Child Passenger Safety Program in Region 1 in providing car seats to for low-income, refugee and immigrant families on a sliding scale. The seats would be offered through Region 1 Child Inspection Stations with education and training for caregivers and parents.

This project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan. The recorded need for low- and no-cost car seats from 2017 to 2023 has been between 63 and 84 percent.

Intended sub-recipients:

Washington County Safe Kids – non-profit

Location:

Region 1, which includes Clackamas, Hood River, Multnomah and Washington County.

Affected Communities: Low-income families in the counties of Clackamas, Hood River, Multnomah and Washington with a focus on Washington County.

Eligible Use of Funds: 402 Child Restraint - 23 CFR Appendix-A-to-Part-1300 6 “The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process.” These funds will address the primary data-related crash factors identified in the ODOT Triennial HSP.

Countermeasure Strategy

Chapter	Section	Page #
2	7.2 Inspection Stations	p. 136

This project supports the countermeasure of inspection stations, which has a three-star citation in CTW and is informed by Highway Safety Program Guideline number 20 specifically program management, legislation, communication, occupant protection for children, outreach, diverse populations, data and program evaluation.

Budget: The budget will purchase car seats.

Roadway Safety

RS-24-77-01	Engineering Safety Short Courses and Distance Learning	Anticipated Award
FHWA		\$250,000

Provide safety engineering training to traffic engineers, analysts, transportation safety coordinators, enforcement personnel and public works staff and officials. Anticipated training will consist of safety trainings similar 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). Jurisdictions will receive on-site

traffic control device and safety engineering reviews by several safety-engineering specialists to be documented within individual reports.

Intended sub-recipients:

Oregon State University

Location:

Corvallis, OR

RS-24-77-04	Safety Features for Local Roads and Streets	Anticipated Award
FHWA		\$175,000

Provide traffic safety engineering and related police enforcement training to local officials, public works staff and local traffic safety committees by holding free workshops at various locations around the state. Partner with and develop enhanced local agency guidance documents and provide additional local agency services to enhance safety knowledge and application in their jurisdiction.

Intended sub-recipients:

Oregon State University

Location:

Corvallis, OR

RS-24-77-18	Roadway Departure Enforcement	Anticipated Award
FHWA		\$218,000

This project provides overtime enforcement funds for the Roadway Departure Plan. The ODOT Transportation Safety Office will manage Roadway Departure Enforcement expenditures that comply 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 utilizes information from the ODOT Traffic-Roadway Section system wide analysis of Roadway Departure Crashes.

Intended sub-recipients:

Oregon State Police

Location:

Salem, OR

RS-24-77-16-00	Safety Corridor Education and Enforcement	Anticipated Award
402		\$25,000

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

Intended sub-recipients:

ODOT Transportation Safety Office

Location:

Salem, OR

Affected Communities:

R1: OR-211 Molalla to S. Moon Ridge, Hwy # 161, MP 14-24

R2: US-20 Toledo to Chitwood, Hwy # 033, MP 3.10-16.09 (MP changed in 2016)

R2: OR-22W Buell to Dallas, Hwy # 030, MP 5.00-15.00

R3: US-199 Selma to Cave Junction, Hwy # 025, MP 20.67-27.69

R4: OR-140 Lake of the Woods, Hwy # 270, MP 29-47

Eligible Use of Funds: 402 – Roadway Safety

Countermeasure and Justification:

Visible enforcement

The effectiveness of enforcement has been documented repeatedly in the United States and abroad. The strategy’s three components – laws, enforcement, and publicity – cannot be separated: effectiveness decreases if any one of the components is weak or missing (Nichols & Ledingham, 2008; Tison & Williams, 2010). Addressing roadway safety requires a comprehensive approach, focusing on enforcement measures and education that increase deterrence and improve road safety to save lives and prevent life changing injuries. Visible enforcement is a powerful deterrent (“Five Things About Deterrence” is available at <https://ncjrs.gov/pdffiles1/nij/247350.pdf>.) Areas of focus will be where traffic crash data reflects a high number of fatal and serious injury crashes involving roadway departures and roadside crashes. Visible enforcement also occurs in previously identified safety corridors.

M12BLE-24-69-16-00	Preventing Roadside Deaths - Enforcement	Anticipated Award
405(h)		\$25,000

This project will fund law enforcement costs related to enforcing State laws to protect the safety of vehicles and individuals stopped at the roadside. This additional enforcement will be focused on locations where crash data reflects a disproportionately high number of fatal and serious injury crashes involving a disabled vehicle or secondary crashes involving first responders. First responders as defined in 6 U.S.C. 101(6).

Intended sub-recipients:

Oregon State Police

Location:

ODOT Regions 1-5, See ODOT Region Map and Table of Counties by Region, this grant project does not yet know where disabled vehicle events will occur in the future; therefore including all counties within the State of Oregon.

Affected Communities:

Where the data reflects a high number of fatal and serious injury crashes involving a disabled vehicle and secondary crashes involving first responders.

Eligible use of Funds: 405h – Law Enforcement

Countermeasures and Justification 1300.11(b)(4)(ii) 1300.12(b)(2)(viii)

Visible enforcement

The effectiveness of enforcement has been documented repeatedly in the United States and abroad. The strategy’s three components – laws, enforcement, and publicity – cannot be separated: effectiveness decreases if any one of the components is weak or missing (Nichols & Ledingham, 2008; Tison & Williams, 2010). Addressing roadway safety requires a comprehensive approach, focusing on enforcement measures and education that increase deterrence and improve road safety to save lives and prevent life changing injuries. Visible enforcement is a powerful deterrent (“Five Things About Deterrence” is available at <https://ncjrs.gov/pdffiles1/nij/247350.pdf>.) Areas of focus will be where traffic crash data reflects a high number of fatal and serious injury crashes involving roadway departures and roadside crashes. Visible enforcement also occurs in previously identified safety corridors.

M12BDAT-24-69-16-00	Preventing Roadside Deaths – Digital Alert Technology	Anticipated Award
405(h)		\$150,000

This project will fund the purchase of digital technology equipment for first responders. The area of focus will be where the data reflects a high number of fatal and serious injury crashes involving a disabled vehicle and secondary crashes involving first responders. First responders as defined in 6 U.S.C. 101(6).

Intended sub-recipients:

Local First Responders as defined in 6 U.S.C. 101(6).

Location:

ODOT Regions 1-5, See ODOT Region Map and Table of Counties by Region

Affected Communities:

Where crash data reflects a high number of fatal and serious injury crashes involving a disabled vehicle or secondary crashes involving first responders.

Eligible Use of Funds: 405h – Digital Alert Technology

Countermeasures and Justification 1300.11(b)(4)(ii) 1300.12(b)(2)(viii)

Visible enforcement

The effectiveness of enforcement has been documented repeatedly in the United States and abroad. The strategy’s three components – laws, enforcement, and publicity – cannot be separated: effectiveness decreases if any one of the components is weak or missing (Nichols & Ledingham, 2008; Tison & Williams, 2010). Addressing roadway safety requires a comprehensive approach, focusing on enforcement measures and education that increase deterrence and improve road safety to save lives and prevent life changing injuries. Visible enforcement is a powerful deterrent (“Five Things About Deterrence” is available at <https://ncjrs.gov/pdffiles1/nij/247350.pdf>.) Areas of focus will be where traffic crash data reflects

a high number of fatal and serious injury crashes involving roadway departures and roadside crashes. Visible enforcement also occurs in previously identified safety corridors.

M12BPE-24-69-16-00	Preventing Roadside Deaths – Media Messaging	Anticipated Award
405(h)		\$80,000

This project will fund the development and dissemination of public service announcement messaging to prevent roadside deaths. The geographic area of focus will be where the data reflects a high number of fatal and serious injury crashes involving a disabled vehicle and secondary crashes involving first responders. First responders as defined in 6 U.S.C. 101(6). The target population for messaging will be those who share driver characteristics with those involved in this type of crash in Oregon, as determined in the crash data.

Intended sub-recipients:

ODOT Transportation Safety Office

Location:

Salem, OR

Affected Communities:

Where crash data reflects a high number of fatal and serious injury crashes involving a disabled vehicle or secondary crashes involving first responders.

Eligible Use of Funds: 405h – Public Education

Countermeasures and Justification 1300.11(b)(4)(ii) 1300.12(b)(2)(viii)

Visible enforcement

The effectiveness of enforcement has been documented repeatedly in the United States and abroad. The strategy's three components – laws, enforcement, and publicity – cannot be separated: effectiveness decreases if any one of the components is weak or missing (Nichols & Ledingham, 2008; Tison & Williams, 2010). Addressing roadway safety requires a comprehensive approach, focusing on enforcement measures and education that increase deterrence and improve road safety to save lives and prevent life changing injuries. Visible enforcement is a powerful deterrent (“Five Things About Deterrence” is available at <https://ncjrs.gov/pdffiles1/nij/247350.pdf>.) Areas of focus will be where traffic crash data reflects a high number of fatal and serious injury crashes involving roadway departures and roadside crashes. Visible enforcement also occurs in previously identified safety corridors.

M12BVS-24-69-16-00	Digital Alert Technology Analysis	Anticipated Award
405(h)		\$150,000

Evaluate digital alert technologies effectiveness for first responders and collect data to determine best practices by conducting a technology scan and meta-analysis on existing technology which ODOT has previously implemented. Project objectives include confirming if the agency is using the existing technology to the greatest benefit, to determine if installation gaps are present in the current or near future agency fleet, to ensure that optical visibility measures are being used to increase the visibility of stopped and disabled vehicles, and to

determine if the use of the existing or future technologies require additional training for ODOT first responders.

Intended sub-recipients:

Oregon State University

Location:

ODOT Regions 1-5, See ODOT Region Map and Table of Counties by Region

Affected Communities:

ODOT Region 1-5 first responders

Eligible Use of Funds: 405h – Pilot and incentivize measures

Countermeasures and Justification 1300.11(b)(4)(ii) 1300.12(b)(2)(viii)

Visible enforcement: The effectiveness of enforcement has been documented repeatedly in the United States and abroad. The strategy’s three components – laws, enforcement, and publicity – cannot be separated: effectiveness decreases if any one of the components is weak or missing (Nichols & Ledingham, 2008; Tison & Williams, 2010). Addressing roadway safety requires a comprehensive approach, focusing on enforcement measures and education that increase deterrence and improve road safety to save lives and prevent life changing injuries. Visible enforcement is a powerful deterrent (“Five Things About Deterrence” is available at <https://ncjrs.gov/pdffiles1/nij/247350.pdf>.) Areas of focus will be where traffic crash data reflects a high number of fatal and serious injury crashes involving roadway departures and roadside crashes. Visible enforcement also occurs in previously identified safety corridors.

Data and Program Evaluation: Each State should access and analyze reliable data sources for problem identification and program planning. Each State should conduct several different types of evaluation to effectively measure progress and to plan and implement new program strategies, as identified by NHTSA in the Uniform Guidelines for Highway Traffic Safety Program. Data and Program Evaluation (Guidelines 3, 4, 7, 8, 11, 13, 14, 15, 19, 20, & 21).

Safe Driving

M8*PM-24-22-01-00	Safe Driving Statewide: Education and Media	Anticipated Award
405(e)Flex		\$300,000

This funding provides for specific public information, media, education and outreach activities for all Safe Driving programs throughout the grant year: drowsy driving, following too close, red light running, lights and swipes and aging road user.

The Safe Driving program consists of five different focus areas: Aging Road Users, Drowsy Driving, Following Too Close, Red Light Running and Lights & Swipes. Media campaigns are done for these programs to promote awareness and education to change driver behavior in these areas to prevent motor vehicle crashes, fatalities, and injuries.

Since 1982, the Transportation Safety Office has been carrying out comprehensive traffic safety public education campaigns. Research has been utilized to evaluate the success of each campaign and to assist with targeting safety messages. Surveys of Oregon's driving population

have shown that these ODOT - Transportation Safety Office public information programs and efforts are widely recognized.

Intended sub-recipients:

ODOT Transportation Safety Office

Location:

Salem, media campaign will be done statewide in all Oregon counties, please see Region Map.

Affected Communities:

Drivers and general public.

Eligible Use of Funds: 405 (e) Flex 23 CFR 1300.24(f)(2); Paid Media

Countermeasure/Justification: Communications and Outreach -

Chapter	Countermeasure	Page #
7	Communications and Outreach	p. 319
1	5.2 Mass Media Campaigns	p. 76
10	2.1 Communications and Outreach on Drowsy Driving	p. 447

OD-24-24-00-00	Aging Road User Training	Anticipated Award
402		\$50,000

This project will fund public education campaigns both virtual and in-person training for Aging Road Users to increase awareness and to educate drivers, pedestrians, and bicyclists of traffic safety strategies for preventing traffic crashes. Expand knowledge of transportation choices to meet the mobility needs of an aging population. Explore partnerships with organizations directly involved with messaging and education involved in this demographic to expand project reach. Create mini grants to provide training throughout the year and statewide, both in person and virtual; these mini grants will be awarded to At-Risk Instructors/Providers already approved to train through DMV. These classes can also be used for auto insurance reduction dependent on the driver's insurance company.

Intended sub-recipients:

ODOT Transportation Safety Office, DMV approved At-Risk Instructors/Providers: Traffic School Online, Santa Rosa, CA; DriveSafeOnline.org, Wichita, KS; IMPROV Comedy Club, Encino, CA; Oregon Driver Education, Inc., Salem, OR; UTURN180, Molalla, OR; American Association of Retired Persons (AARP), Portland, OR; Driver School of America, AAA Automotive, Lake Worth, FL; Deschutes Driver Education, Inc., Bend, OR; Oregon Public Transit Division (Ride Connection) Portland, OR; and Road Review, Lyndora, PA.

Location:

Regions 1-5, please see Region Map and Table of Counties.

Affected Communities:

All drivers that participate in the Aging Road Users Training, these drivers are located throughout the state. This training will specialize in Aging Road Users driving education, those that participate will be affected, either on-line or virtually.

Oregon’s motoring public (drivers, riders, walkers and rollers), tourists, and the general public.

Eligible Use of Funds: [23 USC 402: Highway safety programs \(house.gov\)](https://legislature.oregon.gov/2023/bills_and_amendments/default.aspx?bill_nr=402): 402 – Older Driver Safety.

Countermeasure Strategy(s):

Aging Road User Training

Chapter	Countermeasure	Page #
7	1.1 Formal Education of Older Drivers	p. 321
4	1.2 General Communications and Outreach	p. 323

Speed

SC 24-35-00-00	Speed Public Information and Communication	Anticipated Award
402		\$75,000

This project will be used to fund 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. This project will help address problems identified in the Region 1 chapter; in the Region 4 chapter; in the Region 5 chapter; in the Pedestrian Safety chapter; in the Impaired Driving chapter; in the Motorcycle Safety chapter; in the Occupant Protection chapter; in the Traffic Enforcement Services (Formerly Police Traffic Services) chapter; in the Speed chapter and in the Work Zone chapter, Triennial Highway Safety Plan.

Intended sub-recipients:

State of Oregon - ODOT Transportation Safety Office

Location:

Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Yamhill County, Wheeler County. Regions 1-5 Statewide; See ODOT Region Map and Table of Counties by Region.

Affected Communities:

Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Yamhill County, Wheeler County. General public in these areas. Regions 1-5 Statewide; See ODOT Region Map and Table of Counties by Region.

Eligible Use of Funds: 402 Speed Management

Budget: Items may include print and/or digital materials, development cost of materials, contractual services, distribution costs.

Countermeasures and Justification [1300.11\(b\)\(4\)\(ii\)](#) [1300.12\(b\)\(2\)\(viii\)](#)

Strategy - Communications and Outreach Supporting Enforcement – CTW 3 stars citation, Chapter 3, Item 4.1.

According to Countermeasures That Work, high-visibility communications and outreach are essential parts of successful speed and aggressive-driving enforcement programs (Neuman et al., 2003; NHTSA, 2000). Other than enforcement, education campaigns are one of the only proven countermeasures available to reduce risky speeding behaviors. The three types of messaging Oregon uses are behavioral, enforcement, and awareness based. Funding is provided to allow for campaigns statewide, where the content of the messaging is based on the level of funding available for enforcement activities, as well as specific to the evidence-based high incidence locations to conduct enforcement.

SC-24-35-16-00	Speed Enforcement	Anticipated Award
402		\$610,000

This project will be used to fund the speed enforcement efforts and activities by city, county, and tribal law enforcement agencies throughout Oregon. Funding will also be used to maintain the ‘Badge Data’ HVE grant reporting system, and to fund grant administrative support activities by Oregon Impact in relation to speed enforcement overtime. Additionally, funds will be allocated for purchase of speed measure devices as applicable. This project will help address problems identified in the Region 1 chapter; in the Region 4 chapter; in the Region 5 chapter; in the Pedestrian Safety chapter; in the Impaired Driving chapter; in the Motorcycle Safety chapter; in the Occupant Protection chapter; in the Traffic Enforcement Services (Formerly Police Traffic Services) chapter; in the Speed chapter and in the Work Zone chapter of the Triennial Highway Safety Plan.

Intended sub-recipients:

Non-Profit - Oregon Impact; Mini-grants to City and County Law Enforcement Agencies.

Location:

See Below.

Affected Communities:

Citizens having contact with law enforcement agencies in these cities and counties; Oregon drivers and visitors to the state, per below.

City Police Departments:

Albany, Ashland, Aumsville, Baker City, Bandon, Banks, Beaverton, Bend, Brookings, Burns, Canby, Carlton, Central Point, Coburg, Coos Bay, Coquille, Cornelius, Cottage Grove, Eagle Point, Enterprise, Eugene, Forest Grove, Gaston, Gervais, Gladstone, Grants Pass, Gresham, Hermiston, Hillsboro, Hubbard, Independence, Junction City, Keizer, Lake Oswego, Lebanon, Medford, Milton-Freewater, Milwaukie, Molalla, Monmouth, McMinnville, Newberg-Dundee, North Bend, Nyssa, Ontario, Oregon City, Phoenix, Portland, Prineville, Redmond, Reedsport, Roseburg, Salem, Sandy, Seaside, Sherwood, Springfield, Stayton, Sutherlin, Talent, The Dalles, Tillamook, Tigard, Toledo, Tualatin, Turner, West Linn, Winston, Yamhill.

County Sheriff's Offices:

Baker County, Benton County, Clackamas County, Columbia County, Crook County, Douglas County, Gilliam County, Harney County, Jackson County, Klamath County, Lane County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Tillamook County, Umatilla County, Washington County, Yamhill County.

Eligible Use of Funds: [23 U.S.C. 402\(a\)\(2\)\(A\)\(vii\)](#):

To improve law enforcement services in motor vehicle crash prevention, traffic supervision, and post-crash procedures.

[23 USC 402: Highway safety programs \(house.gov\)](#): 402 – Speed Management

Budget: Items may include overtime or straight time speed enforcement, annual maintenance fees for Badge Data grant management system, administrative activities for Oregon Impact grant support.

Countermeasures and Justification [1300.11\(b\)\(4\)\(ii\)](#)

Strategy: High Visibility Enforcement

Although HVE for speed enforcement has only a 2 star for the CTW citation, surveys conducted via research firms and during community engagement events in recent years by TSO have proven that high visibility enforcement is the most effective means of changing societal behaviors related to speeding in Oregon.

SC-24-35-17-00	Speed Enforcement – Rural State Highways	Anticipated Award
402		\$125,000

This project will be used to fund speed enforcement activities by 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. This project will help address problems identified in the Region 1 chapter; in the Region 4 chapter; in the Region 5 chapter; in the Pedestrian Safety chapter; in the Impaired Driving chapter; in the Motorcycle Safety chapter; in the Occupant Protection chapter; in the Traffic Enforcement Services (Formerly Police Traffic Services) chapter; in the Speed chapter and in the Work Zone chapter in the Triennial Highway Safety Plan.

Intended sub-recipients:

State of Oregon - Oregon State Police

Location:

Oregon State Police area commands in ODOT Regions 1-5; See ODOT Region Map and Table of Counties by Region.

Affected Areas:

Citizens having contact with Oregon State Police within these ODOT Regions. Oregon State Police area commands in ODOT Regions 1-5; See ODOT Region Map and Table of Counties by Region.

Eligible Use of Funds: [23 U.S.C. 402\(a\)\(2\)\(A\)\(vii\)](#):

To improve law enforcement services in motor vehicle crash prevention, traffic supervision, and post-crash procedures.

See also [23 USC 402: Highway safety programs \(house.gov\)](#): 402 – Speed Management

Budget: May include overtime or straight time speed enforcement; NHTSA approved (as required) speed measuring devices and other related equipment necessary to complete associated activities to meet the project's objectives.

Countermeasures and Justification [1300.11\(b\)\(4\)\(ii\)](#)

Strategy: High Visibility Enforcement

Although HVE for speed enforcement has only a 2 star for the CTW citation, surveys conducted via research firms and during community engagement events in recent years by TSO have proven that high visibility enforcement is the most effective means of changing societal behaviors related to speeding in Oregon.

SC-24-35-17-00	Speed Enforcement Equipment Grants to ODOT Regions 1-5	Anticipated Award
402		\$50,000

This project will provide assistance to local law enforcement jurisdictions in acquiring necessary enforcement supplies that will be checked out by individual law enforcement officers working traffic enforcement and the state's HVE programs with a focus on implementing high visibility speed enforcement grant activities.

This project will fund mini-grants (sub-awards) to local law enforcement jurisdictions who have been awarded ODOT-TSO speed enforcement grants to address community-identified behaviors that have been contributing to the increase in speeding traffic fatalities and serious injuries in the five ODOT Regions. See projects **SC-24-35-17-00** and **SC-24-35-16-00**.

The following respective mini-grants (sub-awards) may be funded by this project: **SC-24-35-11-00**, **SC-24-35-12-00**, **SC-24-35-13-00**, **SC-24-35-14-00**, **SC-24-35-15-00**. This project will help address problems identified in the Region 1 chapter; in the Region 4 chapter; in the Region 5 chapter; in the Pedestrian Safety chapter; in the Impaired Driving chapter; in the Motorcycle Safety chapter; in the Occupant Protection in the Traffic Enforcement Services (Formerly Police Traffic Services) chapter; in the Speed chapter and in the Work Zone chapter of the Triennial Highway Safety Plan.

Intended sub-recipients:

State of Oregon - ODOT Transportation Safety Office, Region Traffic Safety Programs; Mini-grants to law enforcement agencies within Regions 1-5; See ODOT Region Map and Table of Counties by Region.

Location:

Regions 1-5; See ODOT Region Map and Table of Counties by Region

Affected Communities:

Oregon drivers, visitors, and residents; and law enforcement agencies and officers within ODOT Regions 1-5; See ODOT Region Map and Table of Counties by Region.

Eligible Use of Funds: [23 U.S.C. 402\(a\)\(2\)\(A\)\(vii\)](#):

To improve law enforcement services in motor vehicle crash prevention, traffic supervision, and post-crash procedures. [23 USC 402: Highway safety programs \(house.gov\)](#): 402 - Speed Management

Budget: ODOT Transportation Safety Office Regional Traffic Safety Coordinators will have funding available to assist agencies that meet established criteria for the purchase of speed measuring equipment or and other related equipment necessary to complete associated activities to meet the speed grant project objectives. Items may include NHTSA authorized (as required) speed measuring devices and other related equipment necessary to complete associated activities to meet the speed grant project objectives.

Countermeasures and Justification: [1300.11\(b\)\(4\)\(ii\)](#)

Strategy: High Visibility Enforcement

Although HVE for speed enforcement has only a 2-star Countermeasures That Work, surveys conducted by research firms and experiences from community engagement events in recent years by TSO have proven that high visibility enforcement is one of the most effective means of changing societal behaviors related to speeding in Oregon. This countermeasure was informed by Highway Safety Program Guideline number 19, specifically program management, problem identification, communication program, enforcement countermeasures, legislation, regulation, policy, data and evaluation. Updated equipment and technology will assist law enforcement in effective speed enforcement activities.

Traffic Records

B3T-24-54-00-00	ODOT TSO/Local Agency – E-Crash/E-Citation Expansion	Anticipated Award
405(c)		\$310,000

This project allows for the expansion of electronic citation and crash reporting by Oregon law enforcement agencies through the purchase of software and equipment as well as the purchase of system components, such as the infrastructure (equipment/hardware, software, and licenses). Oregon law enforcement agencies can move toward more accurate digital submission of crash and citation data to the courts and DMV for processing and analysis, thereby improving/reducing the amount of time it takes to enter data into the State and judicial systems (timeliness)..

A side benefit of this project also addresses multiple improvement points within multiple systems by 153, allowing agencies to move forward with key system improvements identified in the current Traffic Records Coordinating Committee (TRCC) Strategic Plan, and in the most recent NHTSA Assessment of Oregon’s Traffic Records program. The project purpose is to improve the procedures/process flows for the Crash data system, and reflect best practices as identified in the Traffic Records Program Assessment Advisory, including an improvement to the interfaces with the Crash data system; improve the data quality control program for the Crash data system; improve the interfaces with the Citation and Adjudication systems; and improve the data quality control program for the Citation and Adjudication systems.

Intended sub-recipients: (cities and counties)

Douglas County, Winston, Prineville, Benton County, Phoenix, Morrow County, Gervais, Hermiston, Clackamas, Sunriver, Klamath County, Coos Bay, Jefferson County, Burns, Molalla, Malheur County, Newberg-Dundee, Eugene, Milton-Freewater, City of Tillamook, Yamhill

County, Washington County, Warrenton, Polk County, Marion County, Salem, ODOT Transportation Safety Office; Typically awards will transmit to the law enforcement department or division of each sub-recipient.

Location:

Salem, Marion County, Oregon

Affected Communities:

Residents and visitors to Douglas County, Winston, Prineville, Benton County, Phoenix, Morrow County, Gervais, Hermiston, Clackamas, Sunriver, Klamath County, Coos Bay, Jefferson County, Burns, Molalla, Malheur County, Newberg-Dundee, Eugene, Milton-Freewater, City of Tillamook, Yamhill County, Washington County, Warrenton, Polk County, Marion County, Salem, ODOT Transportation Safety Office, transportation safety professional staff in listed communities

Eligible Use of Funds: :405d – Technology

Budget: Software and equipment (Requires NHTSA approval for software or equipment in excess of \$5,000), supplies, consultant services

Countermeasures and Justification: (1300.11(b)(4)(ii) 1300.12(b)(2)(viii))

High-quality State traffic record data is critical to effective safety programming, operational management, and strategic planning. Every State should maintain a traffic records system that supports the data-driven, science based decision-making necessary to identify problems; develop, deploy, and evaluate countermeasures; and efficiently allocate resources. Federal statute requires States to certify that “an assessment of the State’s highway safety data and traffic records system was conducted or updated during the preceding 5 years” to qualify for a state traffic safety information system improvements grant, per. 23 U.S.C. §405(c). NHTSA regulations in 23 C.F.R. §1300.22(b)(4) require that the assessment comply with “procedures and methodologies” outlined in this advisory. 23 C.F.R. §1300.22(b)(4).

The Traffic Records Assessment Advisory provides guidance on three different assessment processes so that States may choose the process that best fits their needs. The Traffic Records Program Assessment Advisory provides voluntary guidance and describes the ideal traffic records systems from which States can assess their capabilities. Like the 2012 version, the updated advisory provides contents, capabilities, and data quality of an effective traffic records system by describing an ideal system that supports high-quality decisions and leads to cost-effective improvements in highway and traffic safety. The benefit for States to align to the description of the ideal traffic records system would be to ensure that complete, accurate, and timely traffic safety data is collected, analyzed, and made available for decision making, which is central to identifying traffic safety problems, and designing countermeasures to reduce injuries and deaths caused by crashes.

The ideal described is aspirational, and there is no expectation that States align perfectly with the ideal as described. A national group of subject matter experts developed this Advisory as an experiment for States to identify their traffic records system’s strengths as well as opportunities for improvement. Worldwide scientists have seemingly not conducted research into the intrinsic value of traffic records in reducing crashes, thus limited research or even professional writing exists.

One citation from NHTSA, DOT HS 811 441, February 2011, Model Performance Measures for State Traffic Records Systems goes into detail about measures but does not discuss the intrinsic value of traffic records. There is also a paper detailing the value in the form as follows:

Some Statistical Aspects of Road Safety Research, R. J. Smeed, Journal of the Royal Statistical Society. Series A (General), Vol. 112, No. 1 (1949), pp. 1-34 (34 pages). This research from 1949 is the only actual research staff was able to identify that supports creation and tracking of traffic records. NHTSA reports they see the value of traffic records as a means to learn about the precursors to crash events, the details of events, and the response to and after such events, and the participants involved in each stage (i.e. [Haddon's Matrix](#)), but has seemingly not invested in research into highway safety improvements that occur in the presence of traffic records.

B3T-24-54-16-00	CARS Modernization	Anticipated Award
405(c)		\$500,000

This project is to evaluate and where applicable modernize the Oregon Vehicle Crash Reporting System to allow more timely availability of crash data in Oregon. This is a high priority data system improvement found in Oregon's Traffic Records Strategic Plan. While many measures would be improved, the key measure anticipated to improve is C-T-1: The median or mean number of days from a) the crash date to b) the date the crash report is entered into the database.

Intended sub-recipients:

ODOT Driver and Motor Vehicles, State Government.

Location:

Salem, Oregon

Affected Communities:

Citizens completing crash reports, staff processing and analyzing crash reports, Citizens and traffic safety professionals using crash data and reports.

Eligible Use of Funds: 405c- Technology

Budget: Project specific hours, project specific consultant services.

Countermeasures and Justification: (1300.11(b)(4)(ii) 1300.12(b)(2)(viii))

High-quality State traffic record data is critical to effective safety programming, operational management, and strategic planning. Every State should maintain a traffic records system that supports the data-driven, science based decision-making necessary to identify problems; develop, deploy, and evaluate countermeasures; and efficiently allocate resources. Federal statute requires States to certify that "an assessment of the State's highway safety data and traffic records system was conducted or updated during the preceding 5 years" to qualify for a state traffic safety information system improvements grant, per. 23 U.S.C. §405(c). NHTSA regulations in 23 C.F.R. §1300.22(b)(4) require that the assessment comply with "procedures and methodologies" outlined in this advisory. 23 C.F.R. §1300.22(b)(4).

The document provides guidance on three different assessment processes so that States may choose the process that best fits their needs. The Traffic Records Program Assessment Advisory provides voluntary guidance and describes the ideal traffic records systems from which States can assess their capabilities. Like the 2012 version, this updated advisory provides contents, capabilities, and data quality of an effective traffic records system by describing an ideal system that supports high-quality decisions and leads to cost-effective improvements in

highway and traffic safety. The benefit for States to align to the description of the ideal traffic records system would be to ensure that complete, accurate, and timely traffic safety data is collected, analyzed, and made available for decision making, which is central to identifying traffic safety problems, and designing countermeasures to reduce injuries and deaths caused by crashes.

The ideal described is aspirational, and there is no expectation that States align perfectly with the ideal as described. A national group of subject matter experts developed this Advisory as an experiment for States to identify their traffic records system's strengths as well as opportunities for improvement. Worldwide scientists have seemingly not conducted research into the intrinsic value of traffic records in reducing crashes, thus limited research or even professional writing exists.

One citation from NHTSA, DOT HS 811 441, February 2011, Model Performance Measures for State Traffic Records Systems goes into detail about measures but does not discuss the intrinsic value of traffic records. There is also a paper detailing the value in the form as follows: Some Statistical Aspects of Road Safety Research, R. J. Smeed, Journal of the Royal Statistical Society. Series A (General), Vol. 112, No. 1 (1949), pp. 1-34 (34 pages). This research from 1949 is the only actual research staff was able to identify that supports creation and tracking of traffic records. NHTSA reports they see the value of traffic records as a means to learn about the precursors to crash events, the details of events, and the response to and after such events, and the participants involved in each stage (i.e. [Haddon's Matrix](#)), but has seemingly not invested in research into highway safety improvements that occur in the presence of traffic records.

B3DSA-24-54-00-00	Traffic Health Outcome Records Improvement	Anticipated Award
405(c)		\$142,000

This three-year project is to continue work to improve the EMS/Injury Surveillance system as articulated in the best practices outlined in the Traffic Records Assessment Advisory. Oregon will develop a plan to address individual deficiencies identified in the traffic records assessment and using various existing Oregon Health Authority (OHA) working plans, will improve systems using contract and/or staff labor, and software purchases. It is expected multiple measures will be improved, but in that data will become more accessible, we expect to see specific progress on model measure 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.

Intended sub-recipients:

Oregon Health Authority, EMS Unit, State Government

Location:

Portland Oregon, Multnomah County

Affected Communities:

Injury data reporters, injury data analysts, injury data users

Eligible Use of Funds: 405c - Data Sharing and Analysis

Budget: Project specific hours, project specific consultant services

Countermeasures and Justification: 1300.11(b)(4)(ii) 1300.12(b)(2)(viii)

High-quality State traffic record data is critical to effective safety programming, operational management, and strategic planning. Every State should maintain a traffic records system that supports the data-driven, science based decision-making necessary to identify problems; develop, deploy, and evaluate countermeasures; and efficiently allocate resources. Federal statute requires States to certify that “an assessment of the State’s highway safety data and traffic records system was conducted or updated during the preceding 5 years” to qualify for a state traffic safety information system improvements grant, per. 23 U.S.C. §405(c). NHTSA regulations in 23 C.F.R. §1300.22(b)(4) require that the assessment comply with “procedures and methodologies” outlined in this advisory. 23 C.F.R. §1300.22(b)(4).

The document provides guidance on three different assessment processes so that States may choose the process that best fits their needs. The Traffic Records Program Assessment Advisory provides voluntary guidance and describes the ideal traffic records systems from which States can assess their capabilities. Like the 2012 version, this updated advisory provides contents, capabilities, and data quality of an effective traffic records system by describing an ideal system that supports high-quality decisions and leads to cost-effective improvements in highway and traffic safety. The benefit for States to align to the description of the ideal traffic records system would be to ensure that complete, accurate, and timely traffic safety data is collected, analyzed, and made available for decision making, which is central to identifying traffic safety problems, and designing countermeasures to reduce injuries and deaths caused by crashes.

The ideal described is aspirational, and there is no expectation that States align perfectly with the ideal as described. A national group of subject matter experts developed this Advisory as an experiment for States to identify their traffic records system’s strengths as well as opportunities for improvement. Worldwide scientists have seemingly not conducted research into the intrinsic value of traffic records in reducing crashes, thus limited research or even professional writing exists.

One citation from NHTSA, DOT HS 811 441, February 2011, Model Performance Measures for State Traffic Records Systems goes into detail about measures but does not discuss the intrinsic value of traffic records. There is also a paper detailing the value in the form as follows: Some Statistical Aspects of Road Safety Research, R. J. Smeed, Journal of the Royal Statistical Society. Series A (General), Vol. 112, No. 1 (1949), pp. 1-34 (34 pages). This research from 1949 is the only actual research staff was able to identify that supports creation and tracking of traffic records. NHTSA reports they see the value of traffic records as a means to learn about the precursors to crash events, the details of events, and the response to and after such events, and the participants involved in each stage (i.e. [Haddon's Matrix](#)), but has seemingly not invested in research into highway safety improvements that occur in the presence of traffic records.

B3C-24-54-00-00	MIRE/Roadway File Improvement	Anticipated Award
405(c)		\$100,000

This project is designed to address deficiencies in the roadway files identified in the Traffic Records Strategic Plan. Initial work for the project will be identifying actions and activities that will improve records, procedures, and access to data. The project will identify methods to address local roadway data collection and measurement. It is expected multiple performance measures will be improved, or plan for improvement will be developed. Initial improvements to completeness will be the first to improve as a result of this strategy work. The project will use software, contract labor, and if practicable, limited duration labor.

Increase the percentage of traffic count data contained within the ODOT Asset Management System (one statewide source).

R-C-1: The percentage of road segment records with no missing critical data elements. R-C-2: The percentage of public road miles or jurisdictions identified on the State's base map or roadway inventory file.

Intended sub-recipients:

ODOT Roadway Data, State Government

Location:

Salem, OR

Affected Communities:

Transportation data compilers, processors, and analysis staff, data users

Eligible Use of Funds: 405c - Compatibility

Budget: Project specific hours, project specific consultant services

Countermeasures and Justification: (1300.11(b)(4)(ii) 1300.12(b)(2)(viii))

High-quality State traffic record data is critical to effective safety programming, operational management, and strategic planning. Every State should maintain a traffic records system that supports the data-driven, science based decision-making necessary to identify problems; develop, deploy, and evaluate countermeasures; and efficiently allocate resources. Federal statute requires States to certify that "an assessment of the State's highway safety data and traffic records system was conducted or updated during the preceding 5 years" to qualify for a state traffic safety information system improvements grant, per. 23 U.S.C. §405(c). NHTSA regulations in 23 C.F.R. §1300.22(b)(4) require that the assessment comply with "procedures and methodologies" outlined in this advisory. 23 C.F.R. §1300.22(b)(4).

The document provides guidance on three different assessment processes so that States may choose the process that best fits their needs. The Traffic Records Program Assessment Advisory provides voluntary guidance and describes the ideal traffic records systems from which States can assess their capabilities. Like the 2012 version, this updated advisory provides contents, capabilities, and data quality of an effective traffic records system by describing an ideal system that supports high-quality decisions and leads to cost-effective improvements in highway and traffic safety. The benefit for States to align to the description of the ideal traffic records system would be to ensure that complete, accurate, and timely traffic safety data is collected, analyzed, and made available for decision making, which is central to identifying traffic safety problems, and designing countermeasures to reduce injuries and deaths caused by crashes.

The ideal described is aspirational, and there is no expectation that States align perfectly with the ideal as described. A national group of subject matter experts developed this Advisory as an experiment for States to identify their traffic records system's strengths as well as opportunities for improvement. Worldwide scientists have seemingly not conducted research into the intrinsic value of traffic records in reducing crashes, thus limited research or even professional writing exists.

One citation from NHTSA, DOT HS 811 441, February 2011, Model Performance Measures for State Traffic Records Systems goes into detail about measures but does not discuss the intrinsic value of traffic records. There is also a paper detailing the value in the form as follows:

Some Statistical Aspects of Road Safety Research, R. J. Smeed, Journal of the Royal Statistical Society. Series A (General), Vol. 112, No. 1 (1949), pp. 1-34 (34 pages). This research from 1949 is the only actual research staff was able to identify that supports creation and tracking of traffic records. NHTSA reports they see the value of traffic records as a means to learn about the precursors to crash events, the details of events, and the response to and after such events, and the participants involved in each stage (i.e. [Haddon's Matrix](#)), but has seemingly not invested in research into highway safety improvements that occur in the presence of traffic records.

B3SA-24-54-00-00	Roadway Analysis Tool	Anticipated Award
405(c)		\$100,000

This project will allow ODOT's Traffic Roadway Section to access Software as a Service (SaaS) service which will allow rapid analysis and identification of crash trends, problem roadways, hotspots, and other elements. The currently proposed SAS tool identified is the Vision Zero Suite Software product, however state procurement procedures require a competitive bid process. ODOT's Traffic Roadway Section will propose to work with the SaaS contractor to input detailed roadway and crash data and provide training in proper use to each of the five ODOT regions on proper access of the data.

Intended sub-recipients:

ODOT Traffic Roadway Section, state government

Location:

Salem, Marion County, Oregon

Affected Communities:

Transportation engineering and traffic management staff, highway safety data analysts, data users.

Eligible Use of Funds: 405c – Software or Applications

Budget: Project specific software, project consultant services, project specific labor hours

Countermeasures and Justification: (1300.11(b)(4)(ii) 1300.12(b)(2)(viii))

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The document provides guidance on three different assessment processes so that States may choose the process that best fits their needs. The Traffic Records Program Assessment Advisory provides voluntary guidance and describes the ideal traffic records systems from which States can assess their capabilities. Like the 2012 version, this updated advisory provides contents, capabilities, and data quality of an effective traffic records system by describing an ideal system that supports high-quality decisions and leads to cost-effective improvements in highway and traffic safety. The benefit for States to align to the description of the ideal traffic

records system would be to ensure that complete, accurate, and timely traffic safety data is collected, analyzed, and made available for decision making, which is central to identifying traffic safety problems, and designing countermeasures to reduce injuries and deaths caused by crashes.

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TR 24-24-11-00	Risky Driver Research, Data Warehouse and Tool	Awarded
402		\$200,000

This project will fund a data linkage research project that would combine driver records and crash outcomes data to better understand key inputs to variations in driver risk profiles in Oregon. Driver records include the history of the drivers traffic offense convictions, court ordered driver education participation, and DMV improvement programs among other pieces of information useful for understanding Oregon driver risk profiles. Beyond information collected in citations and crash reports by police, little information exists in Oregon about driver risk profiles and how those risk profiles differ by age, gender, educational attainment, income, and geography. Additionally, it is not known how driver intervention strategies such as driver education programs and ODOT's Driver Improvement program impact those risk profiles for Oregon drivers. This information could be used to develop new strategies for intervention in relation to the highest risk drivers in Oregon.

These NHTSA funds will aid in the development of a unique data set linking ODOT's crash data with information on drivers from DMV. ODOTs crash database of record is a high-quality data set used for many of the traffic safety related decisions for the agency, but it lacks important information about the driver, like their traffic citation and conviction history and the involvement of driver intervention programs like [ODOTs Driver Improvement Program](#). The data linkage planned for this work would join driver, crash, citation and involvement in driver improvement program records for up to 20 years, offering a rich dataset for analysis.

Following data linkage this project would analyze the data to determine the efficacy of these Driver Improvement Programs while controlling for confounding factors like age, sex, and census information (based on home address of driver). Oregon DMV has an important need to update the [findings from past evaluations](#) of these programs to better position resources to

target and offer additional interventions for the most risky drivers. The results of this analysis would be a useful tool for directing ongoing implementation of these programs.

In addition, this project will support future research. An important goal for this project is to develop a data linkage process that can include necessary data elements useful to answering future research questions related to drivers and crash risk. For instance, it's possible that information on driver involvement in DUII/Impaired Driving interventions could be linked to these data to determine the effectiveness of those interventions. Similarly, information on a person's Driver Education Program status could be added to determine how involvement in those programs impact crash risk.

This addresses the problem that in Oregon traffic deaths are now at their highest level in 20 years with 599 traffic deaths in 2021 and 507 in 2020, a trend reversal that needs to be addressed.

Intended sub-recipients:

ODOT Transportation Research Program, Portland State University – Government Agency and University.

Location:

Portland, Multnomah County, Oregon

Eligible Use of Funds: 402 Traffic Records - These funds will address the primary data-related crash factors.

Countermeasure Strategy

Data and Program Evaluation - Each State should access and analyze reliable data sources for problem identification and program planning. Each State should conduct several different types of evaluation to effectively measure progress and to plan and implement new program strategies, as identified by NHTSA in the Uniform Guidelines for Highway Traffic Safety Program. Data and Program Evaluation (Guidelines 3, 4, 7, 8,11,13,14,15,19,20, &21)

Appendix	Paragraph	Countermeasure	Page #
3	1. Penalties & Adjudication	Repeat Offenders	p. 497

Although there is no counter measure specifically related to traffic records, it is addressed under speeding in Countermeasure that Work (CTW) specifically penalties and adjudication which only has a two-star rating. CTW cites improved traffic records as a recommended method for addressing repeat offenders “Improved traffic record systems, to better identify repeat offenders and to allow patrol officers to immediately access a driver’s complete driving record.¹¹” Justification for improved traffic records of the Triennial Highway Safety Plan.

Improving traffic records and data linkage was informed by Highway Safety Program Guideline number 10 data integration, traffic records system information components, system information quality and uses of a traffic records system.

Budget: The budget is to pay for the researcher’s time and coordination provided by the ODOT Transportation Research Program.

¹¹ Neuman, T. R., Pfefer, R., Slack, K. L., Hardy, K. K., Raub, R., Lucke, R., & Wark, R. (2003). *Guidance for implementation of the AASHTO Strategic Highway Safety Plan, volume 1: A guide for addressing aggressive-driving collisions*. Transportation Research Board. https://onlinepubs.trb.org/Onlinepubs/nchrp/nchrp_rpt_500v1.pdf

F1906CMD-24-25-00-00	Criminal Justice Commission - Citation Database	Anticipated Award
1906		\$1,100,000

The Oregon Department of Justice-Criminal Justice Commission (CJC) uses a vendor to maintain and help improve a secure, internet-accessible data collection portal to process and securely store data on several hundred-thousand traffic stops annually.

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

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

The project is a result of the 2015 Oregon State Police (OSP) and Attorney General's Racial Profiling Prohibition Task Force and their recommendations, as encompassed in the 2019 Legislative Session in HB 2355. For progress made to date, please see [Statistical Transparency of Policing](#), or S.T.O.P. webpage and report.

Intended sub-recipients:

Oregon Department of Justice, Criminal Justice Commission, State Government.

Eligible Use of Funds: 1906 – Collecting and Maintaining Data

Budget: Project specific hours, project specific consultant services

Countermeasures and Justification: (1300.11(b)(4)(ii) 1300.12(b)(2)(viii))

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Traffic Enforcement Services (Formerly 'Police Traffic Services')

PT-24-30-00-00	Department of Public Safety Standards and Training (DPSST) Law Enforcement Training	Anticipated Award
402		\$88,000

This project will co-fund with the impaired driving program the necessary hours for DPSST to provide various traffic safety training activities throughout the state to law enforcement officers. As part of these trainings, police officers receive RADAR/LIDAR training. The online RADAR/LIDAR training course is also being updated with this project. This project will address problems identified in Police Traffic Services of the Triennial Highway Safety Plan.

Intended sub-recipients:

State of Oregon - Department of Public Safety Standards and Training (Designated State Law Enforcement Training and Standards Agency)

Location:

Eligible participants will include all Oregon cities and counties, cities with police departments and those areas with contracted law enforcement services provided by city, county or tribal law enforcement agencies and the Oregon State Police. Regions 1-5 Statewide; See ODOT Region Map and Table of Counties.

Affected Communities:

All law enforcement officers working traffic enforcement or investigating crashes on public highways and any member of the public involved in a crash on a public highway, or having traffic contact with law enforcement, Oregon drivers and visitors to the state.

Eligible Use of Funds: to improve law enforcement services in motor vehicle crash prevention, traffic supervision, and post-crash procedures ([23 U.S.C. 402\(a\)\(2\)\(A\)\(vii\)](#)). 402 Traffic Enforcement Services.

Budget may include necessary hours for DPSST to provide various traffic safety training activities throughout the state to law enforcement officers (including salary, benefits, travel and associated costs, materials and supplies, instructor development training and associated costs such as meals and lodging and training materials, web development costs for updating online curriculum). As part of these trainings, police officers may receive RADAR/LIDAR instruction and training.

Countermeasures and Justification [1300.11\(b\)\(4\)\(ii\)](#) [1300.12\(b\)\(2\)\(viii\)](#)

Communications, Training, Outreach and Education –

NHTSA asserts that it is important that all stakeholders in the criminal justice system are aware of the efforts being made to reduce traffic fatalities and to that end, peer-to-peer training, education, and outreach have been found to be most effective in promoting proven and promising practices.

In Countermeasures That Work, NHTSA refers to training for law enforcement in the areas of motorcycle safety, older drivers, pedestrian safety, bicycle safety and DUII intervention.

Additionally, according to NHTSA's Highway Safety Program Guideline, March 2009 law enforcement training is essential to support traffic enforcement services and to prepare law enforcement officers to effectively perform their duties. Training accomplishes a wide variety of necessary goals and can be obtained through a variety of sources. Law enforcement agencies should periodically assess enforcement activities to determine training needs and to ensure training is endorsed by the State's Police Officers Standards and Training agency.

Effective training should: (National Highway Traffic Safety Administration 2 Highway Safety Program Guideline No. 15):

- Provide officers the knowledge and skills to act decisively and correctly;
- Increase compliance with agency enforcement goals;
- Assist in meeting priorities;
- Improve compliance with established policies;
- Result in greater productivity and effectiveness;
- Foster cooperation and unity of purpose;
- Help offset liability actions and prevent inappropriate conduct by law enforcement officers;
- Motivate and enhance officer professionalism; and
- Require traffic enforcement knowledge and skills for all recruits.

The annual law enforcement trainings sponsored in this project were chosen based on the above NHTSA guidelines to make sure law enforcement is getting current information related to traffic and case laws, officer safety information, legislative updates, networking to revitalize officer's in doing self-initiated traffic enforcement as well as covering recent gaps in crash investigations and reporting due to changes at the basic police academy.

PT-24-30-01-00	Statewide Law Enforcement Training	Anticipated Award
402		\$150,000

This project will fund Advanced Crash Investigation Training for law enforcement, Police Traffic Safety Conference for sworn Oregon law enforcement officers, Advanced Motor Officer Training and provide support for the Law Enforcement Traffic Safety Advisory Committee quarterly meetings. This project will address problems identified in Traffic Enforcement Services (Formerly Police Traffic Services) of the Triennial Highway Safety Plan.

Intended sub-recipients:

State of Oregon - ODOT Transportation Safety Office

Affected Communities:

Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Yamhill County, Wheeler County. All law enforcement agencies or citizens within these counties having traffic related contact with law enforcement.

Eligible Use of Funds: 402 Traffic Enforcement Services

Budget: Items may include registration fees, lodging, meals and breaks, incidental fees and charges related to the training, speaker contracts and all travel related costs, conference room rentals, training materials/aides, supplies and printing, audio and visual rentals.

Countermeasures and Justification: [1300.11\(b\)\(4\)\(ii\)](#) [1300.12\(b\)\(2\)\(viii\)](#)

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Effective training should: National Highway Traffic Safety Administration 2 Highway Safety Program Guideline No. 15

- Provide officers the knowledge and skills to act decisively and correctly;
- Increase compliance with agency enforcement goals;
- Assist in meeting priorities;

- Improve compliance with established policies;
- Result in greater productivity and effectiveness;
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M13BTR-24-70-00-00	Driver and Officer Safety Education Training	Anticipated Award
405(i)		\$ UNK AMT

This project will fund the production of educational materials and training of staff for driver education and driving safety courses and peace officer training and the implementation of the peace officer training program with respect to proper interaction with civilians during traffic stops. Proper interaction means utilizing appropriate industry standards as established through a State Police Officer Standards and Training Board (POST) or similar association. 23 CFR 1300.28.

Countermeasures: Generally, there are two concepts - provide training and education to use the transportation system in a compliant manner at all times to minimize the chance of being involved in any traffic stop (education/training prior to a stop to prevent a stop) and second, to provide training and education to transportation system users on what to do during traffic stops as well as supplementary training for officers related to traffic stop interactions with citizens (education/training on what to do during a stop (enforcement)).

Intended sub-recipients:

State of Oregon, Local Government, Non-Profit groups - People using the public transportation system in Oregon – primarily drivers, riders, pedestrians, driving education/testing organizations, industry associations, and law enforcement agencies/officers. Potentially, partner groups involved in community outreach to traditionally underserved communities as well as law enforcement training and professional organizations and associations.

Location:

Eligible participants will include all Oregon counties, cities with police departments and those areas with contracted law enforcement services provided by city, county or tribal law enforcement agencies. Any interested party in a location in Oregon where driver education or driver testing is delivered or conducted. Media outlets where the intended audience includes users of the public transportation system.

Affected Communities:

Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant

County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Yamhill County, Wheeler County. Motoring public as well as law enforcement agencies within these counties and the Oregon State Police.

All users of the public transportation systems utilizing a public road. All law enforcement officers interacting with the public on highways during traffic stops. Families of transportation system users and families of law enforcement officers enforcing traffic safety laws on Oregon public highways. Oregon court systems, jails, and prisons.

Eligible Use of Funds: 405i Education and Training

Budget: Items may include print and/or digital materials, development cost of materials, contractual services, distribution costs. 23 CFR 1300.28(h)

Countermeasures Strategy:

Education, Outreach, Communications and Training: informed by Highway Safety Program Guidelines 4 driver education and training and guidelines 8, 13, 14, 15, 19, 20 (specifically communication program) and 21 (specifically the outreach program).

Generally, there are two concepts - provide training and education to use the transportation system in a compliant manner at all times to minimize the chance of being involved in any traffic stop (education/training prior to a stop to prevent a stop) and second, to provide training and education to transportation system users on what to do during traffic stops as well as supplementary training for officers related to traffic stop interactions with citizens (education/training on what to do during a stop (enforcement)).

PT 24-24-11-00	Financial Assistance for LE/Partner Training	Anticipated Award
402		\$10,000

This project will provide financial assistance for conference registration, lodging, and in limited cases some travel for both law enforcement and traffic safety partners to attend transportation safety and training conferences to further their knowledge and participate in completing related continuing education. This addresses the problem identification in the Triennial HSP and will also help meet performance targets found in the Impaired Driving program chapter, and also in the Police Traffic Services program section.

Intended sub-recipients:

City of Beaverton Police Department, City of Canby Police Department, City of Cornelius Police Department, City of Forest Grove Police Department, City of Gladstone Police Department, City of Gresham Police Department, City of Hood River Police Department, City of Lake Oswego Police Department, City of Milwaukie Police Department, Oregon City Police Department, City of Portland Police Bureau, City of Sandy Police Department, City of Sherwood Police Department, City of Tigard Police Department, City of Tualatin Police Department, City of West Linn Police Department, Clackamas County Sheriff, Hood River County Sheriff, Multnomah County Sheriff, Washington County Sheriff, Traffic Safety Colleagues from Region 1 City and County Transportation Offices, Prosecutors or Prevention Works from Region 1 Counties and staff of current grantees including: Immigrant and Refugee Community Organization (non-profit), Division Midway Alliance (non-profit), Adelante Mujeres (non-profit), BikeFIRST (non-profit),

Community Cycling Center (non-profit), Oregon Walks (non-profit), Ethiopian and Eritrean Cultural Resource Center (non-profit), Anson’s Bikes (non-profit), Latinas Guerreras (non-profit), Slavic Community (non-profit) and BikeWorks by p:ear (non-profit).

Location:

Region 1, which includes Clackamas, Hood River, Multnomah and Washington County.

Affected Communities: Traffic safety partners who work for any of the above named organizations.

Eligible Use of Funds: 402 Traffic Enforcement Services; Training and Outreach. These funds will address the primary data-related crash factors identified.

Countermeasure Strategy

Education, Outreach, Communications and Training: informed by Highway Safety Program Guidelines 4 driver education and training and guidelines 8, 13, 14, 15, 19, 20 (specifically communication program) and 21 (specifically the outreach program).

There is no specific countermeasure for training; however, CTW does mention the importance of training and education for law enforcement, prosecutors and judges; law enforcement training is mentioned on pages 262, 334, 378, and 423. Although training is not specifically mentioned as a countermeasure for judges and prosecutors, research from NHTSA points to its effectiveness: “To that end, peer-to-peer training, education, and outreach have been found to be most effective in promoting proven and promising practices.¹²”

Although training is not identified specifically as a countermeasure, training is supported by Highway Safety Program Guidelines:

- Number 8 B. Enforcement
- Number 14 IV. Law Enforcement and VI Communication
- Number 15 III. Training
- Number 19 V. Enforcement Countermeasures
- Number 20 V. Occupant Protection for Children Program and BI Health and Medical Communities.

Budget: The budget will pay hotel, conference registration fees and in limited cases travel for members of the criminal justice system including law enforcement, partners working in treatment, and traffic safety partners to attend training conferences. These funds will be targeted towards smaller agencies that do not necessarily have training budgets.

SC 24-24-11-00	Supplies for Speed Enforcement Activity Support: Multnomah County Sheriff	Anticipated Award
402		\$8,750

Multnomah County Sheriff has not had a traffic team since 2005; however, several deputies are still committed to conducting enforcement and traffic stops for violations. Since the traffic unit was disbanded, lidar and other equipment for traffic enforcement was removed from the county budget, used instead to outfit patrol cars. Currently, Multnomah County Sheriff has eight

¹² 1 Axel, N. E., Knisely, M. J., McMillen, P., Weiser, L. A., Kinnard, K., Love, T., & Cash, C. (2019, March). Best practices for implementing a state judicial outreach liaison program. Revised March 2019. (Report No. DOT HS 812 676). Washington, DC: National Highway Traffic Safety Administration.

lidar/radar speed clocking equipment that are 13 to 14 years old; the manufacture no longer makes them, and they cannot be repaired, in addition to the fact that the technology has changed and improved. This project is in conjunction with a high visibility enforcement grant for speed enforcement that addresses the problem identified in the Statewide chapter of the 3HSP, that 54% of all fatalities and serious injuries in Region 1 occur in Multnomah County and 57% of those are attributed to speed.

This project will provide assistance to Multnomah County’s Sheriff Office in acquiring necessary enforcement supplies that will be checked out by individual law enforcement officers dedicated to traffic enforcement and to the state’s HVE program; for straight time traffic enforcement patrol activities, and to successfully implement Multnomah County’s high visibility speed enforcement grant activities. See projects **SC-24-35-17-00** and **SC-24-35-16-00**.

Intended sub-recipients:

Multnomah County Sheriff

Location:

Multnomah County

Eligible Use of Funds: [23 USC 402: Highway safety programs \(house.gov\)](https://www.congress.gov/bills/116/402); 402 Speed Enforcement, 402 Traffic Enforcement Services.

Improve law enforcement services in motor vehicle accident prevention, traffic supervision, and post-accident procedures.

Countermeasure Strategy

Chapter	Section	Page #
3	2.2 High Visibility Enforcement	p. 192

Although HVE for speed enforcement has only a 2-star Countermeasures That Work, surveys conducted by research firms and experiences from community engagement events in recent years by TSO have proven that high visibility enforcement is one of the most effective means of changing societal behaviors related to speeding in Oregon. This countermeasure was informed by Highway Safety Program Guideline number 19, specifically program management, problem identification, communication program, enforcement countermeasures, legislation, regulation, policy, data and evaluation.

Budget: The budget will allow MCSO to acquire two Lidar radar units that are current technology and vital in successfully conducting speed enforcement events. MCSO will pursue efforts for the county to reinstate the enforcement equipment budget for funding future agency needs.

Vehicle Equipment

CL-24-80-16-00	Vehicle Equipment Safety Standards – Safety Awareness	Anticipated Award
402		\$15,000

This project provides public information and education to transportation system users regarding federal and state equipment safety requirements. This work is completed through phone calls, email response to the public’s questions, and the development/production/updates of informational products. Topical, user-friendly website postings, media releases, and

informational brochures are in the planning for 2024-2026. The budget for this project is primarily used to produce and print safety equipment publications, fund media campaigns on specific vehicle safety equipment topics like properly securing your cargo or load, and research and distribute safety standards (upon request/need) through a subscription to the SAE standards database.

Intended Subrecipients:

ODOT Transportation Safety Office

Location:

Salem, OR

Affected Communities:

General Public, See ODOT Region Map and Table of Counties by Region. The majority of the work is in response to phone calls, emails from the public's questions and the location of the contactor is unknown. Towing brochures are available at all DMV field offices across the State of Oregon.

Eligible Use of Funds: 402 – Codes and Laws

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

Within the Safe Systems approach is education - engineering, enforcement, education and emergency medical services.

First implemented abroad, the Safe System approach has been linked to substantial reductions in traffic-related fatalities. Countries that have adopted the approach have experienced large decreases in deaths, ranging from 47% in Australia to 80% in Spain (Johns Hopkins University, 2021). In January 2022, the United States Department of Transportation (U.S. DOT) released the National Roadway Safety Strategy, which calls for adoption of the Safe System approach as a proven tool to reduce traffic crashes, injuries, and deaths.

There are six principles that form the basis of the Safe System approach: deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial.

Public safety education campaigns are necessary to ensure vehicle equipment standards are understood and complied with by the owner of each vehicle to ensure the vehicle is road ready. As the standards continue to be updated and additional federal and state laws are updated or modified, education campaigns continue to be necessary for the maintenance of life saving equipment. In a study of "LIVES SAVED BY VEHICLE SAFETY TECHNOLOGIES 1960 TO 2012" - "NHTSA began in 1975 to evaluate the effectiveness of vehicle safety technologies associated with the Federal Motor Vehicle Safety Standards. By June 2014, NHTSA had evaluated the effectiveness of virtually all the life-saving technologies introduced in passenger cars, pickup trucks, SUVs, and vans from about 1960 up through about 2010. A statistical model estimates the number of lives saved from 1960 to 2012 by the combination of these life-saving technologies. Fatality Analysis Reporting System (FARS) data for 1975 to 2012 documents the

actual crash fatalities in vehicles that, especially in recent years, include many safety technologies.”

NHTSA issues Federal Motor Vehicle Safety Standards (FMVSS) to implement laws from Congress. These regulations allow us to fulfill our mission to prevent and reduce vehicle crashes. – [NHTSA website](#)

Work Zone

2324WKZN-000	Work Zone Education & Equipment Program	Anticipated Award
FHWA		\$250,000

Provide 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 portions of the annual TSO Public Opinion Survey and law enforcement training services. Equipment purchases consisting of work zone related patrol equipment needed by state and local agencies providing work zone enforcement, work zone data tracking information system software enhancement and maintenance agreement(s). Research Consulting for up-to-date countermeasures for work zone safety.

Intended sub-recipients:

ODOT Transportation Safety Office

ⁱ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812069>

FFY24 AGA Updates to Oregon's 2024-2026 Triennial HSP

23 CFR 1300.12(b) Updates to Triennial HSP.

1. Preventing Roadside Deaths located in 3HSP Roadway Safety Chapter, page 263-271

Number of fatal roadside deaths 1300.11(b)(3)(ii)									
Actual					5-year avg	In Progress	Projected Targets		
2016	2017	2018	2019	2020	2016-2020	2020	2024	2025	2026
1	2	1	1	2	1	2	1	1	1

Based on the 5-year average of one Oregon will maintain or reduce the number of roadside deaths.

The performance measure and target were selected based on Oregon's loss of life or life changing injuries and align with Oregon SHSP (Strategic Highway Safety Plan) "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." From 2016-2020 Oregon experienced 207 crashes involving vehicles parked off-road. These crashes resulted in 7 fatalities, 13 serious injuries, and 164 moderate and minor injuries. Despite the significant technological advances in motor vehicle sensing technologies (e.g., lane departure detection and collision mitigation sensing systems), road crashes have remained a pressing global health issue. The World Health Organization estimated that road injuries are the 8th leading cause of death worldwide, resulting in 1.4 million deaths annually [\[\[1\]\]](#). Perhaps more importantly, the incidence of such crashes and their severity are on the rise. By 2030, traffic-related deaths are predicted to become the 7th leading cause of death worldwide [\[\[2\]\]](#). The increase in annual deaths is seen in low- and high-income countries alike.

2. Traffic Records Performance Period update; Traffic Records chapter, pages 286-292 of Oregon's 3HSP.

Section 405c funds require Oregon to demonstrate progress on a selected performance measure to qualify for these funds. For the 2024 grant year, progress was clearly measurable on performance measure I-T-2, the percentage of ePCRs entered into the OR-EMSIS within 24 hours from datetime of EMS Unit 'Back in Service'. The performance measure moved for a 2019-21 average of 56.9% from April 1 to March 30, and a 2021 value of 59.7, to 60.7% percent in the year 2022, demonstrating a substantial improvement over a 3 year, and year over year measure. The below chart provides a screenshot per the Oregon Health Authority:

Performance Measure	Timeliness	I-T-2: The percentage of ePCRs entered into OR-EMSIS within 24 hours from datetime of EMS Unit Back in Service.
Year		% ePCRs < 24 hrs
2019-2021		56.9%
2022		60.7%

In addition, based on the screen copy provided by OHA year over year progress was demonstrated in the applicable period 4/1 to 3/30:

Year	Denom	Num	Percent
2021-2022	405034	241900	59.7%
2022-2023	410497	249372	60.7%

3. Impaired Driving located in 3HSP Impaired Driving Chapter, page 173-202

Add Countermeasures that Work Section 2.3 Breath Test Devices, page 1-31 of CTW 4 CTW stars citation. Also add NHTSA Uniform Guideline No 8, Section I Task Forces or Commissions (specifically add to High Visibility Enforcement for Impaired Driving Strategy section under “Countermeasures and Justification” as shown below)

Countermeasures and Justification: [1300.11\(b\)\(4\)\(ii\)](#) [1300.12\(b\)\(2\)\(viii\)](#)

High visibility enforcement – CTW 4 stars citation

Breath test devices – CTW 4 stars citation

NHTSA Uniform Guideline No 8, Section I Task Forces or Commissions

Although statewide impaired driving task forces are only recognized as part of a two-star countermeasure in CTW (Alcohol-Impaired-Driver Law Review), they are recognized in NHTSA Uniform Guideline No 8 as being effective for their ability to “foster leadership, commitment, and coordination among all parties interested in impaired driving issues.”

4. Impaired Driving located in 3HSP Impaired Driving Chapter, page 173-202

Add Countermeasures that Works Chapter 1, Section 4.1 Alcohol Assessment and Treatment p. 27 of CTW – 5 star effectiveness rating.

5. Impaired Driving located in 3HSP Impaired Driving Chapter, page 173-202

Add Countermeasures that Work Chapter 1, Section 5.4 Alternative Transportation p. 27 of CTW – 3 star effectiveness rating.

6. Impaired Driving located in 3HSP Impaired Driving Chapter, page 173-202

Add Countermeasures that Work Chapter 1, Section 5.3 Responsible Beverage Service p. 27 of CTW – 2 star effectiveness. This countermeasure will be coupled with Alcohol Vendor Compliance Checks, which has a 3 star effectiveness rating.

Responsible beverage service and alcohol vendor compliance checks are informed by Highway Safety Program Guideline 8, Section II, prevention: “promote responsible alcohol service.”

7. Impaired Driving located in 3HSP Impaired Driving Chapter, page 173-202

Add Countermeasures that Work Chapter 1, Section 6.3 Alcohol Vendor Compliance Checks p. 28 of CTW – 3 star effectiveness rating.

8. Statewide located in the 3HSP Statewide Chapter, page 31-109

Add Countermeasure from Uniform Guidelines for State Highway Safety Offices.

Program Management and Planning – establish procedures, conduct planning and ensure program activities are implemented as identified by NTHSA as necessary in the Uniform Guidelines for the State Highway Safety Program. Highway Safety Program Management (Guidelines: 3,8,10,11,12,14,15, 19,20, & 21

9. Statewide located in the 3HSP Statewide Chapter, page 31-109

Data and Program Evaluation - Each State should access and analyze reliable data sources for problem identification and program planning. Each State should conduct several different types of evaluation to effectively measure progress and to plan and implement new program strategies, as identified by NHTSA in the Uniform Guidelines for Highway Traffic Safety Program. Data and Program Evaluation (Guidelines 3, 4, 7, 8,11,13,14,15,19,20, &21).

10. Statewide located in the 3HSP Statewide Chapter, page 37

Add 405(f) funding as a percentage of the Motorcycle Safety Program Management project (dual-funded w/State funds).

MC-24-80-90-00	Motorcycle Safety Program Management	Anticipated Award
State Motorcycle Funds		\$125,000
405(f) M11X-24-80-90-00		\$ 12,500

Salaries; benefits, travel; services and supplies; and office equipment will be funded for the Motorcycle Safety Program Manager, GAC-MS related expenses (meeting expenses, venue rental, travel expenses, SMSA attendance, research projects, special projects, training course fees and related participation fees, stipends).

Intended sub-recipients:

ODOT Transportation Safety Office

Location/Affected Communities: Salem (SHSO), and ODOT Regions 1-5, See ODOT Region Map and Table of Counties by Region (page 2)

Justification: Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a motorcycle safety program manager/coordinator of a state’s highway safety agency). Compensation for activity hours of a recognized motorcycle safety training program for trainers and training costs are examples of a direct cost attributable to a project. [23 U.S.C. 405\(f\)](#)

Eligible use of funds: [23 U.S.C. 405\(f\)](#)

11. Adjust 402 Speed allocation on page 285 of approved Triennial HSP from \$860,000 to \$785,000.

2024 HVE and/or Sustained Enforcement Projects

Oregon's FFY 2024 AGA

	Project	Intended Sub-Recipients
Impaired Driving		
M5HVE-24-14-00-00	DUII HVE Enforcement	Oregon Impact
M5HVE-24-14-16-00	DUII HVE Enforcement	Oregon State Police, County and Local LE
ENF_AL-24-14-16-00	DUII Traffic Safety Sustained Enforcement – Yamhill County	Yamhill County Sheriff's Office
M5OT-24-15-16-00	DUII Traffic Safety Sustained Enforcement – Jackson County	Jackson County Sheriff's Office
ENF_AL-24-14-17-00	DUII Traffic Safety Sustained Enforcement – Lane County	Lane County Sheriff's Office
M5OT-24-15-17-00	DUII Traffic Safety Sustained Enforcement – Salem	Salem Police Department
Pedestrian		
BGSP-24-68-00-00	Vulnerable Road User High Visibility Enforcement and Education	Oregon Impact
Distracted Driving		
M8DDLE-24-20-00-00	Distracted Driving High Visibility Enforcement	Oregon Impact
M8DDLE-24-20-16-00	Distracted Driving High Visibility Enforcement	Oregon State Police
Speed		
SC-24-35-16-00	HVE Speed Enforcement	Oregon Impact
SC-24-35-17-00	HVE Speed Enforcement	Oregon State Police
Occupant Protection		
OP-24-45-16-00	Local Police Department Safety Belt Mini-Grants	Albany PD, Ashland PD, Aumsville PD, Bandon PD, Beaverton PD, Burns PD, Canby PD, Carlton PD, Coos Bay PD, Coquille PD, Cornelius PD, Eagle Point PD, Enterprise PD, Eugene PD, Florence PD, Gervais PD, Gladstone PD, Grants Pass DPS, Gresham PD, Hubbard PD, Junction City PD, Keizer PD, Lake Oswego PD, Lebanon PD, Madras PD, Medford PD, Molalla PD, Monmouth PD, McMinnville PD, Myrtle Creek PD, Nyssa PD, Oregon City PD.
M1HVE-24-46-16-00	Local Police Department and Sheriff's Office Safety Belt Mini-Grants	Phoenix PD, Portland PB, Prineville PD, Redmond PD, Reedsport PD, Roseburg PD, Salem PD, Seaside PD, Sherwood PD, Silverton PD, Springfield PD, Stayton PD, Sunriver PD, The Dalles PD, Tillamook PD, Tigard PD, Toledo PD, Tualatin PD, Warrenton PD, West Linn PD, Winston PD, Yamhill PD, Benton CSO, Clackamas CSO, Columbia CSO, Crook CSO, Douglas CSO, Jackson CSO, Klamath CSO, Lane CSO, Malheur CSO, Marion CSO, Morrow CSO, Multnomah CSO, Tillamook CSO, Willowa CSO, Washington CSO and Yamhill CSO.
M1HVE-24-46-17-00	Statewide Safety Belt Enforcement, Oregon State Police (OSP)	Oregon State Police

Occupant Protection (Adult and Child Passenger Safety)

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

- **Non-use of Restraints:** According to the annual 2022 Oregon observed seat belt use survey, 3.5 percent of front seat passenger vehicle occupants did not use restraints, an improvement from 5.1 percent in the 2021 survey. During 2021, crash reports (FARS) indicate 31.4 percent of motor vehicle occupant fatalities were unrestrained and 21.6 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 922 children younger than 13 died in motor vehicle crashes in 2021; over three-quarters 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, 229 children killed in crashes in 2021 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 2021 indicates that of the 1,475 injured children under age twelve, 16.3 percent were reported not using a child restraint system. This is a big increase in injuries from 2020 data. 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 2021 TSAP analysis, between 2014 and 2018, 900 fatal and serious injury crashes involved occupants not properly using restraints. In Oregon, 21 percent of fatal crashes involved an unrestrained occupant. Approximately 65 percent of these crashes occurred in a rural environment. The majority of unrestrained fatal and serious injury crashes (71 percent) result from lane departure crashes. Approximately 46 percent of all unrestrained fatal and serious injury crashes were speed related.

- **2022 Statewide Public Opinion Survey:** The annual public opinion survey of Oregonians conducted statewide showed the following results:
 - 97 percent of respondents reported 'Always using their safety belts when driving or riding in a passenger vehicle,' the 2022 observed seat belt usage rate for Oregon was 96.5 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 a Short Trip, Driving/riding in a rural area, and I forgot.

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

Agencies planning to participate in CIOT:

*List attached

Participation in Click It or Ticket National Mobilization Plan

During the 2021 calendar year, 119 vehicle occupants who died in Oregon traffic crashes were confirmed to be completely unbelted. Forty-five percent of the injured child occupants under twelve years of age were improperly restrained (not using child restraints.)

High Visibility Enforcement (HVE) continues to be a huge part of the Occupant Protection Program. It is a key countermeasure to educating the public on seat belt and child passenger seat laws as well as enforcing the laws. The more officers you see out on the road, the higher the seat belt usage rate will be. Focusing on educating law enforcement agencies on the new straight time enforcement opportunity along with the continuing overtime enforcement will be a big priority for the HVE program.

Grant funding for safety belt overtime enforcement has been provided annually to Oregon law enforcement agencies since 1993 and structured around a campaign of three annual "blitzes" with additional, discretionary overtime between blitzes as funding and staffing levels allow. For 2024, these two-week blitzes will be scheduled as follows: one in February, the nationwide Click It or Ticket mobilization over Memorial weekend, and one over the Labor Day weekend. Agencies will be encouraged to focus on Oregon's identified high-risk population and geographic areas with lower-than-statewide average observed belt use rates. These segments presently include child passengers aged eight to twelve, and occupants traveling in the most remote, rural areas.

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

Officers will be notified of child passenger safety training opportunities throughout the year and will be encouraged to undergo child passenger safety training and to nurture community awareness of traffic safety generally. Grants will be administered through the Oregon State Police and TSO (for local police department and sheriff's office participation). Those agencies anticipated to participate during FFY 2024 have been identified (above).

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

Child restraint inspection stations

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

Planned inspection stations and/or events: **46**

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

Populations served - urban: **22**

Populations served - rural: **46**

Populations served - at risk: **46**

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

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

Estimated total number of classes: **10**

Estimated total number of technicians: **120**

OREGON 'Click It or Ticket' FFY 2024

Potential Participating Law Enforcement Agencies

Oregon 'Click it or Ticket' LEA participants

CITY POLICE DEPARTMENTS	COUNTY SHERIFFS	OREGON STATE POLICE
Albany	Benton	General HQ
Ashland	Clackamas	NW Region:
Aumsville	Columbia	Albany
Baker City	Crook	Astoria
Bandon	Douglas	Capitol Mall
Banks	Jackson	McMinnville
Beaverton	Klamath	Newport
Burns	Lane	Portland
Canby	Linn	SW Region:
Carlton	Malheur	Central Point
Coos Bay	Marion	Coos Bay
Coquille	Morrow	Grants Pass
Cornelius	Multnomah	Klamath Falls
Cottage Grove	Tillamook	Roseburg
Eagle Point	Washington	Springfield
Enterprise	Yamhill	East Region:
Eugene		Bend
Florence		LaGrande
Forest Grove		Ontario
Gaston		Pendleton
Gervais		The Dalles
Gladstone		
Grants Pass		
Gresham		
Hubbard		
Independence		
Junction City		
Keizer		
Lake Oswego		
Lebanon		
McMinnville		
Medford		
Molalla		
Monmouth		
Myrtle Creek		
North Bend		
Oregon City		
Phoenix		
Portland		
Prineville		
Redmond		
Reedsport		
Roseburg		
Salem		

OREGON Click It or Ticket FFY 2024
Oregon's First 24 Hours
Potential Participating Law Enforcement Agencies

Sandy		
Seaside		
Sherwood		
Silverton		
Springfield		
Stayton		
The Dalles		
Tigard		
Tillamook		
Toledo		
Tualatin		
Turner		
Warrenton		
West Linn		
Winston		
Yamhill		

OREGON
Oregon's FFY 2024 AGA
Child Seat Fitting Station Locations, Contacts, Operating Hours
Updated 9/22/2023

COUNTY	CITY	CONTACT	LOCATION/ Organization	ADDRESS	NUMBER OF NCPSTs Residing in County 4/20/2023	HIGH-RISK POPULATIONS	CONTACT NUMBER	DATE/HOURS OF OPERATION
BAKER	BAKER CITY	Phoebe Wachtel	BAKER POLICE DEPARTMENT	1768 Auburn Avenue	4	Spanish speaking immigrants, Low income, Rural	541-524-2014	Drop-in and By Appointment
BENTON	CORVALLIS	Denise Cardinali	CORVALLIS FIRE DEPARTMENT	400 NW Harrison Street	10	Low income	541-766-6961	Second Tuesday; 9:00 - 12 pm
CLACKAMAS	MILWAUKIE	Yvonne McNeil	OREGON IMPACT	2930 SE Oak Grove Boulevard	26	Spanish speaking immigrants, Low income	503-303-4954	By Appointment Only Monday through Friday
CLACKAMAS	MILWAUKIE	Lucie Drum	AMERICAN MEDICAL RESPONSE	12438 SE Capps Road	26	Spanish speaking immigrants, Low income	503-736-3460	Varies
CLACKAMAS	SANDY	Nannette Howland	SANDY FIRE DISTRICT	17460 Bruns Avenue	26	Spanish speaking immigrants, Low income	503-668-8093	By Appointment
CLATSOP	ASTORIA / WARRENTON	Misha Caldwell	COLUMBIA MEMORIAL HOSPITAL	2111 Exchange Street	3	Low income, Rural	503-325-7337	By Appointment
COOS	COOS BAY	Freddie Dunlap	OREGON STATE POLICE	1360 Airport Lane	14	Low income, Rural	541-888-2677	By Appointment
CROOK	PRINEVILLE	Russell Deboodt	CROOK COUNTY FIRE AND RESCUE	500 Northeast Belknap Street	3	Low income, Rural	541-447-5011	By Appointment
DESCHUTES	SISTERS	Heather Miller	SISTERS-CAMP SHERMAN FIRE DISTRICT	301 S Elm Street	12	Low income, Rural	541-549-5791	By Appointment
DESCHUTES	BEND	Kathy Alexander	BEND FIRE AND EMS	62277 Jamison Street	12	Low income, Rural	541-610-3168	Third Friday 10:00 am - 1:00 pm every two months

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COUNTY	CITY	CONTACT	LOCATION/ Organization	ADDRESS	NUMBER OF NCPSTs Residing in County 4/20/2023	HIGH-RISK POPULATIONS	CONTACT NUMBER	DATE/HOURS OF OPERATION
DESCHUTES	REDMOND	Clara Butler	REDMOND FIRE DEPARTMENT	341 Dogwood Avenue	12	Low income, Rural	541-504-5000	By Appointment
GILLIAM	THE DALLES	Michael Holloran	SAFE KIDS COLUMBIA GORGE	ODOT Conference Room, 3313 Brett Clodfelter Way	0	Low income, Rural	541-980-1019 safekids@gmail.com	By Appointment or Class in The Dalles English 2nd Monday 3 pm/Spanish 4:30 pm
GRANT	JOHN DAY	Katrina Randleas	FAMILIES FIRST	401 S. Canyon Road	3	Low income, Rural	541-575-1006	By Appointment
HARNEY	BURNS	Kari Nelson	BURNS POLICE DEPARTMENT	242 S. Broadway Avenue	3	Low income, Rural	541-285-6004	By Appointment
HOOD RIVER	HOOD RIVER	Nancy Paul	SAFE KIDS COLUMBIA GORGE	Hood River Fire 1795 Meyer Parkway	2	Spanish Speaking, Low income, Rural	541-490-8766 safekids@gmail.com	By Appointment
JACKSON	CENTRAL POINT	Cam Cunningham	CENTRAL POINT POLICE DEPARTMENT	155 S 2nd Street	21	Low income	541-664-5578	By Appointment
JEFFERSON	MADRAS	Tami Kepa'a	JEFFERSON COUNTY HEALTH DEPARTMENT	500 NE A Street, Suite 102	5	Native Americans, Low income, Rural	541-475-4456	By Appointment
JOSEPHINE	GRANTS PASS	Travis Marsh	GRANTS PASS FIRE DEPARTMENT	199 NW Hillcrest Drive	12	Low income, Rural	541-450-6200	By Appointment
KLAMATH	KLAMATH FALLS & CHILOQUIN	Amanda Mellentine	KLAMATH TRIBAL HEALTH & FAMILY SERVICES	3949 S 6th Street	6	Native Americans, Low income, Rural	541-882-1487	By Appointment

OREGON
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Updated 9/22/2023

COUNTY	CITY	CONTACT	LOCATION/ Organization	ADDRESS	NUMBER OF NCPSTs Residing in County 4/20/2023	HIGH-RISK POPULATIONS	CONTACT NUMBER	DATE/HOURS OF OPERATION
LAKE	LAKEVIEW	Abigail Finetti	LAKE HEALTH DISTRICT	700 South J Street	4	Low income, Rural	541-947-2114	By Appointment
LANE	EUGENE	Susan Hardy	EUGENE FIRE DEPARTMENT STATION #2	1705 W 2nd Ave	25	Spanish speaking immigrants, Low income	541-782-2510	Last Thursday of the month, 4 - 6:00 pm
LANE	EUGENE	Heather Gray	PARENTING NOW	86 Centennial Loop	25	Spanish speaking immigrants, Low income	541-484-5316 carseat@parentingnow.org	By Appointment
LINCOLN	NEWPORT	Richard Giles	SAFE KIDS	spinner.giles@gmail.com or coastcarseats@gmail.com	7	Low income, Rural	541-961-3566	By Appointment
LINN	ALBANY	Alfredo Mendez	ALBANY FIRE STATION #12	120 34th Avenue SE	13	Russian immigrants, Spanish speaking immigrants, Low income, Rural	541-917-7700	By Appointment
MALHEUR	ONTARIO	Sheri Smith	ONTARIO FIRE DEPARTMENT	444 SW 4th Street	3	Spanish speaking immigrants, Low income, Rural	541-881-3238	By Appointment
MARION	KEIZER	Anne-Marie Storms	KEIZER FIRE DISTRICT	661 Chemawa Road	34	Low income, Spanish speaking immigrants	971-707-0472	Second Tuesday 4 - 6 pm, every other month on odd months. Drop-in and by appointment
MARION	SALEM	Traffic Team	SALEM POLICE DEPARTMENT	333 Division Street NE	34	Low income, Spanish speaking immigrants	503-588-6293	By Appointment
MULTNOMAH	PORTLAND	Lucie Drum	AMERICAN MEDICAL RESPONSE	1 SE 2nd Avenue	41	Russian immigrants, Spanish speaking immigrants, Low income	503-736-3460	Varies
MULTNOMAH	PORTLAND	Lucie Drum	Varies	Varies	41	Russian immigrants, Spanish speaking immigrants, Low income	503-736-3460	Varies

OREGON
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COUNTY	CITY	CONTACT	LOCATION/ Organization	ADDRESS	NUMBER OF NCPSTs Residing in County 4/20/2023	HIGH-RISK POPULATIONS	CONTACT NUMBER	DATE/HOURS OF OPERATION
MULTNOMAH	GRESHAM	Amber Kroeker	LEGACY MOUNT HOOD MEDICAL CENTER	24800 SE Stark Street	41	Russian immigrants, Spanish speaking immigrants, Low income	503-413-4005	By Appointment
MULTNOMAH	PORTLAND	Amber Kroeker	RANDALL CHILDRENS HOSPITAL AT LEGACY EMANUEL	2801 N. Gantenbein Avenue	41	Russian immigrants, Spanish speaking immigrants, Low income	503-413-4005	By Appointment 2 - 3 Times per Week
MULTNOMAH	PORTLAND	Adrienne Gallardo	DOERNBECHER CHILDREN'S HOSPITAL	700 SW Campus Drive, Garage F, Level 4	41	Russian immigrants, Spanish speaking immigrants, Low income	503-418-5666	By Appointment Only Monday through Friday
POLK	DALLAS	Judi Lambert	BAMBINOS OREGON	322 Main Street, Suite 200 Dallas, OR 97338	4	Spanish speaking immigrants, Low income	503-837-1216	By Appointment
SHERMAN	MORO	Katie Paul	SAFE KIDS COLUMBIA GORGE	Sherman County Courthouse, 500 Court Street	1	Low income, Rural	541-565-5030 safekids@gmail.com	By Appointment
UMATILLA	HERMISTON	Catherine Wisniewski	GOOD SHEPHERD MEDICAL CENTER	610 NW 11th Street	22	Native Americans, Spanish Immigrants, Low income, Rural	541-667-3509	By Appointment
UMATILLA	PENDLETON	Emily Smith	ST ANTHONY HOSPITAL	2801 S. Anthony Way	22	Native Americans, Spanish Immigrants, Low income, Rural	541-278-2627	By Appointment
UNION	LA GRANDE	Shari Shaffer	UNION COUNTY SHERIFFS OFFICE	10200 S. McAlister Road	4	Low income, Rural	541-962-5636	By Appointment
UNION	LA GRANDE	Robert Tibbetts	LA GRANDE FIRE DEPARTMENT	1806 Cove Avenue	4	Low income, Rural	541-963-3123	By Appointment

OREGON
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WALLOWA	ENTERPRISE	Jody Beck	WALLOWA COUNTY HEALTH DEPARTMENT	758 NW 1st Street	3	Low income, Rural	541-426-4848	By Appointment
WASCO	THE DALLES	Michael Holloran or Theresa Richey	SAFE KIDS COLUMBIA GORGE	ODOT Conference Room, 3313 Brett Clodfelter Way	3	Native Americans, Low income, Rural	541-980-1019 or 541-993-3339 safekids@gmail.com	2nd Monday each Month; English speaking 3pm/ Spanish speaking 4:30 pm -- or By Appt 7 days per week
WASCO	THE DALLES	Dana Woods	SAFEKIDS COLUMBIA GORGE	Mid-Columbia Fire & Rescue, 1400 8th Street	3	Native Americans, Low income, Rural	541-296-9445 safekids@gmail.com	By Appointment Monday through Friday 9 am -4 pm
WASHINGTON	BANKS	Banks Fire District	BANKS FIRE DISTRICT 13	13430 NW Main Street	32	Spanish speaking immigrants, Low income	503-324-6262	First Saturday each month 10 am - 2 pm
WASHINGTON	FOREST GROVE	Larisa Nefedov	FOREST GROVE FIRE DEPARTMENT	1919 Ash Street	32	Spanish speaking immigrants, Low income	503-992-3240	By Appointment on varying Saturdays
WASHINGTON	TUALATIN	Amber Kroeker	LEGACY MERIDIAN PARK MEDICAL CENTER	19300 SW 65th Avenue	32	Spanish speaking immigrants, Low income	503-413-4005	By Appointment
WASHINGTON	HILLSBORO	Operated by OHSU	OHSU Health Hillsboro Medical Center	344 SE 8th Avenue	32	Spanish speaking immigrants, Low income	503-418-5666	Second Saturday 9 - 11:30 am
YAMHILL	NEWBERG	Jill Dorell	NEWBERG FIRE DEPARTMENT (2 locations)	Stn #20 @ 414 E 2nd Street or Springbrook Fire Stn #21 @ 3100 Middlebrook Drive	2	Spanish speaking immigrants, Low income	503-537-1230	Varies

OREGON
 Oregon's FFY 2024 AGA
Child Seat Fitting Station Locations, Contacts, Operating Hours
 Updated 9/22/2023

COUNTY	CITY	CONTACT	LOCATION/ Organization	ADDRESS	NUMBER OF NCPSTs Residing in County 4/20/2023	HIGH-RISK POPULATIONS	CONTACT NUMBER	DATE/HOURS OF OPERATION
Green highlights appear where fitting station has regular, recurring schedule.								

Oregon Counties	Certified Population Estimate July 1, 2022	County Population as Percentage Total State Population
Oregon	4,278,910	94.6%
BAKER	17,148	0.40%
BENTON	95,594	2.23%
CLACKAMAS	430,421	10.06%
CLATSOP	41,971	0.98%
COLUMBIA	53,156	
COOS	65,112	1.52%
CROOK	26,162	0.61%
CURRY	23,897	
DESCHUTES	207,561	4.85%
DOUGLAS	111,716	
GILLIAM	2,071	0.05%
GRANT	7,337	0.17%
HARNEY	7,640	0.18%
HOOD RIVER	23,894	0.56%
JACKSON	224,013	5.24%
JEFFERSON	25,404	0.59%
JOSEPHINE	88,695	2.07%
KLAMATH	70,848	1.66%
LAKE	8,246	0.19%
LANE	383,958	8.97%
LINCOLN	51,090	1.19%
LINN	131,194	3.07%
MALHEUR	32,095	0.75%
MARION	348,616	8.15%
MORROW	12,315	
MULTNOMAH	810,242	18.94%
POLK	90,593	2.12%
SHERMAN	1,938	0.05%
TILLAMOOK	27,868	
UMATILLA	80,302	1.88%
UNION	26,673	0.62%
WALLOWA	7,541	0.18%
WASCO	26,794	0.63%
WASHINGTON	606,378	14.17%
WHEELER	1,436	
YAMHILL	108,993	2.55%

Prepared by Population Research Center
College of Urban and Public Affairs, Portland State University
December 15, 2022

Traffic Records

Qualifying Performance Measure Progress

Section 405c funds require Oregon to demonstrate progress on a selected performance measure to qualify for these funds. For the 2024 grant year, progress was clearly measurable on performance measure I-T-2, the percentage of ePCRs entered into OR-EMSiS within 24 hours from datetime of EMS Unit Back in Service. The performance measure moved for a 2019-21 average of 56.9% from April 1 to March 30, to 60.9% percent in the year 2022, demonstrating a substantial improvement. The below chart provides a screenshot per the Oregon Health Authority:

Performance Measure	Timeliness	I-T-2: The percentage of ePCRs entered into OR-EMSiS within 24 hours from datetime of EMS Unit Back in Service.
Year		% ePCRs < 24 hrs
2019-2021		56.9%
2022		60.9%

National Highway Traffic Safety Administration
Oregon's FFY 2024 AGA
 Regional Operations and Program Delivery
 Office of Grants Management and Operations

FY 2024 Impaired Driving Countermeasure Grant Classifications (23 CFR 1300.23)

ALCOHOL-IMPAIRED-DRIVING FATALITY RATES* PER 100 MILLION VMT
 FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2018-2020 FINAL

State	2018-2020			
	Fatalities	VMT	Rate	Classification
Oregon	511	104,954	0.49	Mid-Range

*Alcohol-impaired driving fatalities are estimates derived from a sophisticated statistical procedure.

OREGON IMPAIRED DRIVING STRATEGIC PLAN

**Presented by the
Oregon Governor's Advisory Committee
on Driving Under the Influence of Intoxicants**

June 2021



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Executive Summary:

Under the direction and contribution of the statewide Governor's Advisory Committee (GAC) on Driving Under the Influence of Intoxicants (DUII), the purpose of the Impaired Driving Strategic Plan (IDSP) is to provide a comprehensive strategy for preventing and reducing impaired driving in Oregon. The IDSP provides data on the impaired driving problem in Oregon, documents ongoing initiatives to address various aspects of the problem, and discusses potential new strategies. This IDSP is provided to the National Highway Traffic Safety Administration (NHTSA) in response to the grant requirements of Title 23, Section 405(d).

Impairment – Alcohol, Marijuana and Other Drugs:

Impairment from alcohol in Oregon, and across the nation has seen a slow, steady decline over the years, thanks in part to targeted enforcement, media campaigns, community partnerships, education and awareness, and overwhelming social unacceptability. However, alcohol remains the most common impairing substance found in DUII arrests and fatal and injury crashes.

In November of 2014, Oregonians voted to legalize recreational marijuana. Impacts to traffic safety are a serious concern, as DUII incidents involving marijuana have increased in other states that previously legalized it. Historical data specific to marijuana-impaired driving is in short supply, although data collected by the Oregon State Police showed a sharp increase (163%) of marijuana-involved DUII's in the first six months following legalization. There was also a 111% increase in DUII's in the same period where marijuana was shown to be a contributing factor, indicating other impairing substances were also being used.

Toxicology data from the Oregon State Police Crime Laboratory for 2019 showed that 9-carboxy-tetrahydrocannabinol (THC) was the most frequently detected impairing substance detected in urine and blood samples of suspected drugged impaired drivers (61.3%). THC was detected more frequently than methamphetamine (35.6%). THC also remained as the most commonly detected impairing substance in poly-drug DUI-Drug cases investigated by Oregon's drug recognition experts (DREs).

The most recent data for DUII arrests from OSP Forensics shows that:

- 63.0% tested positive for THC and 36.7% tested positive for methamphetamine in 2019
- 63.4% tested positive for THC and 39.7% tested positive for methamphetamine in 2020
- Combined 2019-2020 data shows 63.2% tested positive for THC and 38.1% for methamphetamine

THC is still the most commonly detected contributing factor in DUII cases. OSP cannot confirm the post-mortem data, so cannot provide post-mortem numbers. Oregon is a urine-only state for toxicology.

Poly-drug DUI-Drug cases continue to be an area of concern in Oregon. The practice of ingesting multiple drugs and driving is having a negative impact on the nation's roadways and Oregon is no exception. A tragic example of this occurred in July of 2020 when a driver crossed the centerline of Highway 101 and collided with another vehicle head-on, killing the 20-year-old female driver. The offending driver was on probation for an unrelated crime, and the probation terms included a "no intoxicants" provision. The toxicology of the surviving driver verified the

presence of heroin, methamphetamine, marijuana and butalbital in the driver's system. Oregon does not track DUII crimes by the impairing substance unless a diversion or conviction is related to alcohol or drugs in general. This makes it difficult to understand the problem, recognize patterns and support thoughtful changes when necessary. Since historical data in Oregon does not include marijuana-specific information, it is difficult to predict the exact long-term impact the legalization may have, and to also conduct any comparisons.

Impairment from alcohol is established two different ways in Oregon. First, impairment can be proven through a series of scientifically validated roadside tests, known as Standardized Field Sobriety Tests (SFST's). These include the Horizontal Gaze Nystagmus (HGN), Walk and Turn, and One Leg Stand tests. Oregon statutes refer to "impairment to a noticeable or perceptible degree," which can be identified through these tests. Oregon statute has also set a per se limit on Blood Alcohol Content (BAC), meaning that a person can be proven to be impaired if their BAC is 0.08g/ml or higher. Both the per se limit of 0.08 and the SFST's are the result of decades of science, research and validation studies to determine alcohol impairment levels. Traditionally, a DUII conviction results from a combination of these pieces of evidence in tandem.

Impairment from drugs other than alcohol, however, can be more challenging to prove. Oregon does not have a per se limit for impairing drugs, including marijuana. Some states that have legalized marijuana, like Washington and Colorado, have established a per se limit of 5ng/mL of tetrahydrocannabinol (THC) in the blood. This level, however, was not the result of any scientific study and does not account for a myriad of factors unique to marijuana. Marijuana impairment is very different from alcohol impairment and much more complex. Unlike alcohol impairment, there is no scientifically conclusive threshold that consistently indicates marijuana impairment from person to person. Marijuana impairment in Oregon is currently determined by establishing the presence of the substance in the driver, and by identifying impairment through the SFST's and/or the determinations made by a DRE. Marijuana legalization will undoubtedly lead to more studies and research that will explore the issues of impairment and the relationship to a scientifically valid per se limit. Currently, Oregon will rely on proving presence, and establishing impairment to a noticeable or perceptible degree.

In 2020, Oregon voters decriminalized all drugs for user quantity possession, including heroin, cocaine, methamphetamine, MDMA, fentanyl, and LSD. Possession is now a Class E violation with a penalty to be not more than \$100, and which can be waived with proof of a telephonic risk assessment for substance abuse. No further punitive action may be taken against the violator for non-compliance, and there are no provisions for addressing youth use. Voters also legalized psilocybin, otherwise known as psychedelic mushrooms, for therapeutic use. There are significant concerns about these actions contributing to the growing increase of drug-impaired driving and the resulting fatalities.

About the GAC on DUII:

On December 16, 1983, Governor Victor Atiyeh signed Oregon Executive Order EO-83-20 creating the Governor's Advisory Committee (GAC) on Driving Under the Influence of Intoxicants (DUII). At that time, a need existed for an advisory committee to formulate administrative and legislative goals and objectives for reducing the incidences of DUII and to monitor their implementation.

Members of the committee were appointed by the Governor's Office and were charged with broadly representing the legislative assembly, public and private organizations involved in DUII countermeasures, victims of DUII, and the general public.

In addition, committee members were appointed to heighten public awareness of the seriousness of the DUII problem, and to persuade communities to attack the DUII problem in an organized and systematic manner. This was to include plans to eliminate blockages in the arrest, trial, and sentencing process that impair the effectiveness of many DUII laws. In addition, the GAC on DUII was enacted to generate public support for increased enforcement of state and local DUII laws, and educate the public as to the dangers of DUII and its effects on life and property.

The Oregon Department of Transportation (ODOT) Transportation Safety Division (TSD), under the authority of the designated Governor's Highway Safety Representative, was charged with overseeing the GAC on DUII. The Executive Order of the GAC, which outlines the membership, duties, administration, and duration, is included in the Appendix of this IDSP.

Since the inception of the GAC on DUII, members and agency liaisons have worked in partnership, making significant investments of time and effort, formulating a cohesive group, helping leverage resources, and promoting change. Partnerships have been established and continue to function in ways that enable the members to broaden perspectives and develop common views of addressing the DUII problem. The GAC on DUII also acts as a multi-disciplinary resource group for the Governor's Office and the legislature, enabling them to consider cohesive and effective proposals to reduce DUII in Oregon. This is accomplished through on-going monthly meetings and planned initiatives. The GAC on DUII members and agency liaisons represent numerous stakeholders across all geographic areas of the state, including law enforcement, driver licensing, treatment, highway safety, judicial, advocacy, legislative, and non-profit groups whose missions include addressing impaired driving issues. The membership and their affiliations are also included in the Appendix of this IDSP.

GAC on DUII Impaired Driving Strategies:

The GAC on DUII has identified some key strategies to help address the impaired driving issues in Oregon. Specific goals and strategies of the Impaired Driving Strategic Plan include:

#1 – DUII Prevention Program Management and Activities

Oregon's DUII Prevention Programs are based on strong leadership and sound policy development. Programs and activities carried out under the Oregon IDSP are guided by problem identification and monitored for effectiveness. The GAC on DUII will promote its existence and mission through numerous avenues.

Strategies for DUII Prevention and Program Management and Activities:

1. Formalize activities of the GAC on DUII
2. Keep official minutes for each GAC on DUII meeting
3. Expand GAC on DUII membership to include key areas not currently represented
4. Formalize the operational procedures for the GAC on DUII
5. Assist in providing timely DUII prevention publications, meetings, conferences and other training and education opportunities
6. Make GAC on DUII resources available to any local, state or national organization interested in or tasked with reducing impaired driving
7. Develop short and long-term objectives in order to meet the goals outlined in the IDSP
8. Assist in enacting legislation that provides resources dedicated to DUII in the state
9. Educate state, county and local officials about the value of DUII initiatives
10. Educate and encourage law enforcement agencies to utilize DUII enforcement grant funding to assist in the statewide efforts to deter DUII

#2 – Support of Annual DUII Multi-Disciplinary Training Task Force Conference

With funding support from the ODOT-TSD, Oregon has provided an annual DUII Multi-Disciplinary Training Conference for over 20 years. In 2019, approximately 500 people attended the two-day conference, which focused on numerous impaired driving issues, including Cannabis impairment, DUII case law, and reducing the risk of DUII. Due to COVID-19 issues and meeting restrictions, the 2020 conference had to be cancelled and has been rescheduled for 2021. Each year the conference includes law enforcement, prosecutors, toxicologists, treatment and prevention providers, health care professionals, judicial, parole and probation, liquor control, motor vehicle services and other transportation safety professionals. The speakers will be presenting on a variety of topics. These topics will range from prevention, addiction and emerging trends. We will also have presentations on ignition interlock devices, common DUII defenses, case law and trends in opioid misuse and abuse. All of these topics will assist in heightening the awareness of impaired driving.

The GAC on DUII will continue its support of Oregon's annual DUII Multi-Disciplinary Training Task Force Conference.

Strategies for the support of the DUII Multi-Disciplinary Training Conference:

1. Promote attendance by all persons interested or involved in DUII prevention, detection, enforcement, adjudication, treatment, training and supervision
2. Provide input on relevant training topics and effective impaired driving programs
3. Assist in assessing the effectiveness of the annual conferences
4. Support future conferences focusing on new and innovative impaired driving strategies and technology

#3 – Increased DUII Education and Training

The GAC on DUII, through its staff and members, will provide encouragement and technical support to further the education and training of police officers, prosecutors, drug recognition experts (DREs), treatment and prevention providers, traffic safety advocates, and others involved in the efforts to reduce DUII in Oregon and nationally.

Law Enforcement Training:

The ODOT-TSD and the GAC on DUII are dedicated to providing the highest quality training to Oregon law enforcement officers in detecting and apprehending impaired drivers on Oregon's roadways. To support and maximize the DUII law enforcement efforts, all Oregon law enforcement officers going through basic training in Oregon are required to be trained in Standardized Field Sobriety Testing (SFST). The ODOT-TSD directly supports all SFST training conducted at the Oregon Department of Public Safety Standards and Training (DPSST) and sponsors SFST Instructor Development Courses when necessary. In 2019, approximately 1230 law enforcement officers received SFST training at DPSST. SFST training is also provided through the Oregon State Police (OSP) independent training academies. The SFST training is critical to optimize the removal of impaired drivers from Oregon's roadways.

These classes included a session on enforcing the state's Ignition Interlock Device (IID) laws. The sessions focused on knowing applicable laws, recognizing when an IID is required on a DMV license return, and properly citing violators. During the grant year, one SFST Instructor Development Course (IDC) class was held, training 15 new SFST instructors. In addition, thirteen Oregon Liquor Control Commission (OLCC) inspectors were trained in how to recognize Visibly Intoxicated Persons. Also during the grant period, 197 police officers were trained in the operation of the Intoxilyzer 8000 breath testing device. Oregon also invested heavily in their SFST instructors by conducting a 4-hour SFST/DRE instructor training conference. A total of 97 SFST and/or DRE instructors attended the conference to improve their skills and knowledge as SFST instructors.

In addition to the SFST training, the ODOT-TSD, working in partnership with the Oregon State Police, coordinate the Drug Evaluation and Classification Program (DECP) and the training of Drug Recognition Experts (DRE). In many instances drivers are detained for driving behaviors that mirror alcohol impairment and have low or no breath alcohol content. DREs are trained to conduct a 12-step evaluation that assists in determining the category or categories of drugs that may cause impairment in a drugged driver.

Because drugged driving is prevalent and is increasing in Oregon and nationally, Oregon conducted a DRE School in 2019 certifying 16 new DREs, and in 2020, 16 new DREs were certified. Oregon also held a conference in 2018 with 167 DREs attending. The conference provided DREs with current drug trend information as well as other pertinent drugged driving training information. The conference that was scheduled for 2020 was canceled due to COVID. These DRE schools provided current drug trend information as well as other pertinent drugged driving training information. With the completion/certification of the last school, Oregon currently has 180 DREs. Oregon DREs continue to be some of the more active in the country, conducting over 3,000 enforcement evaluations in the past three years; ranking the Oregon program in the top five each year in the country.

The Oregon DEC Program, working in partnership with ODOT-TSD also provides Advanced Roadside Impaired Driving Enforcement (ARIDE) training. The ARIDE training provides experienced DUII officers with additional training to detect drug impaired drivers and emphasizes contacting a DRE for a DRE evaluation to be conducted. Since the inception of ARIDE training in 2009, Oregon has conducted 97 ARIDE classes statewide, training 1,664 police officers.

Strategies for Expanding DUII Education and Training:

1. Assist in exploring ways to expand and support timely and effective DUII education and training programs to include: Standardized Field Sobriety Testing (SFST); Advanced Roadside Impaired Driving Enforcement (ARIDE); Drugs That Impair Driving (DID); Drug Impairment for Educational Professionals (DITEP); Drug Recognition Expert (DRE); Prosecuting the Drugged Impaired Driver, and other related training.
2. Support community educational and DUII awareness programs
3. Continue working with DUII Multi-Disciplinary Training Task Force to ensure the training conference is an annual event and is held geographically to encourage attendance.

#4 – Increased DUII High Visibility Enforcement

Oregon conducts frequent, highly visible, well-publicized, and coordinated impaired driving enforcement efforts throughout the state. These efforts are focused on those areas identified as having high incidences of alcohol or drug related crashes. With Oregon unable to conduct Sobriety Checkpoints, Saturation Patrols are used and often conducted on a multi-jurisdictional basis.

The goal of DUII Saturation Patrols is to increase the awareness of motorists regarding the dangers of impaired driving, deter those who may be impaired from driving, and investigate DUII offenses to reduce the number of impaired drivers on the roadways. Saturation patrols are an important component of Oregon's continued effort to combat impaired driving and reduce injuries and deaths. When these efforts are funded with grants from the ODOT-TSD, they are publicized through a pre-event announcement, and at times, with a post-event news release detailing the results of the efforts. Officers working these efforts are trained in the proper administration of the SFSTs.

The ODOT-TSD will continue to make direct contact with law enforcement agencies in the counties overrepresented in alcohol-impaired fatal and serious injury crashes and identified in Oregon's Performance-Based Strategic Traffic Safety Plan as priority counties. All officers working grant-funded DUII enforcement overtime enforcement must be trained in Standardized Field Sobriety Testing (SFST) and preferably in ARIDE. These law enforcement agencies will be solicited to participate in selective overtime DUII enforcement efforts during the time of day, day of week and locations as identified by crash data. Due to the working relationships between the ODOT-TSD and state and local law enforcement, participation in the selective DUII overtime enforcement activities is effective. In addition, these same agencies will be solicited to participate in selective DUII overtime enforcement during the following time frames known for high alcohol usage, which include, but are not limited to: Super Bowl Sunday, St. Patrick's Day, Independence Day, Halloween, and New Year's Eve. Oregon's youth alcohol-related fatal and serious injury crashes will also be addressed through selective youth-alcohol overtime enforcement. Peak enforcement efforts will focus on high alcohol usage time frames, which will include graduation, proms, homecoming, and Cinco de Mayo.

Statewide DUII alcohol overtime enforcement will be conducted during national events, which include Labor Day, Independence Day, Christmas and New Year's. All selective DUII overtime enforcement efforts will be required to conduct a pre- and post-media event or activity to follow the best practices examples of advising the community of their upcoming activities, conducting the enforcement activity and then reporting the results of the enforcement activity. During all of the DUII overtime enforcement efforts a combination of saturation patrols and enforcement emphasis efforts will be utilized. In addition to using SFST trained officers, DREs will also be utilized for the various enforcement activities.

In 2020, the GAC on DUII finalized a DUII saturation best practices guide that was distributed to Oregon's law enforcement agencies.

Strategies to Enhance High Visibility DUII Enforcement Efforts:

1. Increase the number of law enforcement agencies participating in national and state high visibility enforcement efforts
2. Increase the number of Saturation Patrol events
3. Increase participation of officers certified as DREs in overtime enforcement efforts
4. Increase and promote multi-jurisdictional law enforcement DUII Saturation Patrol efforts to best utilize the state's resources

#5 – Continued DUII Legislation

The GAC on DUII will work closely with ODOT-TSD and other stakeholders to serve as a resource for local, state and federal legislative activities related to DUII. Through its network of members and liaisons, the GAC on DUII will offer resources, referrals or technical assistance to the Governor's Office and/or legislative members needing direction, support or assistance with DUII related matters. Oregon remains one of very few states in the country that do not have a DUII law that includes non-controlled substances. Current Oregon law is limited in that it applies to alcohol, inhalants, cannabis, and controlled substances.

Strategies in the Area of DUII Legislation:

1. Promote the expansion of Oregon's DUII law to include "any impairing drug" or "any impairing substance"
2. Enact legislation to strengthen the state's ignition interlock device laws
3. Enact legislation making it a penalty for refusing to submit to a DRE drug influence evaluation
4. Enact legislation to require blood testing for all drugs of drivers killed in crashes and report that information to ODOT-TSD
5. Enact legislation that provides resources dedicated to impaired driving in the state
6. Explore legislation to support the use of electronic search warrants or other means of quickly obtaining toxicology samples

#6 – Increased DUII Prosecution and Adjudication Efforts

Oregon strives to impose effective, appropriate and research-based sanctions of DUII offenders. Oregon has a system of graduated penalties based on the number of prior offenses committed.

ODOT TSD and the GAC on DUII is committed to strong, high visibility enforcement of our State's laws. The statewide enforcement plan includes enforcing the following Oregon State Statutes to the fullest extent, which include:

Driving Under the Influence of Intoxicants:

Under current Oregon law, a person commits the offense of driving under the influence of intoxicants (DUII) if the person drives a vehicle with .08 or more BAC; is under the influence of intoxicating liquor, cannabis, a controlled substance, an inhalant or any combination of these. The current law does not include drugs other than controlled substances.

Driving Under the Influence of Intoxicants Convictions:

A person may qualify for a one-year diversion program on the first DUII offense or if more than 15 years have elapsed since the first diversion. A court will not convict a person of driving DUII if the diversion program is successfully completed. If a person is convicted of DUII, driving privileges are suspended for one year for the first conviction and three years for a second conviction within five years. If a person has three or more misdemeanor DUII convictions, or one felony DUII conviction, the driving privileges are permanently revoked by the court. A person may petition the court for restoration of driving privileges after 10 years.

Ignition Interlock Devices:

An Ignition interlock device (IID) is required for all DUII offenders unless granted a medical exemption or when participating in a diversion program and the impairment is due to drugs only. A court may use discretion whether the IID is required under a diversion program if the impairment is due to alcohol only and the BAC is under .08. An IID is required one year following the suspension of a first conviction, two years following the suspension of a second conviction and five years following a court ordered restoration of driving privileges on a permanent revocation. For all offenses occurring January 1, 2016, and after, the IID requirement remains in place until a person is issued a 90-day no-negative report for the last 90 consecutive days of the requirement. A court may vacate the IID requirement for diversion

participants after six months following strict criteria. In 2016, there were 7,645 diversions and 7,358 DUll convictions. The number of recorded installed devices for 2020 is 6,469, out of a total of 27,921 individuals with a current Oregon IID requirement. Currently, the IID's required are about 50% for diversion, and 50% for convictions. In 2020, installed devices recorded 11,389 alcohol readings above .05%BAC, 3,944 of those were above .08%BAC with the highest reading of .37%BAC.

Implied Consent Laws:

In Oregon, it is implied that a person driving a motor vehicle will consent to a breath, blood or urine test if a police officer arrests them for driving under the influence of intoxicants and asks them to take such a test. A person who fails or refuses to submit to a breath, blood or urine test will be subject to an administrative implied consent (IC) suspension. The suspension is separate from, and in addition to, a suspension resulting from a DUll conviction.

Under implied consent laws, a driver will fail a test if their BAC reading is .08% or more, .04 or more if driving a commercial motor vehicle, or any amount if under 21 years of age. IC failure suspensions vary from 90 days for a first suspension to one year for a second offense within five years. IC suspensions for refusals vary from one year for a first suspension to three years for a second offense within five years.

If a person is driving a commercial motor vehicle and fails a breath or blood test, their commercial driving privileges are suspended for one year, three years or lifetime depending on the circumstances. If a person is driving a commercial motor vehicle or has commercial driving privileges and refuses a breath, blood or urine test, commercial driving privileges are suspended for three years, five years or lifetime depending on the circumstances.

DUII Courts:

One area of expansion needed in Oregon is with DUll Courts. Currently, the City of Beaverton Municipal Court, and Multnomah and Clackamas counties have the only DUll-focused courts within the State. These courts target DUll offenders with a post-adjudicatory alcohol intensive supervision treatment program for eligible offenders. The purpose of the program is to reduce offender recidivism by fostering a comprehensive and coordinated court response composed of early intervention, appropriate treatment, intensive supervision, and consistent judicial oversight.

Transportation Safety Resource Prosecutors:

Oregon has one Traffic Safety Resource Prosecutor (TSRP) who assists Oregon prosecutors with all aspects of the prosecution of impaired driving and motor vehicle homicide cases. The assistance includes providing technical assistance on pre-trial motions and other evidentiary hearings, handling trials on a conflict basis, and being available for questions on all aspect of trial. The TSRP also regularly trains law enforcement officers on DUll investigations, including providing training at the Oregon Police Academy to all new recruits. The TSRP is also a resource for many state and local agencies as it relates to DUll law, including being a technical resource for DUll legislation. The TSRP conducts local and regional trainings for Oregon's district attorneys, law enforcement and other partners in the DUll continuum. The TSRP maintains and

updates the Oregon DUII Listserv, which is a way to educate and provide prosecutors and law enforcement with up-to-date DUII information and training opportunities.

Mothers Against Drunk Driving (MADD):

The GAC on DUII supports the efforts in expanding the presence of MADD nationally and in Oregon. The Oregon MADD program had previously experienced a decreasing involvement and presence due to lack of funding. In 2017, Oregon was selected as one of two states in the Nation to receive funding from NHTSA to expand the state's program. In November of 2017, a Task Force made up of stakeholders and experts in the area of impaired driving prevention and enforcement was assembled and a Strategic Execution meeting was held in Salem. The purpose was to convene a team of experts with the purpose of identifying best practices for building capacity through public perception and volunteerism in a state with high impaired driving fatalities and low MADD involvement and to execute an action plan. The rationale is that MADD has shown enormous success towards the mission to combat drunk and drugged driving, support the victims of this violent crime, and to prevent underage drinking.

ODOT-TSD and the GAC on DUII highly supported the selection of Oregon as one of the two states to receive NHTSA funding support for re-ignition of MADD's presence in the State. The two specific needs are:

- 1) To create urgency that impaired driving is still a public health threat, and
- 2) To translate that problem in the public's mind to create a movement to end impaired driving.

With the assistance of the Task Force, which included members and liaisons of the GAC on DUII, a strategic plan was drafted and implementation began in April, 2018. The GAC on DUII will continue to support MADD's efforts to reinvigorate the general public in Oregon to mobilize communities around the problem of DUII and in understanding that the crime of DUII is 100 percent preventable, and that the GAC on DUII and its DUII prevention partners have the ability to end impaired driving.

Key MADD programs implemented to date:

- 1) Victim Services – Staff and volunteers provide peer/emotional support, court accompaniment and advocacy, referrals to available resources, assistance with preparation of Victim Impact Statements.
- 2) Law Enforcement Support – Coordinate with LE agencies during High Visibility Enforcement Events to provide victim speakers to present their stories to officers before patrol begins. Established an annual recognition event with an anticipated addition of training sessions for the 2021 event. Legislative support provided for bills relating to law enforcement. MADD also manages a mini-grant program in conjunction with ODOT to provide reimbursement for No Refusal Program blood draws.
- 3) Public Education/Public Awareness – Raising awareness through social media campaigns, TV ads, and public events such as the annual Walk Like MADD 5k, and tabling events at conferences.
- 4) Youth Education – Provide our Power of Youth presentation at schools and driver's education classes.

MADD will be looking for additional funding in 2022-2023 to fund a Victim Services Director, and will be looking at the potential hiring of a Court Monitor Program Specialist to launch MADD's Court Monitoring program.

Strategies in the Area of DUII Prosecution and Adjudication:

1. Continue to develop and provide DUII training for law enforcement, prosecutors, toxicologists and judges
2. Expand web-based training and social media on specific topics related to DUII investigation and prosecution accessible to law enforcement officers and prosecutors
3. Continue to seek opportunities to provide DUII related presentations at various conferences where prosecutors, judges and other court personnel are in attendance
4. Provide training on the use of electronic search warrant processes
5. Expand Court Monitoring of DUII related cases by MADD staff to analyze the criminal justice system to determine where breakdowns are occurring in the trials and adjudications of impaired-driving defendants, and offer solutions
6. Expand DUII Courts to assist in reducing recidivism among repeat and high-BAC offenders
7. Consider utilization of electronic DUII monitoring systems or other related programs that require periodic breath testing of convicted DUII offenders
8. Increase the number of DUII courts in the state and ensure that all courts are following the Ten Guiding Principles of DWI Courts established by NCDC and the National Drug Court Institute (NDCI)
9. Offer presentations on DUII courts, standardized field sobriety testing, the drug evaluation and classification program, alternative sanctions and emerging technologies at the judicial conference, the prosecutor's conference and the Oregon Bar conferences

#7 – Increased DUII Prevention Communications

Through ODOT – TSD, Oregon implements a statewide comprehensive transportation safety plan that supports priority policies and program efforts. Campaign materials target at-risk groups who are identified through statewide traffic data and provide special emphasis during high-risk times including the national crackdown periods and high visibility enforcement efforts.

Media and Outreach Plan:

The GAC on DUII will use the ODOT-TSD media plan that has been effective in the past, as well as coordinating a communication strategy with our partners, to allow everyone to be fully informed of planned media and outreach creative and actions. Such communication will provide partnership opportunities and more efficient use of limited resources. ODOT-TSD will develop campaigns that can be used by local highway safety advocate groups to standardize the message and maximize creative costs.

Earned Media:

In addition to all grantees, local agencies, and organizations, the ODOT-TSD (Highway Safety Office) will continue to utilize the Governor's Office, and other state and local agencies to assist with promotional efforts to draw attention to the national and Oregon traffic safety mobilizations/initiatives.

All law enforcement operation grants require, as a condition of the grant, that the grant recipient agency must hold a local news conference and/or issue a news release regarding the grant award and the related grant activity before the enforcement activity is initiated. In addition, they are required to issue a news release reporting the results of that specific enforcement operation.

The ODOT-TSD encourages grantees and other traffic safety partners to include traffic safety related data in their own news notes and newsletters in an effort to generate local media (print and electronic) interest in developing a news story item.

By reputation, the ODOT-TSD is and will continue to be the primary traffic safety news media resource. The ODOT-TSD is recognized as the best source for impaired driving related data, information and to be able to direct media representatives to other additional sources. The ODOT-TSD will continue to pursue the best ways to collect, present, and deliver impaired driving-related information to maintain its position as the best traffic safety news source.

Strategies in the Area of DUII Prevention Communications:

1. Whenever possible, work cooperatively with the media in promoting and publicizing DUII prevention, enforcement activities, and related events that assist in educating the public on the hazards of DUII.
2. Whenever possible, prepare articles dealing with DUII and transportation safety
3. Routinely distribute DUII prevention materials to the media and other organizations
4. Continue to conduct periodic public survey polls regarding DUII, including specifically marijuana and driving.
5. Continue to assist in the implementation of Oregon's statewide comprehensive transportation plan
6. Utilize focus groups in the development of DUII campaign materials, whenever possible
7. Assist the ODOT TSD to ensure that Oregon DUII related publications and data resources are prepared in a timely manner and provided to appropriate stakeholders in support of, or involved in DUII enforcement, prevention, treatment and educational programs.

#8 – Promoting and Supporting Community and Transportation Safety

Community and traffic safety is at the core of the GAC on DUII. The safety of communities, their citizenry, and the motoring public, is fostered each time an impaired driver is detected, removed from the roadway, adjudicated, and receives proper and effective treatment. The knowledge base of the GAC on DUII members and liaisons will contribute to the traffic safety of their communities. By sharing their knowledge and experience with their communities and organizations they serve, GAC on DUII members and liaisons can assist in the reduction in DUII related incidents.

Strategies in the Area of Promoting and Supporting Community and Transportation Safety:

1. Continue to work closely with various partners, to include, traffic safety professionals, law enforcement, prosecutors, medical professionals, emergency medical personnel, treatment providers, driver/motor vehicle professionals, liquor and drug control personnel, prevention specialists, and educational professionals in supporting the efforts to improve transportation safety

2. Incorporate coalition/team training strategies using the structure of the community coalitions already in place
3. Continue to educate children, parents and the community about substance abuse issues
4. Assist in developing model policies for schools to address underage drinking and drug abuse issues
5. Expand Drug Impairment Training for Educational Professionals (DITEP) training for source teachers, school administrators and school nurses
6. Educate employers about the ignition interlock laws and requirements in the state
7. Assist and promote MADD's presence statewide

#9 – Supporting DUII Treatment and Rehabilitation Programs

Impaired driving is frequently an indicator of serious alcohol or substance abuse problems. These problems reflect the importance to assess impaired driving offenders for a substance use disorders and implement early treatment interventions. Often, DUII behavior can be eliminated if the substance use disorder is recognized and treated in its early stages. The GAC on DUII understands and supports the statewide efforts to properly and effectively treat and rehabilitate DUII offenders. These are ever-challenging and understaffed areas. It is important that key stakeholders assist in determining its effectiveness in meeting the needs of the impaired drivers and develop recommendations to enhance treatment efforts and reduce the incidents of repeat DUII.

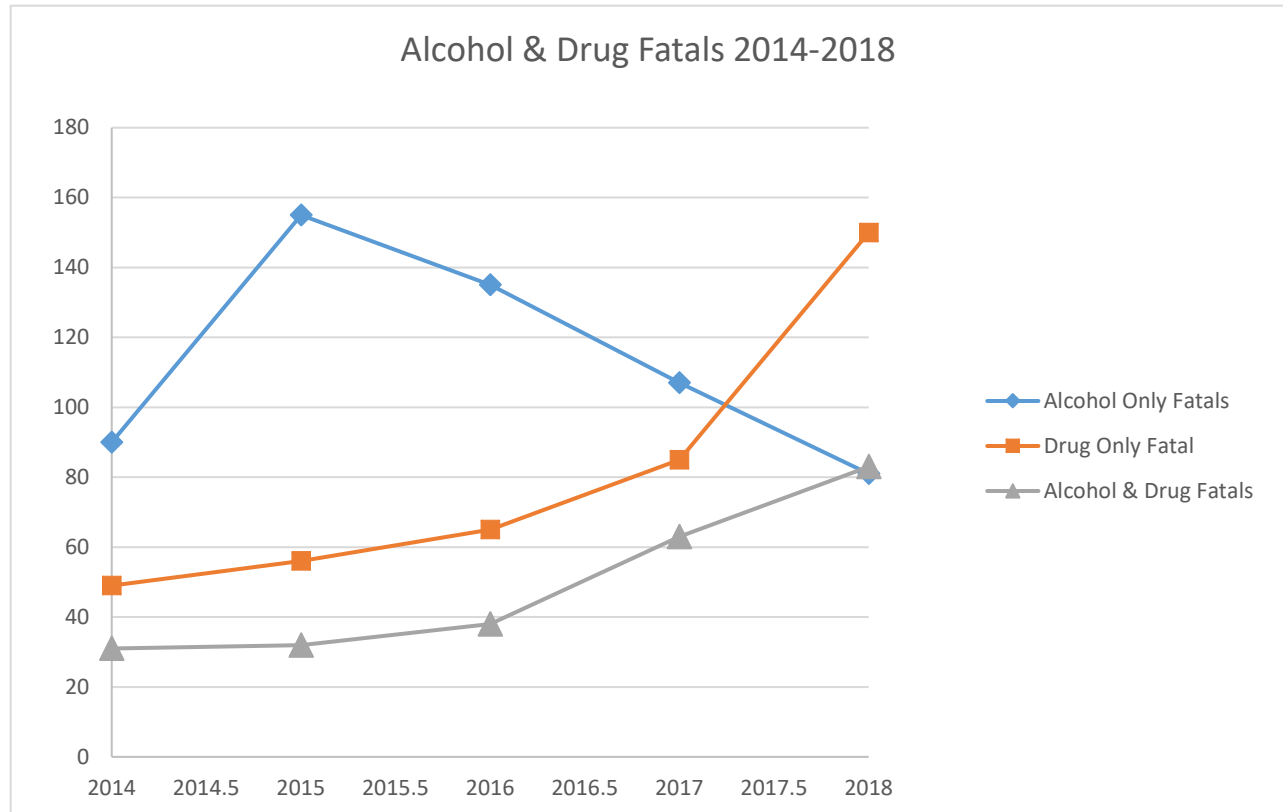
Strategies in the Area of Supporting DUII Treatment and Rehabilitation Programs:

1. Support the concept that prevention and education are critical components in deterring DUII and an effective piece of the IDSP.
2. Continue to promote effective strategies to reduce impaired driving and address underage drinking by developing a multi-faceted approach to reach the highest number of target individuals
3. Support and promote effective and mandatory treatment of DUII offenders.
4. Continue efforts with the various workgroups to improve programs and reduce DUII recidivism rates among offenders
5. Continue to expand the partnership with the DUII courts to provide access to the proper DUII and substance abuse treatment providers for high risk offenders.
6. Assist in increasing access to treatment services for those individuals needing substance abuse treatment.
7. Support provider training opportunities to enhance treatment practices and understanding of co-occurring disorders

#10 – Increase DUII Program Evaluation and Data Collection

Oregon has seen a sharp increase in drug impaired fatalities since the legalization of recreational marijuana in 2015. There were 56 drug-only fatalities 2015, which more than doubled in 2019 at 125 fatalities. There were 32 fatal crashes that included a combination of alcohol and drugs in 2015, and that number has more than tripled in 2019 at 108. Alcohol-only fatalities have seen a steady decline: there were 155 fatalities in 2015, which dropped to 85 in 2019. While alcohol impairment accounts for a large majority of the DUII arrests in Oregon, drug use and drugs used in combination with alcohol are representing an increasing percentage of all impaired fatalities – 36% in 2015, up to 73% in 2019.

This indicates that drug impairment in general contributes to traffic fatalities at a significantly greater rate. The chart below illustrates current trends:



Throughout the ODOT – TSD grant process, data is used to identify the most pressing traffic safety issues. Oregon maintains comprehensive data regarding impaired driving offenders, impaired driving crashes, and the injuries and fatalities resulting there from. Data is compiled from multiple sources including the Fatality Analysis Reporting System, Oregon Driver License System, and State DRE data collection system, among others, to support the State’s impaired driving program. The data from all sources is regularly evaluated to measure progress, determine program effectiveness, plan and implement new strategies, and ensure the appropriate allocation of resources. However, additional work is needed with the courts on timely electronic reporting of convictions, updating the statewide crash reporting, and working with local municipalities to do electronic reporting of crash reports.

Although Oregon’s current system of records is robust, improvements can be made in the collection and analysis of data and how this data is shared with partner agencies. The specific goals and plans to improve data systems are described below. The GAC on DUII strongly supports improvements in the collection of impaired driving data understanding the usefulness in helping to identify areas resulting in a decrease in impaired driving deaths and injuries. The GAC on DUII supports and promotes the availability, quality, collection, and use of timely data to support DUII enforcement, adjudication, programs, and initiatives.

Strategies in the Area of DUII Program Evaluation and Data Collection:

1. Explore the development of standardized electronic reporting of the Alcohol Influence Report for law enforcement agencies
2. Develop a single query to pull impaired driving arrests and disposition information from all available sources
3. Explore consolidating data collection systems to minimize duplicate data entry
4. Expand the availability of mobile data terminals, portable computers, or tablet devices for use by officers at roadside
5. Continue post-mortem drug data collection for fatal crashes and calling for the presence of DRE's for any fatal crash.

Goals:

- Increase the number of Ignition Interlock Devices installed in Oregon from the 2019-2020 average of 2,815 per year to 2,899 by December 31, 2022.
- Maintain the number of certified Drug Recognition Experts in Oregon at 180 or higher by December 31, 2022.
- Maintain the number of participating city and county agencies in High Visibility Enforcement at the 2020 level of 65 by December 31, 2022.
- Decrease the turnaround time for urine toxicology results from the Oregon State Police Crime Lab from the December 2020 level of 33 days to 25 days by December 31, 2022.

Meeting Schedule for GAC on DUII:

The meeting schedule of the GAC on DUII during 2021 is as follows:

January 8, 2021
February 5, 2021
March 5, 2021
April 2, 2021
May 7, 2021
June 4, 2021
July 9, 2021
August 6, 2021
September 10, 2021
October 1, 2021
November 5, 2021
December 3, 2021

GAC on DUII Meeting Minutes:

Oregon Department of Transportation
Transportation Safety Division / Governor's Advisory Committees / GAC on DUII
<http://www.oregon.gov/ODOT/Safety/Pages/GAC-DUII.aspx>

Program Evaluation

As noted in NHTSA's *Countermeasures that Work*, one of the most important actions a state can take to reduce impaired driving is conduct a thorough review of its DUII system. Alcohol-impaired driving laws evolve over time and are often extremely complex. Moreover, the various components of the DUII system are closely interrelated, so policies and practices in one part of the system can have unintended consequences elsewhere.

The GAC on DUII will continue to review the *Countermeasures that Work* annually to ensure implementation of the most important actions that will help reduce the impaired crashes in Oregon. The GAC on DUII will continue to update the IDSP annually to ensure the DUII system remains current and most effective.

Budget:

The ODOT-TSD will fund projects through a combination of federal Section 402 (State Highway Safety Program Grant) and Section 405[d] (Impaired Driving Countermeasure Grant), State, and other local funding sources.

Plan Approval:

The GAC on DUII met on March 5, 2021, to discuss impaired driving issues in the State and to develop this Plan. The membership subsequently approved the final version of the plan on June 4, 2021

Conclusion:

In adopting this Impaired Driving Strategic Plan, Oregon hopes to continue its successes in reducing overall traffic fatalities by focusing on those fatalities caused by impaired drivers. The specific goals and plans outlined herein will assist in those efforts. When these strategies are fully implemented, we hope to meet our objective of reducing impaired driving fatalities by ***two percent annually***.

Oregon's GAC on DUII Executive Order:

The Governor's Advisory Committee (GAC) on Driving Under the Influence of Intoxicants (DUII) was created by Executive Order No. EO-83-20 on December 13, 1983. The main purpose and role of the Committee is to advise the Governor and other statutorily created agencies on the problems and issues relating to driving under the influence of intoxicants in Oregon.

Oregon GAC on DUII Members (As of May 2021):

Charles E. Hayes, Chair
Cate Duke, Vice-Chair
Teresa A. Douglas
Lois Harvick
Sergeant Joshua Wilson
Robin Lynn Howard
Chief of Police, Jason Malloy
Justin S. Nielsen
Honorable Raymond D. Crutchley
State Representative Ron Noble

Governor's Advisory Committee (GAC) on DUII Guidelines and Objectives:

I. Purpose and Scope:

The Governor's Advisory Committee (GAC) on Driving Under the Influence of Intoxicants (DUII) was created by Executive Order No. EO-83-20 on December 13, 1983. The main purpose and role of the Committee is to advise the Governor and other statutorily created agencies on the problems and issues relating to driving under the influence of intoxicants in Oregon.

Objectives:

The Committee objectives are to:

- (a) Heighten public awareness of the seriousness of DUII;
- (b) Assist in the effort to end the impaired driving problem in an organized and systematic manner;
- (c) Generate public support for increased enforcement of state and local DUII laws; and
- (d) Educate the public as to the dangers of impaired driving and its effects.

II. Membership:

Membership is by Governor's executive appointment. Executive appointments shall represent but are not limited to the following interests; education, enforcement, judicial, legislative, medical, prevention, prosecution, public interest and treatment.

III. Terms:

Committee members shall be composed of individuals appointed by the Governor for terms of four years. The Governor appoints a chairperson from among the members of the Committee. No members shall serve on the Committee for more than two full terms of office unless the Governor deems appropriate. Members whose terms have expired will continue to serve until successors are appointed.

IV. Election of Officers:

The Committee chairperson, from among the members, shall be appointed by the Governor. The Committee vice-chairperson shall be selected by the Committee. In addition to serving as the presiding officers, the chairperson and vice-chairperson have all the rights and responsibilities of any other member of the Committee. The impaired driving program manager in the Transportation Safety Division shall serve as the legislative analyst and staff support. Other TSD personnel shall serve as administrative assistants.

V. Committee Duties:

The primary role of the Committee is to support and assist in formulating administrative and legislative goals and objectives for reducing the incidence of DUII and to monitor their implementation. The Committee broadly represents the issues relating to the Legislative Assembly, public and private organizations involved in impaired driving countermeasures, victims of impaired drivers and the general public. Committee member duties and responsibilities include:

Presiding Officers: The chairperson presides at the Committee meetings. In the absence of the chairperson, the vice-chairperson presides. In the absence of both the chairperson and the vice-chairperson, the longest serving member of the Committee who is present presides. The presiding officer is responsible for the efficient and orderly conduct of the meetings. The presiding officer has the authority to impose reasonable restrictions, such as limiting the length of testimony or comments to relevant topics. The presiding officer may establish sub-committees if necessary to respond to legislative or other activities that impact the reduction of driving under the influence of intoxicants in Oregon.

Committee Members: (a) regular and on-time attendance at meetings; (b) notifying the Committee staff liaison if unable to attend a meeting; (c) preparing for Committee meetings by reviewing minutes and other materials provided in advance of the meetings; (d) understanding and following the democratic process; (e) examining available and relevant information before making judgments; (f) recognizing that the Committee serves the public interest; and (g) testifying before legislative committees on behalf of the Committee in support or opposition to legislative measure when asked to do so.

VI. Committee protocols:

Meeting Intervals:

The Committee shall meet monthly on dates established and agreed upon by the members or upon the direction of the chairperson. Committee meetings will be held at pre-designated and agreed upon locations unless the chairperson designates an alternate location. Members may attend meetings and may vote via telecommunications if necessary and pre-approved by the chairperson. Committee meetings will be posted on the Oregon Transportation Safety Division website and may be noted in press releases. When necessary, a scheduled meeting may be rescheduled or canceled by agreement of the Committee or upon direction of the chairperson.

Rules of Order and Parliamentary Procedure:

The most current version of the Robert's Rule of Order shall be followed at committee meetings.

Quorum Requirements for Meetings:

A quorum is required to transact or approve/disprove committee business. A majority of the committee constitutes a quorum. If a quorum is not present, members may engage in discussion of issues but not take official action or otherwise exercise the authority of the committee.

Quorum Requirements for Official Action:

When a quorum is present, the committee may take official action and exercise the authority of the committee. All official actions of the committee must be taken by membership vote. Any member may propose a motion for the action of the committee. A seconding motion is not required. The presiding officer may call for discussion of the motion. After discussion, or if no member wishes to speak on the motion, the presiding officer shall call for a vote. In order for a vote to be valid, at least a quorum of the entire committee must concur in the result.

Voting:

The vote of each member must be recorded for each action taken. Members who abstain from voting shall state a reason for the abstention.

VII. Meeting Agendas:

To ensure that committee members can be adequately prepared for meetings, and that the public receives notice of meetings, meeting agendas will be prepared and distributed approximately two weeks prior to the scheduled meetings. Any individual may request an item be placed on the agenda. A request must be received in writing at least 30 days prior to the date of the scheduled meeting and include:

- (a) A written statement explaining the subject matter of the item;
- (b) The action or result requested, if applicable;
- (c) The amount of time requested; and
- (d) Any other documents relevant to the item.

Any committee member may add an item to the agenda if received within a reasonable time prior to the meeting. The member will discuss the proposed agenda items with the chairperson or vice-chairperson prior to the meeting. During meetings, the committee may request limited amendments but not add action items without prior approval.

VIII. Public Attendance and Participation:

To encourage public input into the committee's decision-making process, the following outlines the procedures for public participation during the committee's meetings:

- (a) All committee meetings are open to the public except when the committee meets in executive session.
- (b) The Public Meetings Law does not guarantee public participation in a meeting.
- (c) The presiding officer is responsible to ensure orderly meetings and may depart from established procedures to invite public input.

IX. Committees and Subcommittees:

The committee or chairperson may designate committees or subcommittees (including work groups or task forces) to assist the committee in carrying out various responsibilities. The committee guidelines do not apply to committees and subcommittees which are governed by separate protocols according to the nature of the group.

X. Agency/Organizational Liaisons

The committee welcomes and encourages liaison representation from various federal, state, local and private agencies involved in the prevention and reduction of impaired driving. Agency liaisons shall be approved by the committee and included, but not limited to:

- Public Health Division
- Department of Public Safety Standards and Training
- Driver and Motor Vehicle Services
- Mothers Against Drunk Driving
- National Highway Traffic Safety Administration
- Oregon Association of Chiefs of Police
- Oregon District Attorney's Association
- Oregon Liquor Control Commission
- Oregon State Police
- Oregon State Sheriff's Association
- Oregon Transportation Safety Division
- Oregon Judicial Department
- Traffic Safety Resource Prosecutor
- Clear Alliance
- The DUII Multi-Disciplinary Training Task Force
- Oregon Impact
- AAA
- Trauma Nurses Talk Tough

Revised 5/25/21

405(e) Distracted Driving

Oregon DMV Driver License Examination Question

Sample Question #17



How does Oregon law restrict the use of a mobile electronic device for drivers under the age of 18 while operating a motor vehicle?

- A. Drivers can read text messages but are not allowed to respond.
- B. Drivers must use a hands-free accessory to use a mobile electronic device.
- C. Drivers cannot use a mobile electronic device when operating a vehicle.

Correct Answer



C. Drivers cannot use a mobile electronic device when operating a vehicle.

[Class C Driver Manual - Safe and Responsible Driving – Dangerous Driving Behaviors – Distracted Driving \(Page 58\)](#)

Prohibition on youth cell phone use while driving.

Requirement Description	State citation(s) captured
Prohibition on youth cell phone use while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least \$25 for an offense.	Yes

Citations

Legal Citation Requirement: **Prohibition on youth cell phone use while driving.**

Legal Citation: [ORS 811.507](#)

Amended Date: **3/16/2018**

Citations

Legal Citation Requirement: **Definition of covered wireless communication devices.**

Legal Citation: [ORS 811.507](#)

Amended Date: **3/16/2018**

Citations

Legal Citation Requirement: **Minimum fine of at least \$25 for an offense.**

Legal Citation: [ORS 811.507](#)

Amended Date: **3/16/2018**

Legal citations for exemptions to the State's youth cell phone use ban.

Citations

Legal Citation Requirement:

Legal Citation: [ORS 811.507](#)

Amended Date: **3/16/2018**

National Highway Traffic Safety Administration
Oregon's FFY 2024 AGA
 Regional Operations and Program Delivery
 Office of Grants Management and Operations

FY 2024 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)

MOTORCYCLIST FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES
 AND REGISTERED MOTORCYCLES, BY STATE AND YEAR
 FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2019 & 2020 FINAL
 REGISTERED MOTORCYCLES - FEDERAL HIGHWAY ADMINISTRATION (FHWA)

State	Calendar Year					
	2019			2020		
	Motorcyclist Fatalities	Registered Motorcycles	Motorcyclist Fatalities per 10,000 Registered Motorcycles	Motorcyclist Fatalities	Registered Motorcycles	Motorcyclist Fatalities per 10,000 Registered Motorcycles
Oregon	57	134,899	4.23	67	123,617	5.42

National Highway Traffic Safety Administration
Oregon's FFY 2024 AGA
 Regional Operations and Program Delivery
 Office of Grants Management and Operations

FY 2024 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)

FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES INVOLVING A MOTORCYCLE RIDER WITH BAC = .08+*
 AND REGISTERED MOTORCYCLES, BY STATE AND YEAR
 FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2019-2020 FINAL
 REGISTERED MOTORCYCLES - FEDERAL HIGHWAY ADMINISTRATION (FHWA)

State	Calendar Year					
	2019			2020		
	Total Fatalities in Crashes Involving a Motorcycle	Fatalities <i>Involving</i> a Motorcycle Rider With BAC = .08+	Registered Motorcycles	Total Fatalities in Crashes <i>Involving</i> a Motorcycle	Fatalities <i>Involving</i> a Motorcycle Rider With BAC=.08+	Registered Motorcycles
Oregon	57	19	134,899	70	18	123,617

Part 7 – 2022 Motorcycle registrations and known (2023) and anticipated (2024) training sites

Complete List of Counties in the State	Motorcycle/Moped		Training Site		Training is expected be offered in the counties with training sites during the month(s) selected (based on historical course)													
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	FASTACT	FASTACT	FASTACT	FASTACT	FASTACT	FASTACT	FASTACT	FASTACT	FASTACT	FASTACT	FASTACT			
					Oct 2023	Nov 2023	Dec 2023	Jan 2024	Feb 2024	Mar 2024	Apr 2024	May 2024	Jun 2024	July 2024	Aug 2024		Sep 2024	
Benton		2,416		x														
Clackamas		12,860		x														
Columbia		2,570		x														
Crook		1,241		x														
Curry		1,250		x														
Gilliam		58		x														
Grant		290		x														
Harney		192		x														
Hood River		1,173		x														
Jefferson		947		x														
Lake		224		x														
Lincoln		1,832		x														
Morrow		326		x														
Polk		2,755		x														
Wallowa		353		x														
Wasco		1,135		x														
Wheeler		43		x														
Multnomah	16,242		x		x	x				x	x	x	x	x	x	x	x	Portland
Washington	13,264		x		x							x	x	x	x	x	x	Hillsboro
Lane	12,053		x		x					x	x	x	x	x	x	x	x	Eugene
Deschutes	10,265		x		x							x	x	x	x	x	x	Bend
Marion	9,163		x		x	x				x	x	x	x	x	x	x	x	Salem
Jackson	8,516		x		x					x	x	x	x	x	x	x	x	Medford
Linn	4,918		x		x	x				x	x	x	x	x	x	x	x	Albany
Josephine	4,470		x		x							x	x	x	x	x	x	Grants Pas
Douglas	4,493		x		x							x	x	x	x	x	x	Roseburg
Yamhill	3,536		x			x						x	x	x	x	x	x	McMinnvil
Coos	3,035		x		x								x		x	x	x	Coos Bay
Umatilla	2,389		x		x								x	x	x	x	x	Hermiston
Klamath	2,641		x		x								x	x	x	x	x	Klamath Fa
Clatsop	1,429		x		x								x	x	x	x	x	Astoria
Tillamook	1,101		x										x	x	x	x	x	Tillamook
Union	936		x		x									x		x		LaGrande
Baker	746		x											x		x		Baker City
Malheur	560		x		x									x	x		x	Ontario
Sherman	65		x		x									x	x	x	x	The Dalles
2022 County Stats.xlsx (oregon.gov)																		

Oregon Motorcycle / Moped Helmet Oregon Revised Statutes / Oregon Administrative Rules

oregonlegislature.gov/bills_laws/ors/ors801.html

801.366 “Motorcycle helmet.” “Motorcycle helmet” means a protective covering for the head consisting of a hard outer shell, padding adjacent to and inside the outer shell and a chin-strap type retention system with a sticker indicating that the motorcycle helmet meets standards established by the United States Department of Transportation. [1995 c.492 §2]

oregonlegislature.gov/bills_laws/ors/ors814.html

814.260 Failure of moped operator to wear motorcycle helmet; penalty. (1) A person commits the offense of failure of a moped rider to wear a motorcycle helmet if the person:

- (a) Operates or rides on a moped; and
- (b) Is not wearing a motorcycle helmet.

(2) Exemptions from this section are established under ORS 814.290.

(3) This section does not permit passengers on mopeds in violation of ORS 814.330 or 814.340.

(4) The offense described in this section, failure of a moped rider to wear a motorcycle helmet, is a Class D traffic violation. [1983 c.338 §691; 1985 c.16 §331; 1987 c.910 §4; 1995 c.492 §3]

814.269 Failure of motorcycle operator to wear motorcycle helmet; penalty. (1) A person commits the offense of failure of a motorcycle operator to wear a motorcycle helmet if the person operates a motorcycle and is not wearing a motorcycle helmet.

(2) Exemptions from this section are established in ORS 814.290.

(3) The offense described in this section, failure of a motorcycle operator to wear a motorcycle helmet, is a Class D traffic violation. [1987 c.910 §2; 1995 c.492 §4]

814.270 [1983 c.338 §696; 1985 c.16 §333; repealed by 1987 c.910 §7]

814.275 Failure of motorcycle passenger to wear motorcycle helmet; penalty. (1) A person commits the offense of failure of a motorcycle passenger to wear a motorcycle helmet if the person rides as a passenger on a motorcycle and is not wearing a motorcycle helmet.

(2) Exemptions from this section are established in ORS 814.290.

(3) The offense described in this section, failure of a motorcycle passenger to wear a motorcycle helmet, is a Class D traffic violation. [1987 c.910 §3; 1989 c.283 §1; 1995 c.492 §5]

814.280 Endangering motorcycle passenger; penalty. (1) A person commits the offense of endangering a motorcycle passenger if the person is operating a motorcycle and the person carries another person on the motorcycle who is not wearing a motorcycle helmet.

(2) Exemptions from this section are established under ORS 814.290.

(3) The offense described in this section, endangering a motorcycle passenger, is a Class D traffic violation. [1983 c.338 §692; 1987 c.910 §5; 1995 c.492 §6]

814.290 Exemptions from motorcycle helmet requirements. This section establishes exemptions from the requirements and penalties relating to the use of motorcycle helmets under ORS 814.260 to 814.280. A person is not in violation of ORS 814.260, 814.269, 814.275 or 814.280 if the person is any of the following:

(1) Within an enclosed cab.

(2) Operating or riding a vehicle designed to travel with three wheels in contact with the ground at speeds of less than 15 miles per hour. [1983 c.338 §693; 1987 c.910 §6; 1995 c.492 §7]

Transportation Safety Division - Chapter 737

Division 10

VEHICLE EQUIPMENT AND SAFETY STANDARDS

737-010-0005

Enclosed Cab for Three-Wheeled Vehicle Defined

"Enclosed Cab" for the purposes of ORS 814.290(1), is a three-wheeled vehicle, such as a motorcycle or moped, with a structural upper frame and roof defining the compartment for driver and passenger(s) that is certified by the vehicle manufacturer as meeting the standards for the structural upper frame and roof prescribed under 49 CFR 571.216a.

Statutory/Other Authority: ORS 184.619, 802.010, 814.290(1)

Statutes/Other Implemented: ORS 814.290(1), 815.010, 815.030, 2009 OL ch 865

History:

TSD 2-2020, adopt filed 10/26/2020, effective 10/26/2020

TSD 1-2020, temporary adopt filed 07/16/2020, effective 07/16/2020 through 01/11/2021

Motorist Awareness

Counties or political subdivisions within the State with the highest number of fatal & injury motorcycle crashes (MCC) involving a motorcycle and another motor vehicle using 2020 final State crash data.

Final State Crash Data - 2020 MC/Multivehicle Crashes by County	
County	# of Motorcycle Crashes (MCC) involving multiple vehicles
MULTNOMAH	61
CLACKAMAS	37
LANE	34
WASHINGTON	33
JACKSON	28
MARION	25
DESCHUTES	16
DOUGLAS	14
LINN	11
JOSEPHINE	10
YAMHILL	10
KLAMATH	8
BENTON	7
CLATSOP	7
COOS	6
POLK	6
MALHEUR	6
WASCO	6
UMATILLA	5

LINCOLN	5
HOOD RIVER	4
COLUMBIA	3
CROOK	3
TILLAMOOK	3
HARNEY	2
JEFFERSON	2
GRANT	1
WALLOWA	1
UNION	1
WHEELER	1
CURRY	1
BAKER	1

Program Fees:

oregonlegislature.gov/bills_laws/ors/ors802.html

802.320 Motorcycle safety program; contents; fees; contracts. (1) In addition to any duties under ORS 802.310, the Department of Transportation, in consultation with the Transportation Safety Committee, shall establish a motorcycle safety program that complies with this section to the extent moneys are available for such program from the Motorcycle Safety Subaccount under ORS 802.340. The program established may include the following:

- (a) Motorcycle safety promotion and public education.
- (b) The development of training sites for courses approved by the department to teach safe and proper operation of motorcycles and mopeds.
- (c) Classroom instruction and actual driving instruction necessary to teach safe and proper operation of motorcycles and mopeds.
- (d) The development of a mobile training unit.
- (e) The acquisition of films and equipment that may be loaned to the public for the encouragement of motorcycle and moped safety.
- (f) Advice and assistance, including monetary assistance, for motorcycle safety programs operated by government or nongovernment organizations.
- (g) Other education or safety programs the department determines will help promote the safe operation of motorcycles and mopeds, promote safe and lawful driving habits, assist in accident prevention and reduce the need for intensive highway policing.

(2) Subject to the State Personnel Relations Law under ORS chapter 240, the department shall employ such employees as the department determines necessary to carry out the purposes of this section to:

- (a) Advise and assist motorcycle safety programs in this state.

(b) Act as a liaison between government agencies and advisory committees and interested motorcyclist groups.

(3) The department may provide for the performance of training and other functions of the program established under this section by contracting with any private or public organizations or entities the department determines appropriate to achieve the purposes of this section. The organizations the department may contract with under this subsection include, but are not limited to, nonprofit private organizations, private organizations that are operated for profit, public or private schools, community colleges or public agencies or political subdivision.

(4) The department may charge a fee for services provided under the program established under this section. Any fee charged by the department under this subsection must be established by rule and may not be in an amount that will discourage persons from participating in safety programs offered by the department under this section. [1985 c.16 §442; 1989 c.427 §3; 1991 c.453 §8; 2015 c.138 §22]

802.340 Transportation Safety Account; uses; Motorcycle Safety Subaccount. (1) The Transportation Safety Account is established in the General Fund of the State Treasury. Except as provided in subsection (2) of this section, all money credited to the account established under this section is appropriated continuously for and shall be used by the Department of Transportation to carry out the following purposes:

(a) Payment of the per diem, travel and other expenses of the Transportation Safety Committee.

(b) Payment of the expenses of the department in performance of its duties related to transportation safety.

(c) Functions or programs established under ORS 802.315.

(2) There is established in the account created under subsection (1) of this section a subaccount to be known as the Motorcycle Safety Subaccount. The subaccount shall consist of moneys credited to the subaccount under ORS 807.370 and as otherwise provided by law. The subaccount shall be accounted for separately. Moneys in the subaccount are continuously appropriated to the department for and shall be used to carry out the purposes provided under ORS 802.320. [1983 c.338 §139; 1985 c.16 §41; 1991 c.453 §10; 1993 c.741 §79]

oregonlegislature.gov/bills_laws/ors/ors807.html

FEES

807.370 License, endorsement and permit fees. (1) Fees for issuance of or application for a driving privilege are as follows:

(a) Class C driver license or restricted Class C driver license, \$54.

(b) Class C limited term driver license or restricted Class C limited term driver license, \$23.

(c) Commercial driver license, whether or not the driver license contains endorsements, \$75.

(d) Limited term commercial driver license, whether or not the driver license contains endorsements, \$45.

(e) Instruction driver permit, \$23.

- (f) Commercial learner driver permit, \$23.
- (g) Limited term commercial learner driver permit, \$23.
- (h) Special student driver permit, \$23.
- (i) Emergency driver permit, \$23.
- (j) Special limited vision condition learner's permit, \$13.
- (k) Disability golf cart driver permit, \$44.
- (L) Hardship driver permit application, \$50.

(2) In addition to paying a fee under this section for issuance of a commercial driver license of any class, when the Department of Transportation accepts skills test results from a driver competency tester certified under ORS 807.080, the person shall pay a fee of \$40.

(3) Fees for a motorcycle endorsement are as follows:

(a) In addition to any fee for the endorsed driver license, for an original motorcycle endorsement added at the time of an original issuance of a driving privilege or with a renewal or replacement of an existing driving privilege, \$46.

(b) For an original motorcycle endorsement added without an original issuance of a driving privilege or without a renewal or replacement of an existing driving privilege, \$49.

(c) A Motorcycle Safety Subaccount fee:

(A) Upon original issuance of a motorcycle endorsement, \$38.

(B) Upon renewal of a driver license with a motorcycle endorsement, \$28.

(4) Fees for a farm endorsement are as follows:

(a) In addition to any fee for the endorsed driver license, for an original farm endorsement added at the time of an original issuance of a driving privilege or with a renewal or replacement of an existing driving privilege, \$26.

(b) For an original farm endorsement added without an original issuance of a driving privilege or without a renewal or replacement of an existing driving privilege, \$29.

(5) Fees for renewal of a driving privilege are as follows:

(a) Class C driver license, \$34.

(b) Class C limited term driver license, \$8.

(c) Commercial driver license, \$55.

(d) Limited term commercial driver license, \$14.

(e) Instruction driver permit, \$23.

(f) Disability golf cart driver permit, \$32.

(6) Fee to replace a driver license or driver permit, \$26.

(7) Fees to take tests required for driving privileges or to remove restrictions are as follows:

(a) The knowledge test for a Class C driver license or Class C limited term driver license, \$5.

(b) The knowledge test for a motorcycle endorsement, \$5.

(c) The knowledge test for any commercial driver license or commercial learner driver permit, to remove a commercial driving privilege restriction or to add a commercial driving privilege endorsement, \$10.

(d) The skills test for a Class C driver license or Class C limited term driver license, \$9.

(e) The skills test for any commercial driver license, to remove a restriction or to add any commercial driver license endorsement, \$70.

(8) Student Driver Training Fund eligibility fee, \$6.

(9) Limited term Student Driver Training Fund eligibility fee, \$2.

(10) Fee for reinstatement of revoked driving privileges under ORS 809.390 or reinstatement of suspended driving privileges under ORS 809.380, \$75.

(11) The department may adopt rules to provide for the assessment or retention of the skills test fee when a test is scheduled but the applicant fails to appear at the scheduled time. [1983 c.338 §344; 1985 c.16 §161; 1985 c.279 §2; 1985 c.736 §4a; 1985 c.608 §31; 1987 c.790 §3; 1987 c.801 §6; 1989 c.161 §2; 1989 c.427 §5; 1989 c.636 §30; 1989 c.902 §3a; 1991 c.709 §3; 1991 c.835 §6; 1993 c.288 §3; 1997 c.292 §1; 1999 c.91 §2; 1999 c.770 §5; 1999 c.795 §§1,2; 2001 c.294 §4; 2001 c.668 §3; 2003 c.14 §485; 2003 c.277 §§9,13; 2003 c.618 §49; 2005 c.59 §§2,3; 2005 c.649 §§10,11; 2007 c.121 §§3,4; 2007 c.122 §§9,10; 2007 c.588 §6; 2008 c.1 §§17,19; 2009 c.810 §§4,5; 2013 c.237 §33; 2017 c.306 §7; 2018 c.76 §8a; 2018 c.114 §1]

FY 2024 Nonmotorized Safety Grants Eligibility (23 CFR 1300.27)

MOTOR VEHICLE TRAFFIC FATALITIES, PEDESTRIAN & BICYCLIST FATALITIES AND
 PERCENT OF TOTAL, BY STATE
 FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2020 FINAL

State	Total Traffic Fatalities	Pedestrian & Bicyclist Fatalities		
		Number	Percentage of Total Traffic Fatalities	Eligibility
Oregon	507	93	18.34%	Eligible

Preventing Roadside Deaths

Roadside Deaths

From 2016-2020 Oregon experienced 207 crashes involving vehicles parked off-road. These crashes resulted in 7 fatalities, 13 serious injuries, and 164 moderate and minor injuries. One hundred crashes were property damage only. Fifty (47%) of those crashes involved heavy/medium trucks, and we believe this data under-represents the actual number of crashes.

Here in Oregon, from 2015 to 2020, there were 2,774 crashes that occurred in work zones, 25 of which were fatal and 114 resulted in serious injuries. From 2015 to 2021, ODOT vehicles were hit 50 times by the traveling public. Most recently in the Portland area, an ODOT worker was hit and transported to the hospital with serious injuries and is still recovering.

Oregon passed its first Move Over law in 2010 requiring drivers to move over a lane or slow down five miles below the speed limit for an emergency vehicle, a roadside assistance vehicle, a tow vehicle or ambulance, when it is displaying warning lights. In 2017, it was changed to include any vehicle stopped displaying hazard lights.

The term “first responder” is defined in 6 U.S.C. 101(6) to mean ‘Federal, State, and local governmental and nongovernmental emergency public safety, fire, law enforcement, emergency response, emergency medical (including hospital emergency facilities), and related personnel, agencies, and authorities.’”

A number of ODOT first responder vehicles currently have digital alert technologies in place.

Strategies

Education and training, public awareness, HVE, speed management, evaluating digital alert technologies effectiveness for first responders and collecting data to determine best practices, and law enforcement costs related to enforcing State laws to protect the safety of vehicles and individuals stopped at the roadside.

Trends

Despite the significant technological advances in motor vehicle sensing technologies (e.g., lane departure detection and collision mitigation sensing systems), road crashes have remained a pressing global health issue. The World Health Organization estimated that road injuries are the 8th leading cause of death worldwide, resulting in 1.4 million deaths annually [¹]. Perhaps more importantly, the incidence of such crashes and their severity are on the rise. By 2030, traffic-related deaths are predicted to become the 7th leading cause of death worldwide [²]. The increase in annual deaths is seen in low- and high-income countries alike.

¹ [A Review of Data Analytic Applications in Road Traffic Safety. Part 1: Descriptive and Predictive Modeling - PMC \(nih.gov\)](#)

² World Health Organization WHO | The Top 10 Causes of Death. [(accessed on 24 February 2019)]; Available online: <http://www.who.int/en/news-room/fact-sheets/detail/the-top-10-causes-of-death>

Conclusion

After analyzing the data and receiving feedback from safety partners, community groups and citizens, for the next three years the Roadway Safety Program will focus on creating a media campaign and employ HVE for roadway departures, safety corridors and to prevent roadside deaths that will reach as many people as possible. Preventing roadside deaths educational materials need to be provided and once the materials are created, the challenge becomes making sure those materials are reaching the right audiences.

High Visibility Enforcement (HVE) continues to be a huge part of the Roadway Safety Program. It is a key countermeasure to educating the public as well as enforcing the laws.

Driver and Officer Safety Education

Oregon 405(i) Supplementary Information Included:

Applying as a documentation State:

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at 405 (i) supplement.

Use of funds:

(5) *Use of funds* .-A State may use a grant provided under this subsection for-

(A) *the production of educational materials and training of staff for driver education and driving safety courses and peace officer training described in paragraph (4);*

Qualifying Criteria: (State of Oregon's Citations):

(2) ***Peace officer training programs*** —

(i) **General.** A State must provide either a legal citation to a law, as provided in [paragraph \(d\)\(2\)\(ii\)](#) of this section, or supporting documentation, as provided in [paragraph \(d\)\(2\)\(iii\)](#) of this section, that demonstrates that the State has developed and is implementing a training program for peace officers and reserve law enforcement officers (other than officers who have received training in a civilian course described in paragraph (d)(1)) of this section with respect to proper interaction with civilians during traffic stops. Proper interaction means utilizing appropriate industry standards as established through a State Police Officer Standards and Training Board (POST) or similar association.

(iii) **Applying with supporting documentation.** A State shall have a peace officer training program that is required for employment as a peace officer throughout the State and meets the requirements described in [paragraph \(d\)\(2\)\(i\)](#) of this section. To demonstrate compliance, the State shall submit:

(A) A certification signed by the GR attesting that the State has developed and is implementing a peace officer training program throughout the State that meets the requirements described in [paragraph \(d\)\(2\)\(i\)](#) of this section; and

(B) Curriculum or course materials, along with citations to where the requirements described in [paragraph \(d\)\(2\)\(i\)](#) of this section

Application Citations:

The Oregon Department of Public Safety Standards and Training (DPSST) is the State of Oregon's designated agency for the certification of law enforcement officers. It is Oregon's version of a State Police Officer Standards and Training Board (POST). The laws that grant the DPSST its authority as well as direct its activities can be accessed here - oregonlegislature.gov/bills_laws/ors/ors181A.html - and the statutes specific to DPSST begin with ORS 181A.355.

Elements of certification generally are found between ORS 181A.355 to 181A.689

Specific to equity, the following statute is in place to ensure officers receive training on this subject:

ORS 181A.442 Equity training for police officers; rules. (1) The Department of Public Safety Standards and Training shall develop, and the Board on Public Safety Standards and Training shall establish by rule, a statewide equity training program for police officers.

(2) The department shall include the equity training described in subsection (1) of this section in the minimum training required to obtain and maintain basic certification as a police officer under ORS 181A.490. [2021 c.611 §10]

Note: Sections 5 and 6, chapter 611, Oregon Laws 2021, provide:

Sec. 5. No later than January 1, 2022, the Department of Public Safety Standards and Training shall report to the Legislative Assembly, in the manner provided under ORS 192.245, on the amount of additional instruction hours necessary to provide expanded equity training as part of the basic training course for police officers. [2021 c.611 §5]

Specific to certification of officers and reserve officers, the following statute is in place:

(Certification)

ORS 181A.490 Certification of police officers and certified reserve officers. (1) Except for a person who has requested and obtained an extension from the Department of Public Safety Standards and Training pursuant to subsection (2) of this section, a person may not be employed as a police officer, or utilized as a certified reserve officer, by a law enforcement unit for more than 18 months unless the person:

(a)(A) Is a citizen of the United States; or

(B) Is a nonimmigrant legally admitted to the United States under a Compact of Free Association; and

(b) Has been certified as being qualified as a police officer or certified reserve officer under the provisions of ORS 181A.355 to 181A.689 and the certification has not lapsed or been revoked pursuant to ORS 181A.630, 181A.640 and 181A.650 (1) and not been reissued under ORS 181A.650 (2).

(2) The department, upon the facts contained in an affidavit accompanying the request for an extension, may find good cause for failure to obtain certification within the time period

described in subsection (1) of this section. If the department finds that there is good cause for failure to timely obtain certification, the department may extend for up to one year the period that a person may serve as a police officer or reserve officer without certification. The grant or denial of an extension is within the sole discretion of the department.

(3) Except as provided in subsection (4) of this section, a person employed as a police officer by a law enforcement unit shall commence the training necessary for certification under ORS 181A.355 to 181A.689 at an academy operated by the department not later than the 90th day after the date of the officer's employment by the law enforcement unit.

(4) A law enforcement unit may delay the commencement of training of a police officer for up to 120 days from the date of the officer's employment when it considers the delay necessary. When a law enforcement unit delays commencement of a police officer's training under this subsection, the law enforcement unit shall file a written statement of the law enforcement unit's reasons with the department.

(5) When a delay in the commencement of training necessary for certification under ORS 181A.355 to 181A.689 at an academy operated by the department is caused by the inability of the department, for any reason, to provide that training, the period of the delay may not be counted as part of the periods set forth in subsections (3) and (4) of this section within which the training must be commenced.

(6) A person utilized as a certified reserve officer by a law enforcement unit must complete the training necessary for certification under ORS 181A.355 to 181A.689 at a site approved by the department.

(7) Notwithstanding any other provision of law, the law enforcement unit described in ORS 181A.355 (12)(e) shall bear the expense of training necessary for certification under ORS 181A.355 to 181A.689. [Formerly 181.665; 2017 c.53 §2]

The DPSST curriculum for the Basic Police Certification course in Oregon is:

[2021 Oregon BP Curriculum Overview 072821.pdf](#)

Training related to "Proper Interaction" during traffic stops is detailed in the **Traffic Stops** section on pages 236-240. In addition to appropriate behavior while conducting traffic stops, the curriculum also addresses; **Emotional Intelligence** on pages 163-165, **Ethics** on pages 166-168, **History of Policing** on pages 174-176, **Implicit Bias** on pages 181-183, **Introduction to the Justice System** on page 185, **Legitimacy and Procedural Justice** on pages 191-193, **Motor Vehicle Code** on pages 198-200, **Problem-Oriented Policing** on pages 204-205, **Problem Solving** on page 206, and **Roles and Responsibilities** on pages 214-216 which all contribute to a holistic training program designed to prepare officers to respectfully and safely interact with citizens during traffic stops.

Additionally, as part of the DPSST's Excellence in Policing program, the department: "provides training and technical assistance to public safety agencies related to the preservation of community trust and the prevention of bias-based actions. This work includes research into effective strategies for countering bias, assisting agencies in examining and adapting community-oriented activities, training on procedural justice and cultural competence, and evaluating the long-term impacts of training on officers' knowledge, attitudes, and behavior."

Source: [Department of Public Safety Standards & Training : Prevention of Bias-Based Policing : Center for Policing Excellence : State of Oregon](#)

Finally, the State of Oregon – Criminal Justice Commission (in cooperation with DPSST) administers the STOP program: [Criminal Justice Commission : Overview : Statistical Transparency of Policing : State of Oregon](#) “The Statistical Transparency of Policing (STOP) Program was created by the Oregon Legislature in 2017 to ensure fair and impartial policing practices statewide. The STOP Program requires every law enforcement agency to annually submit data on officer-initiated traffic and pedestrian stops to the Oregon Criminal Justice Commission (CJC). This guide is designed to provide police officers with basic information to help ensure compliance with the reporting requirements, as well as answer frequently asked questions about reporting and the STOP program.”

Specific information related to certification of Officers:

Source: [Department of Public Safety Standards & Training : Basic Certification : Criminal Justice : State of Oregon](#)

Oregon Basic Police certification is required for and can only be held by full-time Police Officers. Full-time Police Officers are defined as individuals working over 80 hours a month for 3 consecutive months with the responsibility of enforcing criminal law. Complete definitions of full-time Police Officers can be found in [OAR 259-008-0005](#).

Individuals working less than 80 hours a month and responsible for enforcing criminal law are considered Reserves. Reserves are not certified, however they are required to be reported to DPSST and have a full background completed per [OAR 259-008-0015](#).

Guidelines:

- Police Officers must be certified within 18 months of their hire date.
- Agencies can request a 1-year extension for officers to become certified by utilizing the [F12 Extension Request Form](#).
- Failure to obtain Basic Police certification within the required timelines, will result in an officer not being able to work in their certified role.

The following requirements must be met and reflected in CJ IRIS prior to submitting an F7 application for certification:

- Be employed as a Police Officer at an agency identified by DPSST as having Police Officers. (IRIS Employment Tab)
- Successfully complete the DPSST Basic Police Course. (IRIS Training Tab)
- Successfully complete the DPSST Basic Police Field Training Manual. (IRIS Training Tab)
- Have a signed F11 Law Enforcement Code of Ethics. (IRIS Requirements Tracking Tab)
- Have current First Aid and Adult/Child CPR Certification. (IRIS Requirements Tracking Tab)

Required Forms

- [F7 Application for Certification](#)
- [F11 Law Enforcement Code of Ethics](#)
- [F28 Criminal History Worksheet](#) (if necessary)
- [F12 Extension Request Form](#) (if necessary)

Specific rule in place related to detection of candidate officers' demeanor:

Oregon Administrative Rules – 259-008-0010 -

<https://secure.sos.state.or.us/oard/displayChapterRules.action?selectedChapter=98>

(e) The psychological evaluation must include the following:

(A) A written psychological test battery relevant to the psychological evaluation criteria established by the hiring agency;

(B) An assessment of the applicant's tendencies, feelings and opinions toward diverse cultures, races and ethnicities and differing social, political, economic and life statuses;

(C) An interview conducted by the licensed mental health professional; and

(D) A report provided by the licensed mental health professional in the manner requested by the hiring agency.

(f) The psychological evaluation must conform with the applicable standards of the Americans with Disabilities Act (ADA) Title 42 USC 1210.

(g) Evaluations older than one year are no longer valid for the purposes of satisfying this rule.

(h) Hiring decisions are the responsibility of each hiring agency. The hiring agency maintains the discretion to determine how the information provided in the evaluation report impacts the hiring decision.

Oregon's application includes information required by US Code, CFRs and 405(i) application information:

§ 1300.28 Driver and Officer Safety Education Grants.

(a) **Purpose.** This section establishes criteria, in accordance with [23 U.S.C. 405\(i\)](#), for awarding grants to States that enact and enforce a law or adopt and implement programs that include certain information on law enforcement practices during traffic stops in driver education and training courses or peace officer training programs.

(b) **Definitions.** As used in this section—

Driver education and driving safety course means any programs for novice teen drivers or driver improvement programs sanctioned by the State DMV, which include in-class or virtual instruction and may also include some behind the wheel training.

Peace officer means any individual who is an elected, appointed, or employed agent of a government entity, who has the authority to carry firearms and to make warrantless arrests, and whose duties involve the enforcement of criminal laws of the United States.

(c) **Qualification criteria.** To qualify for a grant under this section in a fiscal year, a State shall submit, as part of its annual grant application, documentation demonstrating compliance with either [paragraph \(d\)](#) or [\(e\)](#) of this section, in accordance with part 8 of appendix B to this part. A State may qualify for a grant under [paragraph \(e\)](#) of this section for a period of not more than 5 years.

(d) **Driver and officer safety law or program.** The State must meet at least one of the following requirements:

(1) **Driver education and driving safety courses** —

(i) **General.** A State must provide either a legal citation to a law, as provided in [paragraph \(d\)\(1\)\(ii\)](#) of this section, or supporting documentation, as provided in [paragraph \(d\)\(1\)\(iii\)](#) of this section, that demonstrates that driver education and driver safety courses provided to individuals by educational and motor vehicle agencies of the State include instruction and testing relating to law enforcement practices during traffic stops, including, at a minimum, information relating to—

- (A) The role of law enforcement and the duties and responsibilities of peace officers;
- (B) The legal rights of individuals concerning interactions with peace officers;
- (C) Best practices for civilians and peace officers during those interactions;
- (D) The consequences for failure of an individual or officer to comply with the law or program; and
- (E) How and where to file a complaint against, or a compliment relating to, a peace officer.

(ii) **If applying with a law.** A State shall provide a legal citation to a law that demonstrate compliance with the requirements described in [paragraph \(d\)\(1\)\(i\)](#) of this section.

(iii) **If applying with supporting documentation.** A State shall have a driver education and driving safety course that is required throughout the State for licensing or pursuant to a violation. To demonstrate compliance, the State shall submit:

- (A) A certification signed by the GR attesting that the State has developed and is implementing a driver education and driving safety course throughout the State that meets the requirements described in [paragraph \(d\)\(1\)\(i\)](#) of this section; and
- (B) Curriculum or course materials, along with citations to where the requirements described in [paragraph \(d\)\(1\)\(i\)](#) of this section are located within the curriculum.

(2) **Peace officer training programs** —

(i) **General.** A State must provide either a legal citation to a law, as provided in [paragraph \(d\)\(2\)\(ii\)](#) of this section, or supporting documentation, as provided in [paragraph \(d\)\(2\)\(iii\)](#) of this section, that demonstrates that the State has developed and is implementing a training program for peace officers and reserve law enforcement officers (other than officers who have received training in a civilian course described in paragraph (d)(1)) of this section with respect to proper interaction with civilians during traffic stops. Proper interaction means utilizing appropriate industry standards as established through a State Police Officer Standards and Training Board (POST) or similar association.

(ii) **Applying with a law.** A State shall provide a legal citation to a law that establishes a peace training program that meets the requirements described in [paragraph \(d\)\(2\)\(i\)](#) of this section.

(iii) **Applying with supporting documentation.** A State shall have a peace officer training program that is required for employment as a peace officer throughout the State and meets the requirements described in [paragraph \(d\)\(2\)\(i\)](#) of this section. To demonstrate compliance, the State shall submit:

(A) A certification signed by the GR attesting that the State has developed and is implementing a peace officer training program throughout the State that meets the requirements described in [paragraph \(d\)\(2\)\(i\)](#) of this section; and

(B) Curriculum or course materials, along with citations to where the requirements described in [paragraph \(d\)\(2\)\(i\)](#) of this section.

(e) **Qualifying State.** A State that has not fully enacted or adopted a law or program described in [paragraph \(d\)](#) of this section qualifies for a grant under this section if it submits:

(1) Evidence that the State has taken meaningful steps towards the full implementation of such a law or program. To demonstrate compliance with this criterion, the State shall submit one or more of the following—

(i) A proposed bill that has been introduced in the State, but has not yet been enacted into law, that meets the requirements in [paragraph \(d\)\(1\)](#) or [\(2\)](#) of this section; or

(ii) Planning or strategy document(s) that identify meaningful steps the State has taken as well as actions the State plans to take to develop and implement a law or program that meets the requirements in [paragraph \(d\)\(1\)](#) or [\(2\)](#) of this section; and

(2) A timetable for implementation of such a law or program within 5 years of first applying as a qualifying State under this [paragraph \(e\)](#).

(f) **Matching.** The Federal share of the cost of carrying out an activity funded through a grant under this subsection may not exceed 80 percent.

(g) **Award amounts** —

(1) **In general.** Subject to [paragraph \(g\)\(2\)](#) of this section, the amount of a grant awarded to a State in a fiscal year under this section shall be in proportion to the amount each State received under Section 402 for fiscal year 2022.

(2) **Limitation.** Notwithstanding [paragraph \(g\)\(1\)](#) of this section, a State that qualifies for a grant under [paragraph \(e\)](#) of this section shall receive 50 percent of the amount determined from the calculation under [paragraph \(g\)\(1\)](#) of this section.

(3) **Redistribution of funds.** Any funds that are not distributed due to the operation of [paragraph \(g\)\(2\)](#) of this section shall be redistributed to the States that qualify for a grant under [paragraph \(d\)](#) of this section in proportion to the amount each such State received under Section 402 for fiscal year 2022.

(h) **Use of grant funds.** A State may use grant funds awarded under [23 U.S.C. 405\(i\)](#) only for:

(1) The production of educational materials and training of staff for driver education and driving safety courses and peace officer training described in [paragraph \(d\)](#) of this section; and

(2) The implementation of a law or program described in [paragraph \(d\)](#) of this section.

[23 USC 405: National priority safety programs \(house.gov\)](#)

(i) Driver and Officer Safety Education.-

(1) Definition of peace officer.-In this subsection, the term "peace officer" includes any individual-

(A) who is an elected, appointed, or employed agent of a government entity;

(B) who has the authority-

(i) to carry firearms; and

(ii) to make warrantless arrests; and

(C) whose duties involve the enforcement of criminal laws of the United States.

(2) Grants.-Subject to the requirements of this subsection, the Secretary shall provide grants to-

(A) States that enact or adopt a law or program described in paragraph (4); and

(B) qualifying States under paragraph (7).

(3) Federal share.-The Federal share of the cost of carrying out an activity funded through a grant under this subsection may not exceed 80 percent.

(4) Description of law or program.-A law or program referred to in paragraph (2)(A) is a law or program that requires 1 or more of the following:

(A) Driver education and driving safety courses.-The inclusion, in driver education and driver safety courses provided to individuals by educational and motor vehicle agencies of the State, of instruction and testing relating to law enforcement practices during traffic stops, including information relating to-

(i) the role of law enforcement and the duties and responsibilities of peace officers;

(ii) the legal rights of individuals concerning interactions with peace officers;

(iii) best practices for civilians and peace officers during those interactions;

(iv) the consequences for failure of an individual or officer to comply with the law or program; and

(v) how and where to file a complaint against, or a compliment relating to, a peace officer.

(B) Peace officer training programs.-Development and implementation of a training program, including instruction and testing materials, for peace officers and reserve law enforcement officers (other than officers who have received training in a civilian course described in subparagraph (A)) with respect to proper interaction with civilians during traffic stops.

(5) Use of funds.-A State may use a grant provided under this subsection for-

(A) the production of educational materials and training of staff for driver education and driving safety courses and peace officer training described in paragraph (4); and

(B) the implementation of a law or program described in paragraph (4).

(6) Grant amount.-The allocation of grant funds to a State under this subsection for a fiscal year shall be in proportion to the apportionment of that State under section 402 for fiscal year 2022.

(7) Special rule for certain states.-

(A) Definition of qualifying state.-In this paragraph, the term "qualifying State" means a State that-

(i) has received a grant under this subsection for a period of not more than 5 years; and

(ii) as determined by the Secretary-

(I) has not fully enacted or adopted a law or program described in paragraph (4); but

(ll)(aa) has taken meaningful steps toward the full implementation of such a law or program; and

(bb) has established a timetable for the implementation of such a law or program.

(B) Withholding.-The Secretary shall-

(i) withhold 50 percent of the amount that each qualifying State would otherwise receive under this subsection if the qualifying State were a State described in paragraph (2)(A); and

(ii) direct any amounts withheld under clause (i) for distribution among the States that are enforcing and carrying out a law or program described in paragraph (4).

See 2021 Amendment notes below.

<https://www.ecfr.gov/current/title-23/section-1300.28>

Enrolled House Bill 2355

Introduced and printed pursuant to House Rule 12.00. Pre-session filed (at the request of Attorney General Ellen Rosenblum)

CHAPTER

AN ACT

Relating to public safety; creating new provisions; amending ORS 51.050, 131.915, 131.920, 131.925, 137.633, 161.570, 161.615, 181A.410, 221.339, 419C.501, 423.478, 423.525, 475.005, 475.752, 475.824, 475.834, 475.854, 475.874, 475.884 and 475.894; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

SECTION 1. As used in sections 1 to 4 of this 2017 Act:

(1) "Law enforcement agency" means an agency employing law enforcement officers to enforce criminal laws.

(2) "Law enforcement officer" means a member of the Oregon State Police, a sheriff or a municipal police officer.

(3) "Officer-initiated pedestrian stop" means a detention of a pedestrian by a law enforcement officer, not associated with a call for service, when the detention results in a citation, an arrest or a consensual search of the pedestrian's body or property. The term does not apply to detentions for routine searches performed at the point of entry to or exit from a controlled area.

(4) "Officer-initiated traffic stop" means a detention of a driver of a motor vehicle by a law enforcement officer, not associated with a call for service, for the purpose of investigating a suspected violation of the Oregon Vehicle Code.

(5) "Profiling" means the targeting of an individual by a law enforcement agency or a law enforcement officer, on suspicion of the individual's having violated a provision of law, based solely on the individual's real or perceived age, race, ethnicity, color, national origin, language, sex, gender identity, sexual orientation, political affiliation, religion, homelessness or disability, unless the agency or officer is acting on a suspect description or information related to an identified or suspected violation of a provision of law.

(6) "Sexual orientation" has the meaning given that term in ORS 174.100.

SECTION 2. (1) No later than July 1, 2018, the Oregon Criminal Justice Commission, in consultation with the Department of State Police and the Department of Justice, shall develop and implement a standardized method to be used by law enforcement officers to record officer-initiated pedestrian stop and officer-initiated traffic stop data. The standardized method must require, and any form developed and used pursuant to the standardized method must provide for, the following data to be recorded for each stop:

- (a) The date and time of the stop;
- (b) The location of the stop;

(c) The race, ethnicity, age and sex of the pedestrian or the operator of the motor vehicle stopped, based on the observations of the law enforcement officer responsible for reporting the stop;

(d) The nature of, and the statutory citation for, the alleged traffic violation, or other alleged violation, that caused the stop to be made; and

(e) The disposition of the stop, including whether a warning, citation or summons was issued, whether a search was conducted, the type of search conducted, whether anything was found as a result of the search and whether an arrest was made.

(2) No later than July 1, 2018, the Department of Public Safety Standards and Training, in consultation with law enforcement agencies, shall develop and implement training and procedures to facilitate the collection of officer-initiated pedestrian and traffic stop data pursuant to subsection (1) of this section.

(3) Beginning on the dates described in subsection (4) of this section, all law enforcement agencies that engage in officer-initiated pedestrian or traffic stops shall record and retain the following data for each stop:

(a) The date and time of the stop;

(b) The location of the stop;

(c) The race, ethnicity, age and sex of the pedestrian or the operator of the motor vehicle stopped, based on the observations of the law enforcement officer responsible for reporting the stop;

(d) The nature of, and the statutory citation for, the alleged traffic violation, or other alleged violation, that caused the stop to be made; and

(e) The disposition of the stop, including whether a warning, citation or summons was issued, whether a search was conducted, the type of search conducted, whether anything was found as a result of the search and whether an arrest was made.

(4) Each law enforcement agency shall begin recording the data described in subsection (3) of this section as follows:

(a) An agency that employs 100 or more law enforcement officers shall begin recording no later than July 1, 2018.

(b) An agency that employs between 25 and 99 law enforcement officers shall begin recording no later than July 1, 2019.

(c) An agency that employs between one and 24 law enforcement officers shall begin recording no later than July 1, 2020.

(5) Each law enforcement agency that engages in officer-initiated traffic or pedestrian stops shall report to the Oregon Criminal Justice Commission the data recorded pursuant to subsection (3) of this section as follows:

(a) An agency that employs 100 or more law enforcement officers shall report no later than July 1, 2019, and at least annually thereafter.

(b) An agency that employs between 25 and 99 law enforcement officers shall report no later than July 1, 2020, and at least annually thereafter.

(c) An agency that employs between one and 24 law enforcement officers shall report no later than July 1, 2021, and at least annually thereafter.

(6) Data acquired under this section shall be used only for statistical purposes and not for any other purpose. The data may not contain information that reveals the identity of any stopped individual or the identity of any law enforcement officer. Data collected by law enforcement agencies or held by the Oregon Criminal Justice Commission under this section that may reveal the identity of any stopped individual or the identity of any law enforcement officer is exempt from public disclosure in any manner.

(7) The Department of Justice, the Department of Public Safety Standards and Training and the Department of State Police may adopt rules to carry out the provisions of sections 1 to 4 of this 2017 Act.

SECTION 3. (1) The Oregon Criminal Justice Commission shall review all data, including the prevalence and disposition of officer-initiated pedestrian and traffic stops, reported by law enforcement agencies pursuant to section 2 of this 2017 Act in order to identify patterns or practices of profiling.

(2) The commission shall select one or more statistical analysis methodologies, determined to be consistent with current best practices, with which to review the data as described in subsection (1) of this section.

(3) No later than December 1, 2019, and annually thereafter, the commission shall report the results of the review to the Governor, the Department of Public Safety Standards and Training and, in the manner provided in ORS 192.245, to the committees or interim committees of the Legislative Assembly related to the judiciary.

SECTION 4. (1) The Department of Public Safety Standards and Training shall receive and review reports provided to the department by the Oregon Criminal Justice Commission pursuant to section 3 of this 2017 Act.

(2) Upon receipt of a report described in subsection (1) of this section, the department may provide advice or technical assistance to any law enforcement agency mentioned within the report. Any advice or technical assistance provided shall be based on best practices in policing as determined by the Oregon Center for Policing Excellence established in ORS 181A.660.

(3) Upon providing advice or technical assistance under this section, the department shall, within a reasonable amount of time, present a summary of the advice and assistance given to the local public safety coordinating council in the county in which the assisted law enforcement agency is located. If the assisted law enforcement agency is the Oregon State Police, the presentation shall occur in Marion County. The presentation shall be open to the public, feature live testimony by presenters and be held in accordance with ORS 192.610 to 192.690.

SECTION 5. ORS 131.925 is amended to read:

131.925. (1)(a) A law enforcement agency shall provide to the Law Enforcement Contacts Policy and Data Review Committee [a copy of] **information concerning** each complaint the agency receives alleging profiling, [.]

[(b)] [*The law enforcement agency*] **and** shall notify the committee of the disposition of the complaint, **in the manner described in this subsection.**

(b) The law enforcement agency shall submit to the committee a profiling complaint report form summarizing each profiling complaint and the disposition of the complaint, and a copy of each profiling complaint, once each year no later than January 31.

(c) The law enforcement agency shall submit the form described in paragraph (b) of this subsection even if the agency has not received any profiling complaints.

(d) The profiling complaint report form and copies of profiling complaints submitted to the committee may not include personal information concerning the complainant or a law enforcement officer except as to any personal information recorded on the form as described in subsection (4)(c) of this section.

(2)(a) A person may submit to the committee a complaint alleging profiling and the committee shall receive the complaints.

(b) The committee also shall receive complaints alleging profiling that are forwarded from a law enforcement agency.

(c) The committee shall forward a copy of each profiling complaint the committee receives to the law enforcement agency employing the officer that is the subject of the complaint. The forwarded complaint must include the name of the complainant unless the complainant requests to remain anonymous, in which case the complainant's name must be redacted.

(3)(a) The committee [*shall*] **may** not release any personal information concerning a complainant or a law enforcement officer who is the subject of a profiling complaint.

(b) The personal information of complainants and of law enforcement officers who are the subject of profiling complaints are exempt from public disclosure under ORS 192.502.

[*(c) As used in this subsection, "personal information" has the meaning given that term in ORS 807.750.*]

(4) The Department of State Police shall develop a standardized profiling complaint report form. The form must provide for recording the following information:

(a) A summary of total complaints and a certification that a law enforcement agency's profiling policy conforms to ORS 131.920;

(b) A summary of each complaint received by the law enforcement agency, including the date, time and location of the incident and the disposition of the complaint; and

(c) To the extent known, the complainant's gender, gender identity, age, race, ethnicity, sexual orientation, primary language, national origin, religion, political affiliation, homeless status and disability status, recorded in a manner that does not identify the complainant.

(5) As used in this section, "personal information" has the meaning given that term in ORS 807.750.

SECTION 6. ORS 131.915 is amended to read:

131.915. As used in ORS 131.915 to 131.925:

(1) "Law enforcement agency" means:

(a) The Department of State Police;

(b) The Department of Justice;

(c) A district attorney's office; and

(d) Any of the following that maintains a law enforcement unit as defined in ORS 181A.355:

(A) A political subdivision or an instrumentality of the State of Oregon.

(B) A municipal corporation of the State of Oregon.

(C) A tribal government.

(D) A university.

(2) "Law enforcement officer" means:

(a) A member of the Oregon State Police;

(b) A sheriff, constable, marshal, municipal police officer or reserve officer or a police officer commissioned by a university under ORS 352.121 or 353.125;

(c) An investigator of a district attorney's office if the investigator is or has been certified as a law enforcement officer in this or any other state;

(d) An investigator of the Criminal Justice Division of the Department of Justice;

(e) A humane special agent as defined in ORS 181A.345;

(f) A judicial marshal of the Security and Emergency Preparedness Office of the Judicial Department who is appointed under ORS 1.177 and trained pursuant to ORS 181A.540;

(g) A liquor enforcement inspector exercising authority described in ORS 471.775 (2); or

(h) An authorized tribal police officer as defined in ORS 181A.680.

(3) "Profiling" means [*that*] **the targeting of an individual by** a law enforcement agency or a law enforcement officer [*targets an individual for*], **on** suspicion of [*violating*] **the individual's having violated** a provision of law, based solely on the **individual's** real or perceived [*factor of the individual's*] age, race, ethnicity, color, national origin, language, [*gender*] **sex**, gender identity, sexual orientation, political affiliation, religion, homelessness or disability, unless the agency or officer is acting on a suspect description or information related to an identified or suspected violation of a provision of law.

(4) "Sexual orientation" has the meaning given that term in ORS 174.100.

SECTION 7. ORS 131.920 is amended to read:

131.920. (1) All law enforcement agencies shall have written policies and procedures prohibiting profiling. The policies and procedures shall, at a minimum, include:

(a) A prohibition on profiling;

(b) Procedures allowing a complaint alleging profiling to be made to the agency:

(A) In person;

(B) In a writing signed by the complainant and delivered by hand, postal mail, facsimile or electronic mail; or

(C) By telephone, anonymously or through a third party;

(c) The provision of appropriate forms to use for submitting complaints alleging profiling;

(d) Procedures for submitting a copy of each profiling complaint to the Law Enforcement Contacts Policy and Data Review Committee and for receiving profiling complaints forwarded from the committee; and

(e) Procedures for investigating all complaints alleging profiling.

(2) A law enforcement agency shall:

(a) Investigate all complaints alleging profiling that are received by the agency or forwarded from the committee.

(b) *[Establish a time frame within which a complaint alleging profiling may be made to the agency. The time frame may not be fewer than 90 days or more than 180 days after the alleged commission of profiling.]* **Accept for investigation a complaint alleging profiling that is made to the agency within 180 days of the alleged profiling incident.**

(c) Respond to every complaint alleging profiling within a reasonable time after the conclusion of the investigation. The response must contain a statement of the final disposition of the complaint.

SECTION 8. ORS 181A.410, as amended by section 42, chapter 117, Oregon Laws 2016, is amended to read:

181A.410. (1) In accordance with any applicable provision of ORS chapter 183, to promote enforcement of law and fire services by improving the competence of public safety personnel and their support staffs, and in consultation with the agencies for which the Board on Public Safety Standards and Training and Department of Public Safety Standards and Training provide standards, certification, accreditation and training:

(a) The department shall recommend, and the board shall establish by rule, reasonable minimum standards of physical, emotional, intellectual and moral fitness for public safety personnel and instructors.

(b) The department shall recommend, and the board shall establish by rule, reasonable minimum training for all levels of professional development, basic through executive, including but not limited to courses or subjects for instruction and qualifications for public safety personnel and instructors. Training requirements shall be consistent with the funding available in the department's legislatively approved budget.

(c) The department, in consultation with the board, shall establish by rule a procedure or procedures to be used by law enforcement units, public or private safety agencies or the Oregon Youth Authority to determine whether public safety personnel meet minimum standards or have minimum training.

(d) Subject to such terms and conditions as the department may impose, the department shall certify instructors and public safety personnel, except youth correction officers, as being qualified under the rules established by the board.

(e) The department shall deny applications for training and deny, suspend and revoke certification in the manner provided in ORS 181A.630, 181A.640 and 181A.650 (1).

(f) The department shall cause inspection of standards and training for instructors and public safety personnel, except youth correction officers, to be made.

(g) The department may recommend, and the board may establish by rule, accreditation standards, levels and categories for mandated and nonmandated public safety personnel training or educational programs. The department and board, in consultation, may establish to what extent training or educational programs provided by an accredited university, college, community college or public safety agency may serve as equivalent to mandated training or as a prerequisite to mandated training. Programs offered by accredited universities, colleges or community colleges may be considered equivalent to mandated training only in academic areas.

(h) The department shall recommend, and the board shall establish by rule, an educational program that the board determines will be most effective in reducing profiling, as defined in ORS 131.915, by police officers and reserve officers. The program must be required at all levels of training, including basic training and advanced, leadership and continuing training.

(2) The department may:

(a) Contract or otherwise cooperate with any person or agency of government for the procurement of services or property;

(b) Accept gifts or grants of services or property;

(c) Establish fees for determining whether a training or educational program meets the accreditation standards established under subsection (1)(g) of this section;

(d) Maintain and furnish to law enforcement units and public and private safety agencies information on applicants for appointment as instructors or public safety personnel, except youth correction officers, in any part of the state; and

(e) Establish fees to allow recovery of the full costs incurred in providing services to private entities or in providing services as experts or expert witnesses.

(3) The department, in consultation with the board, may:

(a) Upon the request of a law enforcement unit or public safety agency, conduct surveys or aid cities and counties to conduct surveys through qualified public or private agencies and assist in the implementation of any recommendations resulting from such surveys.

(b) Upon the request of law enforcement units or public safety agencies, conduct studies and make recommendations concerning means by which requesting units can coordinate or combine their resources.

(c) Conduct and stimulate research to improve the police, fire service, corrections, adult parole and probation, emergency medical dispatch and telecommunicator professions.

(d) Provide grants from funds appropriated or available therefor, to law enforcement units, public safety agencies, special districts, cities, counties and private entities to carry out the provisions of this subsection.

(e) Provide optional training programs for persons who operate lockups. The term "lockup" has the meaning given it in ORS 169.005.

(f) Provide optional training programs for public safety personnel and their support staffs.

(g) Enter into agreements with federal, state or other governmental agencies to provide training or other services in exchange for receiving training, fees or services of generally equivalent value.

(h) Upon the request of a law enforcement unit or public safety agency employing public safety personnel, except youth correction officers, grant an officer, fire service professional, telecommunicator or emergency medical dispatcher a multidiscipline certification consistent with the minimum requirements adopted or approved by the board. Multidiscipline certification authorizes an officer, fire service professional, telecommunicator or emergency medical dispatcher to work in any of the disciplines for which the officer, fire service professional, telecommunicator or emergency medical dispatcher is certified. The provisions of ORS 181A.500, 181A.520 and 181A.530 relating to lapse of certification do not apply to an officer or fire service professional certified under this paragraph as long as the officer or fire service professional maintains full-time employment in one of the certified disciplines and meets the training standards established by the board.

(i) Establish fees and guidelines for the use of the facilities of the training academy operated by the department and for nonmandated training provided to federal, state or other governmental agencies, private entities or individuals.

(4) Pursuant to ORS chapter 183, the board, in consultation with the department, shall adopt rules necessary to carry out the board's duties and powers.

(5) Pursuant to ORS chapter 183, the department, in consultation with the board, shall adopt rules necessary to carry out the department's duties and powers.

(6) For efficiency, board and department rules may be adopted jointly as a single set of combined rules with the approval of the board and the department.

(7) The department shall obtain approval of the board before submitting its legislative concepts, Emergency Board request or agency request budget to the Oregon Department of Administrative Services.

(8) The Department of Public Safety Standards and Training shall develop a training program for conducting investigations required under ORS 181A.790.

SECTION 9. ORS 475.752, as amended by section 59, chapter 24, Oregon Laws 2016, and section 26, chapter 21, Oregon Laws 2017 (Enrolled Senate Bill 302), is amended to read:

475.752. (1) Except as authorized by ORS 475.005 to 475.285 and 475.752 to 475.980, it is unlawful for any person to manufacture or deliver a controlled substance. Any person who violates this subsection with respect to:

(a) A controlled substance in Schedule I, is guilty of a Class A felony, except as otherwise provided in ORS 475.886 and 475.890.

(b) A controlled substance in Schedule II, is guilty of a Class B felony, except as otherwise provided in ORS 475.878, 475.880, 475.882, 475.904 and 475.906.

(c) A controlled substance in Schedule III, is guilty of a Class C felony, except as otherwise provided in ORS 475.904 and 475.906.

(d) A controlled substance in Schedule IV, is guilty of a Class B misdemeanor.

(e) A controlled substance in Schedule V, is guilty of a Class C misdemeanor.

(2) Except as authorized in ORS 475.005 to 475.285 and 475.752 to 475.980, it is unlawful for any person to create or deliver a counterfeit substance. Any person who violates this subsection with respect to:

(a) A counterfeit substance in Schedule I, is guilty of a Class A felony.

(b) A counterfeit substance in Schedule II, is guilty of a Class B felony.

(c) A counterfeit substance in Schedule III, is guilty of a Class C felony.

(d) A counterfeit substance in Schedule IV, is guilty of a Class B misdemeanor.

(e) A counterfeit substance in Schedule V, is guilty of a Class C misdemeanor.

(3) It is unlawful for any person knowingly or intentionally to possess a controlled substance unless the substance was obtained directly from, or pursuant to a valid prescription or order of, a practitioner while acting in the course of professional practice, or except as otherwise authorized by ORS 475.005 to 475.285 and 475.752 to 475.980. Any person who violates this subsection with respect to:

(a) A controlled substance in Schedule I, is guilty of a Class [*B felony*] **A misdemeanor**, except as otherwise provided in ORS **475.854, 475.874 and 475.894 and subsection (7) of this section.**

(b) A controlled substance in Schedule II, is guilty of a Class [*C felony*] **A misdemeanor, except as otherwise provided in ORS 475.824, 475.834 or 475.884 or subsection (8) of this section.**

(c) A controlled substance in Schedule III, is guilty of a Class A misdemeanor.

(d) A controlled substance in Schedule IV, is guilty of a Class C misdemeanor.

(e) A controlled substance in Schedule V, is guilty of a violation.

(4) In any prosecution under this section for manufacture, possession or delivery of that plant of the genus *Lophophora* commonly known as peyote, it is an affirmative defense that the peyote is being used or is intended for use:

(a) In connection with the good faith practice of a religious belief;

(b) As directly associated with a religious practice; and

(c) In a manner that is not dangerous to the health of the user or others who are in the proximity of the user.

(5) The affirmative defense created in subsection (4) of this section is not available to any person who has possessed or delivered the peyote while incarcerated in a correctional facility in this state.

(6)(a) Notwithstanding subsection (1) of this section, a person who unlawfully manufactures or delivers a controlled substance in Schedule IV and who thereby causes death to another person is guilty of a Class C felony.

(b) For purposes of this subsection, causation is established when the controlled substance plays a substantial role in the death of the other person.

(7) Notwithstanding subsection (3)(a) of this section, unlawful possession of a controlled substance in Schedule I is a Class B felony if:

(a) The person possesses a usable quantity of the controlled substance and:

(A) At the time of the possession, the person has a prior felony conviction;

(B) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(C) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(b) The person possesses:

(A) Forty or more user units of a mixture or substance containing a detectable amount of lysergic acid diethylamide; or

(B) Twelve grams or more of a mixture or substance containing a detectable amount of psilocybin or psilocin.

(8) Notwithstanding subsection (3)(b) of this section, unlawful possession of a controlled substance in Schedule II is a Class C felony if the person possesses a usable quantity of the controlled substance and:

(a) At the time of the possession, the person has a prior felony conviction;

(b) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(c) The possession is a commercial drug offense under ORS 475.900 (1)(b).

SECTION 10. ORS 475.824 is amended to read:

475.824. (1) It is unlawful for any person knowingly or intentionally to possess methadone unless the methadone was obtained directly from, or pursuant to, a valid prescription or order of a practitioner while acting in the course of professional practice, or except as otherwise authorized by ORS 475.005 to 475.285 and 475.752 to 475.980.

(2)(a) Unlawful possession of methadone is a Class [C felony] A misdemeanor.

(b) Notwithstanding paragraph (a) of this subsection, unlawful possession of methadone is a Class C felony if:

(A) The person possesses a usable quantity of methadone and:

(i) At the time of the possession, the person has a prior felony conviction;

(ii) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(iii) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(B) The person possesses 40 or more user units of a mixture or substance containing a detectable amount of methadone.

SECTION 11. ORS 475.834 is amended to read:

475.834. (1) It is unlawful for any person knowingly or intentionally to possess oxycodone unless the oxycodone was obtained directly from, or pursuant to, a valid prescription or order of a practitioner while acting in the course of professional practice, or except as otherwise authorized by ORS 475.005 to 475.285 and 475.752 to 475.980.

(2)(a) Unlawful possession of oxycodone is a Class [C felony] A misdemeanor.

(b) Notwithstanding paragraph (a) of this subsection, unlawful possession of oxycodone is a Class C felony if:

(A) The person possesses a usable quantity of oxycodone and:

(i) At the time of the possession, the person has a prior felony conviction;

(ii) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(iii) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(B) The person possesses 40 or more pills, tablets or capsules of a mixture or substance containing a detectable amount of oxycodone.

SECTION 12. ORS 475.854 is amended to read:

475.854. (1) It is unlawful for any person knowingly or intentionally to possess heroin.

(2)(a) Unlawful possession of heroin is a Class [B felony] A misdemeanor.

(b) Notwithstanding paragraph (a) of this subsection, unlawful possession of heroin is a Class B felony if:

(A) The person possesses a usable quantity of heroin and:

(i) At the time of the possession, the person has a prior felony conviction;

(ii) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(iii) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(B) The person possesses one gram or more of a mixture or substance containing a detectable amount of heroin.

SECTION 13. ORS 475.874 is amended to read:

475.874. (1) It is unlawful for any person knowingly or intentionally to possess 3,4-methylenedioxyamphetamine.

(2)(a) Unlawful possession of 3,4-methylenedioxyamphetamine is a Class [B felony] A misdemeanor.

(b) Notwithstanding paragraph (a) of this subsection, unlawful possession of 3,4-methylenedioxyamphetamine is a Class B felony if:

(A) The person possesses a usable quantity of 3,4-methylenedioxyamphetamine and:

(i) At the time of the possession, the person has a prior felony conviction;

(ii) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(iii) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(B) The person possesses one gram or more or five or more pills, tablets or capsules of a mixture or substance containing a detectable amount of:

(i) 3,4-methylenedioxyamphetamine;

(ii) 3,4-methylenedioxyamphetamine; or

(iii) 3,4-methylenedioxy-N-ethylamphetamine.

SECTION 14. ORS 475.884 is amended to read:

475.884. (1) It is unlawful for any person knowingly or intentionally to possess cocaine unless the substance was obtained directly from, or pursuant to, a valid prescription or order of a practitioner while acting in the course of professional practice, or except as otherwise authorized by ORS 475.005 to 475.285 and 475.752 to 475.980.

(2)(a) Unlawful possession of cocaine is a Class [C felony] A misdemeanor.

(b) Notwithstanding paragraph (a) of this subsection, unlawful possession of cocaine is a Class C felony if:

(A) The person possesses a usable quantity of cocaine and:

(i) At the time of the possession, the person has a prior felony conviction;

(ii) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(iii) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(B) The person possesses two grams or more of a mixture or substance containing a detectable amount of cocaine.

SECTION 15. ORS 475.894 is amended to read:

475.894. (1) It is unlawful for any person knowingly or intentionally to possess methamphetamine unless the substance was obtained directly from, or pursuant to, a valid prescription or order of a practitioner while acting in the course of professional practice, or except as otherwise authorized by ORS 475.005 to 475.285 and 475.752 to 475.980.

(2)(a) Unlawful possession of methamphetamine is a Class [C felony] A misdemeanor.

(b) Notwithstanding paragraph (a) of this subsection, unlawful possession of methamphetamine is a Class C felony if:

(A) The person possesses a usable quantity of methamphetamine and:

(i) At the time of the possession, the person has a prior felony conviction;

(ii) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(iii) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(B) The person possesses two grams or more of a mixture or substance containing a detectable amount of methamphetamine.

SECTION 16. ORS 475.005 is amended to read:

475.005. As used in ORS 475.005 to 475.285 and 475.752 to 475.980, unless the context requires otherwise:

(1) "Abuse" means the repetitive excessive use of a drug short of dependence, without legal or medical supervision, which may have a detrimental effect on the individual or society.

(2) "Administer" means the direct application of a controlled substance, whether by injection, inhalation, ingestion or any other means, to the body of a patient or research subject by:

(a) A practitioner or an authorized agent thereof; or

(b) The patient or research subject at the direction of the practitioner.

(3) "Administration" means the Drug Enforcement Administration of the United States Department of Justice, or its successor agency.

(4) "Agent" means an authorized person who acts on behalf of or at the direction of a manufacturer, distributor or dispenser. It does not include a common or contract carrier, public warehouseman or employee of the carrier or warehouseman.

(5) "Board" means the State Board of Pharmacy.

(6) "Controlled substance":

(a) Means a drug or its immediate precursor classified in Schedules I through V under the federal Controlled Substances Act, 21 U.S.C. 811 to 812, as modified under ORS 475.035. The use of the term "precursor" in this paragraph does not control and is not controlled by the use of the term "precursor" in ORS 475.752 to 475.980.

(b) Does not mean industrial hemp, as defined in ORS 571.300, or industrial hemp commodities or products.

(7) "Counterfeit substance" means a controlled substance or its container or labeling, which, without authorization, bears the trademark, trade name, or other identifying mark, imprint, number or device, or any likeness thereof, of a manufacturer, distributor or dispenser other than the person who in fact manufactured, delivered or dispensed the substance.

(8) "Deliver" or "delivery" means the actual, constructive or attempted transfer, other than by administering or dispensing, from one person to another of a controlled substance, whether or not there is an agency relationship.

(9) "Device" means instruments, apparatus or contrivances, including their components, parts or accessories, intended:

(a) For use in the diagnosis, cure, mitigation, treatment or prevention of disease in humans or animals; or

(b) To affect the structure of any function of the body of humans or animals.

(10) "Dispense" means to deliver a controlled substance to an ultimate user or research subject by or pursuant to the lawful order of a practitioner, and includes the prescribing, administering, packaging, labeling or compounding necessary to prepare the substance for that delivery.

(11) "Dispenser" means a practitioner who dispenses.

(12) "Distributor" means a person who delivers.

(13) "Drug" means:

(a) Substances recognized as drugs in the official United States Pharmacopoeia, official Homeopathic Pharmacopoeia of the United States or official National Formulary, or any supplement to any of them;

(b) Substances intended for use in the diagnosis, cure, mitigation, treatment or prevention of disease in humans or animals;

(c) Substances (other than food) intended to affect the structure or any function of the body of humans or animals; and

(d) Substances intended for use as a component of any article specified in paragraph (a), (b) or (c) of this subsection; however, the term does not include devices or their components, parts or accessories.

(14) "Electronically transmitted" or "electronic transmission" means a communication sent or received through technological apparatuses, including computer terminals or other equipment or mechanisms linked by telephone or microwave relays, or any similar apparatus having electrical, digital, magnetic, wireless, optical, electromagnetic or similar capabilities.

(15) "Manufacture" means the production, preparation, propagation, compounding, conversion or processing of a controlled substance, either directly or indirectly by extraction from substances of natural origin, or independently by means of chemical synthesis, or by a combination of extraction and chemical synthesis, and includes any packaging or repackaging of the substance or labeling or relabeling of its container, except that this term does not include the preparation or compounding of a controlled substance:

(a) By a practitioner as an incident to administering or dispensing of a controlled substance in the course of professional practice; or

(b) By a practitioner, or by an authorized agent under the practitioner's supervision, for the purpose of, or as an incident to, research, teaching or chemical analysis and not for sale.

(16) "Marijuana":

(a) Except as provided in this subsection, means all parts of the plant Cannabis family Moraceae, whether growing or not; the resin extracted from any part of the plant; and every compound, manufacture, salt, derivative, mixture, or preparation of the plant or its resin.

(b) Does not mean the mature stalks of the plant, fiber produced from the stalks, oil or cake made from the seeds of the plant, any other compound, manufacture, salt, derivative, mixture, or preparation of the mature stalks (except the resin extracted therefrom), fiber, oil, or cake, or the sterilized seed of the plant which is incapable of germination.

(c) Does not mean industrial hemp, as defined in ORS 571.300, or industrial hemp commodities or products.

(17) "Person" includes a government subdivision or agency, business trust, estate, trust or any other legal entity.

(18) "Practitioner" means physician, dentist, veterinarian, scientific investigator, certified nurse practitioner, physician assistant or other person licensed, registered or otherwise permitted by law to dispense, conduct research with respect to or to administer a controlled substance in the course of professional practice or research in this state but does not include a pharmacist or a pharmacy.

(19) "Prescription" means a written, oral or electronically transmitted direction, given by a practitioner for the preparation and use of a drug. When the context requires, "prescription" also means the drug prepared under such written, oral or electronically transmitted direction. Any label affixed to a drug prepared under written, oral or electronically transmitted direction shall prominently display a warning that the removal thereof is prohibited by law.

(20) "Production" includes the manufacture, planting, cultivation, growing or harvesting of a controlled substance.

(21) "Research" means an activity conducted by the person registered with the federal Drug Enforcement Administration pursuant to a protocol approved by the United States Food and Drug Administration.

(22) "Ultimate user" means a person who lawfully possesses a controlled substance for the use of the person or for the use of a member of the household of the person or for administering to an animal owned by the person or by a member of the household of the person.

(23) "Usable quantity" means:

(a) An amount of a controlled substance that is sufficient to physically weigh independent of its packaging and that does not fall below the uncertainty of the measuring scale; or

(b) An amount of a controlled substance that has not been deemed unweighable, as determined by a Department of State Police forensic laboratory, due to the circumstances of the controlled substance.

[23] (24) "Within 1,000 feet" means a straight line measurement in a radius extending for 1,000 feet or less in every direction from a specified location or from any point on the boundary line of a specified unit of property.

SECTION 17. ORS 423.478 is amended to read:

423.478. (1) The Department of Corrections shall:

- (a) Operate prisons for offenders sentenced to terms of incarceration for more than 12 months;
- (b) Provide central information and data services sufficient to:

- (A) Allow tracking of offenders; and

- (B) Permit analysis of correlations between sanctions, supervision, services and programs, and future criminal conduct; and

- (c) Provide interstate compact administration and jail inspections.

(2) Subject to ORS 423.483, the county, in partnership with the department, shall assume responsibility for community-based supervision, sanctions and services for offenders convicted of felonies **or designated drug-related misdemeanors** who are:

- (a) On parole;

- (b) On probation;

- (c) On post-prison supervision;

- (d) Sentenced, on or after January 1, 1997, to 12 months or less incarceration;

- (e) Sanctioned, on or after January 1, 1997, by a court or the State Board of Parole and Post-Prison Supervision to 12 months or less incarceration for violation of a condition of parole, probation or post-prison supervision; *[and]* **or**

- (f) On conditional release under ORS 420A.206.

(3) Notwithstanding the fact that the court has sentenced a person to a term of incarceration, when an offender is committed to the custody of the supervisory authority of a county under ORS 137.124 (2) or (4), the supervisory authority may execute the sentence by imposing sanctions other than incarceration if deemed appropriate by the supervisory authority. If the supervisory authority releases a person from custody under this subsection and the person is required to report as a sex offender under ORS 163A.010, the supervisory authority, as a condition of release, shall order the person to report to the Department of State Police, a city police department or a county sheriff's office or to the supervising agency, if any:

- (a) When the person is released;

- (b) Within 10 days of a change of residence;

- (c) Once each year within 10 days of the person's birth date;

- (d) Within 10 days of the first day the person works at, carries on a vocation at or attends an institution of higher education; and

- (e) Within 10 days of a change in work, vocation or attendance status at an institution of higher education.

- (4) As used in this section[,]:

- (a) "Attends," "institution of higher education," "works" and "carries on a vocation" have the meanings given those terms in ORS 163A.005.

- (b) **"Designated drug-related misdemeanor" means:**

- (A) **Unlawful possession of a Schedule I controlled substance under ORS 475.752 (3)(a);**

- (B) **Unlawful possession of a Schedule II controlled substance under ORS 475.752 (3)(b);**

- (C) **Unlawful possession of methadone under ORS 475.824 (2)(a);**

- (D) **Unlawful possession of oxycodone under ORS 475.834 (2)(a);**

- (E) **Unlawful possession of heroin under ORS 475.854 (2)(a);**

- (F) **Unlawful possession of 3,4-methylenedioxymethamphetamine under ORS 475.874 (2)(a);**

- (G) **Unlawful possession of cocaine under ORS 475.884 (2)(a); or**

- (H) **Unlawful possession of methamphetamine under ORS 475.894 (2)(a).**

SECTION 18. ORS 423.525, as amended by section 67, chapter 117, Oregon Laws 2016, is amended to read:

423.525. (1) A county, group of counties or intergovernmental corrections entity shall apply to the Director of the Department of Corrections in a manner and form prescribed by the director for funding made available under ORS 423.500 to 423.560. The application shall include a community corrections plan. The Department of Corrections shall provide consultation and technical assistance to counties to aid in the development and implementation of community corrections plans.

(2)(a) From July 1, 1995, until June 30, 1999, a county, group of counties or intergovernmental corrections entity may make application requesting funding for the construction, acquisition, expansion or remodeling of correctional facilities to serve the county, group of counties or intergovernmental corrections entity. The department shall review the application for funding of correctional facilities in accordance with criteria that consider design, cost, capacity, need, operating efficiency and viability based on the county's, group of counties' or intergovernmental corrections entity's ability to provide for ongoing operations.

(b)(A) If the application is approved, the department shall present the application with a request to finance the facility with financing agreements to the State Treasurer and the Director of the Oregon Department of Administrative Services. Except as otherwise provided in subparagraph (B) of this paragraph, upon approval of the request by the State Treasurer and the Director of the Oregon Department of Administrative Services, the facility may be financed with financing agreements, and certificates of participation issued pursuant thereto, as provided in ORS 283.085 to 283.092. All decisions approving or denying applications and requests for financing under this section are final. No such decision is subject to judicial review of any kind.

(B) If requests to finance county correctional facility projects are submitted after February 22, 1996, and the requests have not been approved by the department on the date a session of the Legislative Assembly convenes, the requests are also subject to the approval of the Legislative Assembly.

(c) After approval but prior to the solicitation of bids or proposals for the construction of a project, the county, group of counties or intergovernmental corrections entity and the department shall enter into a written agreement that determines the procedures, and the parties responsible, for the awarding of contracts and the administration of the construction project for the approved correctional facility. If the parties are unable to agree on the terms of the written agreement, the Governor shall decide the terms of the agreement. The Governor's decision is final.

(d) After approval of a construction project, the administration of the project shall be conducted as provided in the agreement required by paragraph (c) of this subsection. The agreement must require at a minimum that the county, group of counties or intergovernmental corrections entity shall submit to the department any change order or alteration of the design of the project that, singly or in the aggregate, reduces the capacity of the correctional facility or materially changes the services or functions of the project. The change order or alteration is not effective until approved by the department. In reviewing the change order or alteration, the department shall consider whether the implementation of the change order or alteration will have any material adverse impact on the parties to any financing agreements or the holders of any certificates of participation issued to fund county correctional facilities under this section. In making its decision, the department may rely on the opinions of the Department of Justice, bond counsel or professional financial advisers.

(3) Notwithstanding ORS 283.085, for purposes of this section, "financing agreement" means a lease purchase agreement, an installment sale agreement, a loan agreement or any other agreement to finance a correctional facility described in this section, or to refinance a previously executed financing agreement for the financing of a correctional facility. The state is not required to own or operate a correctional facility in order to finance it under ORS 283.085 to 283.092 and this section. The state, an intergovernmental corrections entity, county or group of counties may enter into any agreements, including, but not limited to, leases and subleases, that are reasonably necessary or generally accepted by the financial community for purposes of acquiring or securing financing as authorized by this section. In financing county correctional facilities under this section, "property rights" as used in ORS 283.085 includes leasehold mortgages of the state's rights under leases of correctional facilities from counties.

(4) Notwithstanding any other provision of state law, county charter or ordinance, a county may convey or lease to the State of Oregon, acting by and through the Department of Corrections, title to interests in, or a lease of, any real property, facilities or personal property owned by the county for the purpose of financing the construction, acquisition, expansion or remodeling of a correctional facility. Upon the payment of all principal and interest on, or upon any other satisfaction of, the financing agreement used to finance the construction, acquisition, expansion or remodeling of a correctional facility, the state shall reconvey its interest in, or terminate and surrender its leasehold of, the property or facilities, including the financed construction, acquisition, expansion or remodeling, to the county. In addition to any authority granted by ORS 283.089, for the purposes of obtaining financing, the state may enter into agreements under which the state may grant to trustees or lenders leases, subleases and other security interests in county property conveyed or leased to the state under this subsection and in the property or facilities financed by financing agreements.

(5) In connection with the financing of correctional facilities, the Director of the Oregon Department of Administrative Services may bill the Department of Corrections, and the Department of Corrections shall pay the amounts billed, in the same manner as provided in ORS 283.089. As required by ORS 283.091, the Department of Corrections and the Oregon Department of Administrative Services shall include in the Governor's budget all amounts that will be due in each fiscal period under financing agreements for correctional facilities. Amounts payable by the state under a financing agreement for the construction, acquisition, expansion or remodeling of a correctional facility are limited to available funds as defined in ORS 283.085, and no lender, trustee, certificate holder or county has any claim or recourse against any funds of the state other than available funds.

(6) The director shall adopt rules that may be necessary for the administration, evaluation and implementation of ORS 423.500 to 423.560. The standards shall be sufficiently flexible to foster the development of new and improved supervision or rehabilitative practices and maximize local control.

(7) When a county assumes responsibility under ORS 423.500 to 423.560 for correctional services previously provided by the department, the county and the department shall enter into an inter-governmental agreement that includes a local community corrections plan consisting of program descriptions, budget allocation, performance objectives and methods of evaluating each correctional service to be provided by the county. The performance objectives must include in dominant part reducing future criminal conduct. The methods of evaluating services must include, to the extent of available information systems resources, the collection and analysis of data sufficient to determine the apparent effect of the services on future criminal conduct.

(8) All community corrections plans shall comply with rules adopted pursuant to ORS 423.500 to 423.560, and shall include but need not be limited to an outline of the basic structure and the supervision, services and local sanctions to be applied to offenders convicted of felonies **and designated drug-related misdemeanors** who are:

- (a) On parole;
- (b) On probation;
- (c) On post-prison supervision;
- (d) Sentenced, on or after January 1, 1997, to 12 months or less incarceration;
- (e) Sanctioned, on or after January 1, 1997, by a court or the State Board of Parole and Post-Prison Supervision to 12 months or less incarceration for a violation of a condition of parole, probation or post-prison supervision; and
- (f) On conditional release under ORS 420A.206.

(9) All community corrections plans shall designate a community corrections manager of the county or counties and shall provide that the administration of community corrections under ORS 423.500 to 423.560 shall be under such manager.

(10) No amendment to or modification of a county-approved community corrections plan shall be placed in effect without prior notice to the director for purposes of statewide data collection and reporting.

(11) The obligation of the state to provide funding and the scheduling for providing funding of a project approved under this section is dependent upon the ability of the state to access public security markets to sell financing agreements.

(12) No later than January 1 of each odd-numbered year, the Department of Corrections shall:

(a) Evaluate the community corrections policy established in ORS 423.475, 423.478, 423.483 and 423.500 to 423.560; and

(b) Assess the effectiveness of local revocation options.

(13) As used in this section, “designated drug-related misdemeanor” has the meaning given that term in ORS 423.478.

SECTION 19. ORS 137.633 is amended to read:

137.633. (1) A person convicted of a felony **or a designated drug-related misdemeanor** and sentenced to probation or to the legal and physical custody of the supervisory authority under ORS 137.124 (2) is eligible for a reduction in the period of probation or local control post-prison supervision for complying with terms of probation or post-prison supervision, including the payment of restitution and participation in recidivism reduction programs.

(2) The maximum reduction under this section may not exceed 50 percent of the period of probation or local control post-prison supervision imposed.

(3) A reduction under this section may not be used to shorten the period of probation or local control post-prison supervision to less than six months.

(4)(a) The Department of Corrections shall adopt rules to carry out the provisions of this section.

(b) The supervisory authority shall comply with the rules adopted under this section.

(5) As used in this section[,]:

(a) “Designated drug-related misdemeanor” has the meaning given that term in ORS 423.478.

(b) “Local control post-prison supervision” means post-prison supervision that is supervised by a local supervisory authority pursuant to ORS 144.101.

SECTION 20. ORS 51.050 is amended to read:

51.050. (1) Except as otherwise provided in this section, in addition to the criminal jurisdiction of justice courts already conferred upon and exercised by them, justice courts have jurisdiction of all offenses committed or triable in their respective counties. The jurisdiction conveyed by this section is concurrent with any jurisdiction that may be exercised by a circuit court or municipal court.

(2) In any justice court that has not become a court of record under ORS 51.025, a defendant charged with a misdemeanor shall be notified immediately after entering a plea of not guilty of the right of the defendant to have the matter transferred to the circuit court for the county where the justice court is located. The election shall be made within 10 days after the plea of not guilty is entered, and the justice shall immediately transfer the case to the appropriate court.

(3) A justice court does not have jurisdiction over the trial of any felony **or a designated drug-related misdemeanor as defined in ORS 423.478**. Except as provided in ORS 51.037, a justice court does not have jurisdiction over offenses created by the charter or ordinance of any city.

SECTION 21. ORS 221.339 is amended to read:

221.339. (1) A municipal court has concurrent jurisdiction with circuit courts and justice courts over all violations committed or triable in the city where the court is located.

(2) Except as provided in subsections (3) and (4) of this section, municipal courts have concurrent jurisdiction with circuit courts and justice courts over misdemeanors committed or triable in the city. Municipal courts may exercise the jurisdiction conveyed by this section without a charter provision or ordinance authorizing that exercise.

(3) Municipal courts have no jurisdiction over felonies **or designated drug-related misdemeanors as defined in ORS 423.478**.

(4) A city may limit the exercise of jurisdiction over misdemeanors by a municipal court under this section by the adoption of a charter provision or ordinance, except that municipal courts must retain concurrent jurisdiction with circuit courts over:

(a) Misdemeanors created by the city's own charter or by ordinances adopted by the city, as provided in ORS 3.132; and

(b) Traffic crimes as defined by ORS 801.545.

(5) Subject to the powers and duties of the Attorney General under ORS 180.060, the city attorney has authority to prosecute a violation of any offense created by statute that is subject to the jurisdiction of a municipal court, including any appeal, if the offense is committed or triable in the city. The prosecution shall be in the name of the state. The city attorney shall have all powers of a district attorney in prosecutions under this subsection.

SECTION 22. ORS 161.615 is amended to read:

161.615. Sentences for misdemeanors shall be for a definite term. The court shall fix the term of imprisonment within the following maximum limitations:

(1) For a Class A misdemeanor, [1 year] **364 days**.

(2) For a Class B misdemeanor, 6 months.

(3) For a Class C misdemeanor, 30 days.

(4) For an unclassified misdemeanor, as provided in the statute defining the crime.

SECTION 23. ORS 419C.501 is amended to read:

419C.501. (1) The court shall fix the duration of any disposition made pursuant to this chapter and the duration may be for an indefinite period. Any placement in the legal custody of the Department of Human Services or the Oregon Youth Authority under ORS 419C.478 or placement under the jurisdiction of the Psychiatric Security Review Board under ORS 419C.529 shall be for an indefinite period. However, the period of institutionalization or commitment may not exceed:

(a) The period of time specified in the statute defining the crime for an act that would constitute an unclassified misdemeanor if committed by an adult;

(b) Thirty days for an act that would constitute a Class C misdemeanor if committed by an adult;

(c) Six months for an act that would constitute a Class B misdemeanor if committed by an adult;

(d) [One year] **Three hundred sixty-four days** for an act that would constitute a Class A misdemeanor if committed by an adult;

(e) Five years for an act that would constitute a Class C felony if committed by an adult;

(f) Ten years for an act that would constitute a Class B felony if committed by an adult;

(g) Twenty years for an act that would constitute a Class A felony if committed by an adult; and

(h) Life for a young person who was found to have committed an act that, if committed by an adult would constitute murder or any aggravated form of murder under ORS 163.095 or 163.115.

(2) Except as provided in subsection (1)(h) of this section, the period of any disposition may not extend beyond the date on which the young person or youth offender becomes 25 years of age.

SECTION 24. The Oregon Criminal Justice Commission shall study the effect that the reduction of certain unlawful possession of a controlled substance offenses from a felony to a misdemeanor has had on the criminal justice system, rates of recidivism and the composition of the population of persons convicted of felony offenses. The commission shall submit a report detailing the results of the study to the interim committees of the Legislative Assembly related to the judiciary in the manner provided by ORS 192.245 no later than September 15, 2018.

SECTION 25. ORS 161.570 is amended to read:

161.570. (1) As used in this section, "nonperson felony" has the meaning given that term in the rules of the Oregon Criminal Justice Commission.

(2) A district attorney may elect to treat a Class C nonperson felony or a violation of ORS 475.752 [(3)(a)] (7), 475.854 (2)(b) or 475.874 (2)(b) as a Class A misdemeanor. The election must be made by the district attorney orally or in writing at the time of the first appearance of the defendant. If a district attorney elects to treat a Class C felony or a violation of ORS 475.752 [(3)(a)] (7),

475.854 (2)(b) or 475.874 (2)(b) as a Class A misdemeanor under this subsection, the court shall amend the accusatory instrument to reflect the charged offense as a Class A misdemeanor.

(3) If, at some time after the first appearance of a defendant charged with a Class C nonperson felony or a violation of ORS 475.752 [(3)(a)] (7), 475.854 (2)(b) or 475.874 (2)(b), the district attorney and the defendant agree to treat the charged offense as a Class A misdemeanor, the court may allow the offense to be treated as a Class A misdemeanor by stipulation of the parties.

(4) If a Class C felony or a violation of ORS 475.752 [(3)(a)] (7), 475.854 (2)(b) or 475.874 (2)(b) is treated as a Class A misdemeanor under this section, the court shall clearly denominate the offense as a Class A misdemeanor in any judgment entered in the matter.

(5) If no election or stipulation is made under this section, the case proceeds as a felony.

(6) Before a district attorney may make an election under subsection (2) of this section, the district attorney shall adopt written guidelines for determining when and under what circumstances the election may be made. The district attorney shall apply the guidelines uniformly.

(7) Notwithstanding ORS 161.635, the fine that a court may impose upon conviction of a misdemeanor under this section may not:

(a) Be less than the minimum fine established by ORS 137.286 for a felony; or

(b) Exceed the amount provided in ORS 161.625 for the class of felony receiving Class A misdemeanor treatment.

SECTION 26. Notwithstanding any other provision of law, the General Fund appropriation made to the Oregon Criminal Justice Commission by section 1, chapter _____, Oregon Laws 2017 (Enrolled House Bill 5005), for the biennium beginning July 1, 2017, is increased by \$347,351 for the purpose of implementing the provisions of this 2017 Act.

SECTION 27. Notwithstanding any other provision of law, the General Fund appropriation made to the Department of State Police by section 1 (4), chapter _____, Oregon Laws 2017 (Enrolled House Bill 5031), for the biennium beginning July 1, 2017, for administrative services, agency support, criminal justice information services and office of the State Fire Marshal, is increased by \$780,418 for the purpose of implementing the provisions of this 2017 Act.

SECTION 28. Notwithstanding any other law limiting expenditures, the limitation on expenditures established by section 2 (4), chapter _____, Oregon Laws 2017 (Enrolled House Bill 5031), for the biennium beginning July 1, 2017, as the maximum limit for payment of expenses from fees, moneys or other revenues, including Miscellaneous Receipts, but excluding lottery funds and federal funds, collected or received by the Department of State Police for administrative services, agency support, criminal justice information services and office of the State Fire Marshal, is increased by \$750,000 for the purpose of implementing the provisions of this 2017 Act.

SECTION 29. Notwithstanding any other law limiting expenditures, the limitation on expenditures established by section 2 (1), chapter _____, Oregon Laws 2017 (Enrolled House Bill 5034), for the biennium beginning July 1, 2017, as the maximum limit for payment of expenses from fees, moneys or other revenues, including Miscellaneous Receipts, but excluding lottery funds and federal funds, collected or received by the Department of Public Safety Standards and Training, for operations, is increased by \$431,330 for the purpose of implementing the provisions of this 2017 Act.

SECTION 30. (1) The amendments to ORS 475.005, 475.752, 475.824, 475.834, 475.854, 475.874, 475.884 and 475.894 by sections 9 to 16 of this 2017 Act apply to unlawful possession of a controlled substance offenses committed on or after the effective date of this 2017 Act.

(2) The amendments to ORS 161.615 by section 22 of this 2017 Act apply to sentences imposed on or after the effective date of this 2017 Act.

(3) The amendments to ORS 419C.501 by section 23 of this 2017 Act apply to findings that a youth offender is within the jurisdiction of the court under ORS 419C.005 that are made on or after the effective date of this 2017 Act.

SECTION 31. This 2017 Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this 2017 Act takes effect on its passage.

Passed by House July 5, 2017

.....
Timothy G. Sekerak, Chief Clerk of House

.....
Tina Kotek, Speaker of House

Passed by Senate July 6, 2017

.....
Peter Courtney, President of Senate

Received by Governor:

.....M,....., 2017

Approved:

.....M,....., 2017

.....
Kate Brown, Governor

Filed in Office of Secretary of State:

.....M,....., 2017

.....
Dennis Richardson, Secretary of State

Region	District	County	City	Site ID	siteYear	Location	Remedy Description	Impediments to Remedy	Hwy	Route	RoadName	Connector	Rdwy	Couplet	Z	Direction	Beginning MP
1	2B	Multnomah	Portland	4	2020	I-5 SB in middle of Terwilliger Curves approaching Terwilliger off ramp	Increase police patrols at high crash times and patrol locations, targeting speed, follow too close and reckless driving. Pair with educational outreach		001	I-5	Pacific Highway		1	FALSE	FALSE	SB	297.32
1	2B	Multnomah	Portland	44	2020	SE 70th Ave (stop control), SE 71st Ave (signal), 72nd Ave (signal) to SE 73rd Ave (signal)	Enhanced DUI enforcement in the corridor		026	US-26	Powell Boulevard		1	FALSE	FALSE		4.41
1	2B	Multnomah	Portland	51	2020	SE 134th Ave (stop control), SE 136th Ave (signal) to west of SE 138th Ave (stop control)	Educational campaign for drinking and driving in the area with targeted enforcement	funding	026	US-26	Powell Boulevard		1	FALSE	FALSE		7.81
1	2B	Washington	Cornelius	759	2020	NW 341st Ave (unsignalized - MP15.12), East Lane / Valley View Mobile Home Park (unsignalized - MP 15.22)	Enforcement of speeding and drunk driving for the corridor, focused on weekends and nights		029	OR-8	Tualatin Valley Hwy		1	TRUE	FALSE		15.12

Region	District	County	City	Site ID	siteYear	Location	Remedy Description	Impediments to Remedy	Hwy	Route	RoadName	Connector	Rdwy	Couplet	Z	Direction	Beginning MP
1	2B	Multnomah	Portland	742	2020	US26 WB at Vista Ridge tunnel to Jefferson St on-ramp	Increased enforcement (speed, reckless driving)		047	US-26	Sunset Highway		2	FALSE	FALSE	WB	73.34
1	2B	Multnomah	Portland	108	2020	Sunset Hwy WB, Clay at WB SW 13th Ave, SW 12th Ave (signals)	Red-Light-Running Enforcement	Portland dismantled their Traffic Division	047	US-26	Sunset Highway		2	FALSE	FALSE	WB	73.91
1	2B	Clackamas	West Linn/Oregon City	116	2020	I-205 SB at southwest end of Willamette River Bridge	Speed Enforcement		064	I-205	East Portland Freeway		2	FALSE	FALSE	SB	8.9
1	2B	Clackamas		639	2020	I-205 SB from OR 224 exit ramp to just south of the OR 224 structure	Speed Enforcement		064	I-205	East Portland Freeway		2	FALSE	FALSE	SB	13.56

Region	District	County	City	Site ID	siteYear	Location	Remedy Description	Impediments to Remedy	Hwy	Route	RoadName	Connector	Rdwy	Couplet	Z	Direction	Beginning MP
1	2B	Multnomah	Portland	148	2020	I-5 ramps at Marine Drive / Swift Hwy (#120)	Improved enforcement		081	OR-99E	OR-99E		1	FALSE	FALSE		-6.09
1	2B	Multnomah	Portland	769	2020	SB Tacoma St exit/ NB Tenino St off/on ramp	Speed and DUI enforcement		081	OR-99E	SE McLoughlin Blvd		1	TRUE	FALSE		4.24
1	2B	Clackamas	-	528	2020	Oak Grove Blvd (signal)	Red light Running Camera at Oak Grove Increased Enforcement - Automated?	Cameras may not be allowed here due to unincorporated county	081	OR-99E	SE McLoughlin Blvd		1	FALSE	FALSE		7.82
1	2B	Clackamas	Oregon City	166	2020	North of access from O.C. Shopping Ctr (stop control), Dunes Dr/O.C. Shopping Ctr (signal) to I-205 SB Intchg (signal)	Add Red Light Enforcement Cameras	Requires coordination with local law enforcement	081	OR-99E	SE McLoughlin Blvd		1	FALSE	FALSE		11.44

Region	District	County	City	Site ID	siteYear	Location	Remedy Description	Impediments to Remedy	Hwy	Route	RoadName	Connector	Rdwy	Couplet	Z	Direction	Beginning MP
1	2B	Multnomah	Portland	174	2020	Capitol Hwy / I-5 ramps (signal), marked crosswalk at Huber	Enforcement of No Left-Turns at Capitol Hwy		091	OR-99W	Pacific Highway West		1	FALSE	FALSE		6.12
1	2B	Multnomah	Portland	208	2020	NE 89th, Columbia Parkway connections (signals: NB - MP10.77, SB - MP10.63)	Speed and DUI enforcement		123	US-30BY	NE Killingsworth St		1	FALSE	FALSE		10.63
1	2B	Multnomah	Portland	623	2020	NE 112th Ave to NE 115th Ave	DUI enforcement		123	US-30BY	Sandy Blvd		1	FALSE	FALSE		11.92
1	2B	Washington	Beaverton	746	2020	OR217 SB at SW Walker Rd exit	Increased speed enforcement		144	OR-217	Beaverton-Tigard Highway		1	FALSE	FALSE	SB	0.55

Region	District	County	City	Site ID	siteYear	Location	Remedy Description	Impediments to Remedy	Hwy	Route	RoadName	Connector	Rdwy	Couplet	Z	Direction	Beginning MP
1	2B	Clackamas	Oregon City	229	2020	North of Redland Road (signal) to the south (Divided Hwy)	Speed enforcement (human or automated?)		160	OR-213	Cascade Highway South		1	FALSE	FALSE		0.39

Region	District	County	City	Site ID	Ending MP	2020 SPIS Top %	ADT	2020 SPISscore	Field3	ProblemDesc	2015-2019 Crash Summary	2019 SPIS Top %	score-1	AADT-1	2018 SPIS Top %	score-2
1	2B	Multnomah	Portland	4	297.45	10%	71950	52.58	10.00%	I-5 is an urban fwy for the Portland metro area. 6 lane urban freeway, high volume of traffic, 50 mph, curves causing sight distance issues.	35 Total Crashes 2015 (6), 2016 (10), 2017 (8), 2018 (3), 2019 (8) 0 Fatal, 1 INJA, 5 INJB, 18 INJC, 11 PDO INJA (Multiple Vehicle Rear-End, Failed to Avoid Stopped Vehicle) 60% Rear-End, 20% Sideswipe-Overtaking, 20% Fixed Object	10%			10%	
1	2B	Multnomah	Portland	44	4.59	5%	26600	72.39	5.00%	Urban/residential 4 lane hwy with substandard left turn lanes at unsignalized intersections. Two signalized intersections off set 211 ft from each other. Visibility issues caused by mature trees.	2015(10), 2016(11), 2017(8), 2018(11), 2019(22) 2 InjA, 6 InjB, 29 InjC, 25 PDO 45% Rear-end, 39% Turning, 6% Fixed Obj, 3% Head-on/Ped, 2% Angle/SS-O 2 InjA crashes - 1 ped, no ROW disregard signal; 1 fixed obj, ran off road reckless driving 2 Ped crashes - 1 above; 1 no ROW crossing between intersections	5%			5%	
1	2B	Multnomah	Portland	51	7.99	5%	21200	78.22	5.00%	Congested hwy less urban to the E signalized int w/ biz/apts nearby. E of the int is a blind curve. Alley crashes at s side businesses. Poor ped facilities on n side, newly installed ped facilities on s. High % of both rear-end & turning crashes.	2015(23), 2016(22), 2017(27), 2018(22), 2019(16) 1 InjA, 17 InjB, 52 InjC, 40 PDO 41% Rear-end, 36% Turning, 13% Angle, 5% SS-O, 3% Ped, 2% Fixed Obj, 1% Head-on 1 InjA crash - rear-end 3 Ped crashes - 1 S-NE Rturn failed yield ROW to ped; 1 W-E driver disregard signal; 1 ped crossing between intersections 1 Bike crash - N-S bike no ROW, disregard signal	5%			5%	
1	2B	Washington	Cornelius	759	15.23	10%	31100	51.65	10.00%	5 lane rural highway, posted 45 mph, Public storage access on south side of hwy, transitioning into developed suburban area to the west	19 Total Crashes 2015 (2), 2016 (5), 2017 (3), 2018 (7), 2019 (2) 1 Fatal, 1 INJA, 4 INJB, 5 INJC, 8 PDO Fatl (Head-On. Violation Basic Rule, Drive on Wrong Side, Reckless Driving. Fire/Explosion. Crash included 4 INJA) INJA (Rear-End. Following too Closely. Vehicle Stopped in Traffic) 58% Rear-End, 21% Turning, 5% Head-On					

Region	District	County	City	Site ID	Ending MP	2020 SPIS Top %	ADT	2020 SPISscore	Field3	ProblemDesc	2015-2019 Crash Summary	2019 SPIS Top %	score-1	AADT-1	2018 SPIS Top %	score-2
1	2B	Multnomah	Portland	742	73.54	5%	38650	72.18	5.00%	3 lane urban freeway tunnel, on-ramp/aux lane right after tunnel, high speeds	56 Total Crashes 2015 (8), 2016 (11), 2017 (13), 2018 (8), 2019 (16) 1 FATAL, 3 INJ A, 6 INJ B, 18 INJ C, 28 PDO 57% REAR, 26% SS-O, 12% FIX, 01% PED, 01% OTH - Fatal / Pedestrian (Pedestrian crossing between intersection with no ROW) - INJA (Fixed Object. Failed to Maintain Lane / Ran Off Road) - INJA (Multiple Vehicle Rear-End. Over posted speed / Failed to Avoid Stopped Vehicle / Reckless Driving) - INJA (Rear-End. Failed to Slow for Slow Vehicle. Driver Distracted)					
1	2B	Multnomah	Portland	108	74.09	5%	6200	80.04	5.00%	Urban area, one way streets, pedestrians, typical high density urban environment.	63 Total Crashes 2015 (18), 2016 (10), 2017 (8), 2018 (10), 2019 (17) 0 FATAL, 2 INJ A, 7 INJ B, 16 INJ C, 38 PDO 69% ANGL, 17% TURN, 07% REAR, 03% SS-O, 01% PED - INJA (Angle. NWBT disregarded traffic signal. Rain/Wet) - INJA (Angle. NWBT disregarded traffic signal / Violate Basic Rule. Rain/Wet) - Pedestrian (INJB. Pedestrian on conveyance disregarded traffic signal)					
1	2B	Clackamas	West Linn/Oregon City	116	9.18	5%	50800	71.60	5.00%	Aux lane to West Linn (leaving 2 lanes SB) and start of a hill climb for trucks; SB am peak congestion; SB lane changes short distance from OR 99E to cross Willamette River bridge. Historically high percentage of rear end and sideswipe overtaking crashes	2015(20), 2016(21), 2017(16), 2018(15), 2019(10) 8 InjB, 44 InjC, 30 PDO 79% Rear-end, 17% SS-O, 4% Fixed Obj	10%			10%	
1	2B	Clackamas		639	13.75	5%	65400	60.01	5.00%	I-205 is a Congested urban freeway interchange with OR224, 3 lanes SB plus an Aux lane from the Sunnybrook on-ramp to the OR224 SB exit. Beginning of a curve.	2015(7), 2016(10), 2017(11), 2018(5), 2019(5) 1 Fatal, 1 InjB, 24 InjC, 12 PDO 71% Rear-end, 18% SS-O, 5% Other, 3% Head-on/Fixed Obj Fatal crash - head-on, speed/alcohol/drug involved, crossed earth median	10%			10%	

Region	District	County	City	Site ID	Ending MP	2020 SPIS Top %	ADT	2020 SPISscore	Field3	ProblemDesc	2015-2019 Crash Summary	2019 SPIS Top %	score-1	AADT-1	2018 SPIS Top %	score-2
1	2B	Multnomah	Portland	148	-6	5%	16300	58.73	5.00%	Urban fwy for the Portland metro area. Interchange with industrial area traffic on Marine Drive. RT prohibition OR 99E northbound @ I-5 interchange. Very low compliance.	21 Total Crashes 2015 (6), 2016 (2), 2017 (5), 2018 (5), 2019 (3) 0 FATAL, 2 INJ A, 3 INJ B, 9 INJ C, 7 PDO 66% REAR, 19% TURN, 04% ANGL, 04% HEAD, 04% NCOL - INJA (Turning. NWBT disregarded traffic signal) - INJA (NCOL. Fail to Maintain Lane. Overturn) - Bike (INJB. Bike in Crosswalk disregarded traffic signal)	5%				
1	2B	Multnomah	Portland	769	4.39	10%	49388	50.19	10.00%	Principal Arterial, transitions between 4 and 7 lanes including bus only lane and turn lanes, Posted Speed 45 mph. Wide shoulders on which people pull over with broke-down vehicles or drive on.	31 Total Crashes 2015 (7), 2016 (6), 2017 (4), 2018 (5), 2019 (9) 0 FATAL, 1 INJ A, 8 INJ B, 10 INJ C, 12 PDO 80% REAR, 12% FIX, 03% ANGL, 03% SS-O - INJA (Fixed Object. Reckless Driving / Violation of Basic Rule / Wide Turn) - Pedestrian crash (INJC. Rear-End. Vehicle struck parked police vehicle and subsequent 3 peds. Rain/Wet/DLIT)					
1	2B	Clackamas	-	528	7.97	10%	28800	51.66	10.00%	NB bus stop blocks view south for vehicles pulling out of Fred Meyer. Redeveloping business on Oak Grove at Kellogg. LT storage on Oak Grove too short; skewed alignment. East Ave to west of 99E and Kellogg to east too closely spaced. Red light running	52 Total Crashes 2015 (12), 2016 (9), 2017 (12), 2018 (11), 2019 (8) 0 FATAL, 1 INJ A, 4 INJ B, 19 INJ C, 28 PDO 59% REAR, 25% TURN, 07% ANGL, 07% SS-O - INJA (Angle. EBT disregard traffic signal)	10%				
1	2B	Clackamas	Oregon City	166	11.67	10%	37700	55.35	10.00%	7 lane urban hwy, congested, shopping center, entering and exiting traffic to I-205 SB. Turn lanes to I-205 are over capacity causing traffic to queue into thru lanes on OR 99E.	114 Total Crashes 2015 (32), 2016 (28), 2017 (15), 2018 (22), 2019 (17) 0 FATAL, 1 INJ A, 15 INJ B, 53 INJ C, 45 PDO 51% REAR, 27% TURN, 11% SS-O, 05% ANGL, 02% PED, 00% SS-M, 00% FIX - INJA (Turning. SBL turn in front of oncoming / No ROW) - Pedestrian (INJB. WBR Passing on Curve, struck ped possibly in crosswalk)	5%			5%	

Region	District	County	City	Site ID	Ending MP	2020 SPIS Top %	ADT	2020 SPISscore	Field3	ProblemDesc	2015-2019 Crash Summary	2019 SPIS Top %	score-1	AADT-1	2018 SPIS Top %	score-2
1	2B	Multnomah	Portland	174	6.3	5%	13300	72.33	5.00%	2 four lane urban hwys cross over I-5, signalized, business access problems.	66 Total Crashes 2015 (9), 2016 (26), 2017 (14), 2018 (8), 2019 (9) 0 FATAL, 4 INJ A, 8 INJ B, 25 INJ C, 29 PDO 31% TURN, 28% REAR, 15% ANGL, 09% SS-O, 06% FIX, 04% PED, 03% BACK, 01% SS-M - INJA (Rear-End. NEBT Failed to Avoid Stopped Vehicle) - INJA (Rear-End. NEBT Failed to Avoid Stopped Vehicle) - INJA (Turning. WBT Turned in front of oncoming / No ROW) - INJA / Pedestrian (SWBT Failed to Yield ROW to Pedestrian in crosswalk) - Pedestrian (INJC. SWBL Failed to Yield ROW to Pedestrian in crosswalk) - Pedestrian (INJB. SWBT Failed to Yield ROW to Pedestrian in crosswalk)	5%			5%	
1	2B	Multnomah	Portland	208	10.81	5%	28300	75.95	5.00%	6 lane urban hwy signalized with southbound right turn lane, business access issues, truck traffic, congestion. Most crashes at Columbia Pkwy/89th. Short spacing between signalized intersections.	87 Total Crashes 2015 (16), 2016 (15), 2017 (24), 2018 (16), 2019 (16) 0 FATAL, 0 INJ A, 9 INJ B, 36 INJ C, 42 PDO 65% REAR, 17% TURN, 08% FIX, 04% ANGL, 02% HEAD, 02% SS-O	5%			5%	
1	2B	Multnomah	Portland	623	12.1	5%	20611	69.06	5.00%	Congested 5 lane signalized intersection in commercial/residential area. Dedicated left turn lanes at 112th; TWLTL at 115th. 112th sees frequent use as a pass-thru SB.	28 Total Crashes 2015 (3), 2016 (7), 2017 (11), 2018 (3), 2019 (4) 0 FATAL, 2 INJ A, 5 INJ B, 14 INJ C, 7 PDO 39% REAR, 35% TURN, 10% ANGL, 07% PED, 03% SS-M, 03% SS-O - INJA (Turning. NWBL No ROW/ Turn in front of Oncoming) - INJA / Pedestrian (Ped cross Between Intersections) - Pedestrian (INJC. SBL Failed to Yield ROW to Pedestrian in crosswalk)	5%			5%	
1	2B	Washington	Beaverton	746	0.73	5%	50800	60.80	5.00%	OR217 highly congested Portland metro area freeway, high speed. Short merge between Wilshire exit and Walker entrance.	2015(4), 2016(7), 2017(11), 2018(8), 2019(7) 2 InjA, 5 InjB, 12 InjC, 18 PDO 70% Rear-end, 19% SS-O, 11% Fixed Obj InjA crashes - 1 SS-O, improper lane change; 1 rear-end					

Region	District	County	City	Site ID	Ending MP	2020 SPIS Top %	ADT	2020 SPISscore	Field3	ProblemDesc	2015-2019 Crash Summary	2019 SPIS Top %	score-1	AADT-1	2018 SPIS Top %	score-2
1	2B	Clackamas	Oregon City	229	0.56	5%	56211	73.36	5.00%	6 lane divided hwy that transitions to the south of Redland Rd, with high speeds. Drivers not expecting signal. Double LTs and bike lanes on Redland Rd. Major development in the rural areas to the south.	2015(24), 2016(28), 2017(19), 2018(19), 2019(19) 3 InjA, 10 InjB, 54 InjC, 42 PDO 80% Rear-end, 9% Turning, 7% SS-O, 2% Other, 1% SS-M/Fixed Obj InjA crashes - 1 N-S motorcycle failed maintain lane/avoiding maneuver; 1 S-W Lturn/N-S unknown guilt disregard TCD; 1 S-N rear-end	5%			5%	

Region	District	County	City	Site ID	AADT-2	2017 SPIS Top %	score-3	AADT-3	2016 SPIS Top %	score-4	AADT-4	2015 SPIS Top %	Functional Classification	Posted Speed
1	2B	Multnomah	Portland	4								10%	URBAN INTERSTATE	50
1	2B	Multnomah	Portland	44		5%			5%			5%	URBAN PRINCIPAL ARTERIAL	30
1	2B	Multnomah	Portland	51		5%			5%			5%	URBAN PRINCIPAL ARTERIAL	30
1	2B	Washington	Cornelius	759									URBAN PRINCIPAL ARTERIAL	50

Region	District	County	City	Site ID	AADT-2	2017 SPIS Top %	score-3	AADT-3	2016 SPIS Top %	score-4	AADT-4	2015 SPIS Top %	Functional Classification	Posted Speed
1	2B	Multnomah	Portland	742									URBAN OTHER FREEWAYS AND EXP	50
1	2B	Multnomah	Portland	108									URBAN INTERSTATE	
1	2B	Clackamas	West Linn/Oregon City	116		10%			10%			10%	URBAN INTERSTATE	55
1	2B	Clackamas		639									URBAN INTERSTATE	55

Region	District	County	City	Site ID	AADT-2	2017 SPIS Top %	score-3	AADT-3	2016 SPIS Top %	score-4	AADT-4	2015 SPIS Top %	Functional Classification	Posted Speed
1	2B	Multnomah	Portland	148									URBAN PRINCIPAL ARTERIAL	55
1	2B	Multnomah	Portland	769									URBAN PRINCIPAL ARTERIAL	45
1	2B	Clackamas	-	528		10%			10%			10%	URBAN PRINCIPAL ARTERIAL	40
1	2B	Clackamas	Oregon City	166		5%			5%			5%	URBAN PRINCIPAL ARTERIAL	40

Region	District	County	City	Site ID	AADT-2	2017 SPIS Top %	score-3	AADT-3	2016 SPIS Top %	score-4	AADT-4	2015 SPIS Top %	Functional Classification	Posted Speed
1	2B	Multnomah	Portland	174					10%			5%	URBAN PRINCIPAL ARTERIAL	40
1	2B	Multnomah	Portland	208		5%			5%			5%	URBAN PRINCIPAL ARTERIAL	45
1	2B	Multnomah	Portland	623									URBAN PRINCIPAL ARTERIAL	
1	2B	Washington	Beaverton	746									URBAN OTHER FREEWAYS AND EXP	55

Region	District	County	City	Site ID	AADT-2	2017 SPIS Top %	score-3	AADT-3	2016 SPIS Top %	score-4	AADT-4	2015 SPIS Top %	Functional Classification	Posted Speed
1	2B	Clackamas	Oregon City	229		5%			5%			10%	URBAN PRINCIPAL ARTERIAL	55

ID	Key No.	Contract	Project	Funding Source	Area Manager	PL, CPM	PE Phase	Construction Proj Mgr	Est Constr Cost	Bid Date	Completion Date	2020		2021		2022		2023		2024		2025		2026		2027		2028		2029		
												Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr
1			AGUON						\$580,935,791	Wed 3/2/22	Tue 1/1/30																					
2	22467	15400	I-205 Improvements 1A - OR 43 to OR 213	MOD	Putney	Hendy	OUT	Aguon	\$445,870,791	Wed 3/2/22	Tue 9/30/25																					
3	21178	15440	US 26 (Powell Blvd.): SE 99th Avenue - East City Limits	SAFETY	Romero	Bachman	OUT	Aguon	\$59,800,000	Thu 11/30/23	Thu 12/30/27																					
4	21709		OR 120: Columbia Slough Bridge (Portland)	BRIDGE	Romero	Bachman	OUT	Aguon	\$42,000,000	Thu 10/1/26	Fri 9/29/28																					
5	22953		OR 99E: (SE McLoughlin Blvd.) SE Risley Avenue - W. Gloucester Street	SAFETY	Scarlett	Scott	IN	Aguon	\$5,693,000	Thu 10/1/26	Thu 9/30/27																					
6																																
7	23410	PE Only	I-84: NE Martin Luther King, Jr. Blvd. - I-205	PRES	Romero	DeVassie	OUT	Aguon	\$27,572,000	Thu 12/2/27	Tue 10/31/28																					
8	21401	Shelf	I-205: I-5 - OR 213, Phase 2 (Stafford Road - OR 213 - Package B)	MOD	Putney	Hendy	OUT	Aguon	\$0	Tue 1/1/30	Tue 1/1/30																					
9																																
10			HMIDAN						\$256,206,835	Thu 12/9/21	Tue 1/1/30																					
11	20337	State Forces (Maintenance)	East systemic signals and illumination (Molalla)	SAFETY	Scarlett	Bachman	OUT	Hmidan	\$82,100	Thu 12/9/21	Wed 12/21/22																					
12	21684	15348	I-84: Multnomah Falls - Toothrock Tunnel - Cascade Locks	PRES	Scarlett	Shirley	OUT	Hmidan	\$16,184,573	Thu 1/20/22	Fri 6/30/23																					
13	20339	15371	East Systematic Signals and Illumination (ODOT) (20336)	SAFETY	Scarlett	Bachman	OUT	Hmidan	\$3,646,858	Fri 4/15/22	Wed 1/31/24																					
14	20410	15419	I-84: I-205 - Marine Drive (Combine with 20298)	PRES	Scarlett	Bachman	IN	Hmidan	\$13,247,388	Fri 11/11/22	Fri 11/10/23																					
15	20478	15435	OR 213 at MP 15.71 (Toliver Road)	SAFETY	Scarlett	Martin	IN	Hmidan	\$3,848,295	Thu 2/9/23	Fri 9/29/23																					
16	21599	15448	US 26: Salmon River - Zigzag	PRES	Scarlett	Crate	OUT	Hmidan	\$6,748,709	Fri 4/28/23	Tue 10/31/23																					
17	21177	15449	OR 213 (82nd Avenue): SE Foster Road - SE Thompson Road	PRES	Romero	DeVassie	OUT	Hmidan	\$15,462,614	Fri 5/26/23	Mon 9/30/24																					

Task Milestone Project Summary External Milestone Inactive Milestone Manual Task Manual Summary Rollup Start-only Progress Deadline
Split Summary External Tasks Inactive Task Inactive Summary Duration-only Manual Summary Finish-only

Oregon's FFY 2024 AGA

Region 1 STIP Projects

July 25, 2023

ID	Key No.	Contract	Project	Funding Source	Area Manager	PL, CPM	PE Phase	Construction Proj Mgr	Est Constr Cost	Bid Date	Completion Date	2020			2021			2022			2023			2024			2025			2026			2027			2028			20
												Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr
18	21613		US 30: Sandy River - OR 35	SAFETY	Scarlett	Horowitz	IN	Hmidan	\$371,130	Thu 1/11/24	Tue 2/25/25																												
19	21710		US 30: Troutdale (Sandy River) Bridge	BRIDGE	Scarlett	Horowitz	Hybrid	Hmidan	\$4,143,071	Thu 3/14/24	Tue 4/15/25																												
20	21706		US 30: Bridal Veil Falls Bridge	BRIDGE	Scarlett	Crate	IN	Hmidan	\$930,762	Thu 3/28/24	Fri 2/21/25																												
21	21781		I-84: Ruckel Creek Culvert	CULVERT	Scarlett	Robinson	IN	Hmidan	\$1,084,211	Thu 4/25/24	Thu 10/31/24																												
22	21766		I-84 EB McCord Creek Bridge Replacement	BRIDGE	Scarlett	Turner	OUT	Hmidan	\$27,374,106	Thu 10/31/24	Fri 10/30/26																												
23	20472		OR 99E: Clackamas River (McLoughlin) Bridge	BRIDGE	Scarlett	Crate	IN	Hmidan	\$12,725,000	Thu 12/12/24	Thu 12/31/26																												
24	22603		I-405 Fremont Bridge (Willamette River) West Ramps	BRIDGE	Romero	Potter	OUT	Hmidan	\$103,735,000	Thu 9/18/25	Fri 7/30/27																												
25	22772		I-205: Columbia River - SE 82nd Driv	SAFETY	Scarlett	Umana	OUT	Hmidan	\$2,099,000	Thu 10/2/25	Wed 9/30/26																												
26	22866		Portland Metro and Surrounding Areas Signal Upgrades	SAFETY	Romero	Umana	IN	Hmidan	\$800,000	Thu 10/3/24	Tue 9/30/25																												
27	22867		Portland Metro and Surrounding Areas Operational Upgrades	SAFETY	Romero	Umana	IN	Hmidan	\$1,550,000	Thu 10/3/24	Tue 9/30/25																												
28	23428		I-84: (Multi-Use Path) Jordan Road Tunnel - Sandy River Delta	SAFETY	Scarlett	Crate	IN	Hmidan	\$2,309,017	Thu 10/31/24	Fri 10/31/25																												
29	22770		US 30B: (N. Lombard Street) at Peninsula Crossing Trail	SAFETY	Romero	Crate	IN	Hmidan	\$2,814,000	Thu 10/1/26	Thu 9/30/27																												
30	23049		US 26: E. Salmon River Road - E. Lolo Pass Road	SAFETY	Scarlett	Robinson	IN	Hmidan	\$1,253,000	Thu 10/1/26	Thu 9/30/27																												
31	23057		Evans Creek Culvert	CULVERT	Scarlett	Martin	IN	Hmidan	\$3,731,000	Thu 10/1/26	Thu 9/30/27																												
32	23064		US 26: Cedar Creek Bridge	BRIDGE	Scarlett	Khaki	IN	Hmidan	\$25,770,000	Thu 1/28/27	Fri 3/31/28																												
33																																							
34	20212	PE Only	OR 35: Polallie Creek - OR 281	PRES	Scarlett	Crate	IN	Hmidan	\$0	Tue 1/1/30	Tue 1/1/30																												
35	23090	PE Only	US 30B: (NE Lombard Street) NE Lombard Place - NE 11th Avenue	SAFETY	Romero	Umana	IN	Hmidan	\$6,297,000	Tue 1/1/30	Tue 1/1/30																												

Task Milestone Project Summary External Milestone Inactive Milestone Manual Task Manual Summary Rollup Start-only Progress Deadline
Split Summary External Tasks Inactive Task Inactive Summary Duration-only Manual Summary Finish-only

Oregon's FFY 2024 AGA

Region 1 STIP Projects

July 25, 2023

ID	Key No.	Contract	Project	Funding Source	Area Manager	PL, CPM	PE Phase	Construction Proj Mgr	Est Constr Cost	Bid Date	Completion Date	2020		2021		2022		2023		2024		2025		2026		2027		2028		20
												Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr
36	23065	PL Only	I-84: Moffett Creek Westbound Bridge	BRIDGE	Scarlett	Bachman		Hmidan	\$0	Tue 1/1/30	Tue 1/1/30																			
37																														
38			MILLER						\$122,858,290	Thu 2/3/22	Tue 1/1/30																			
39	20208	15350	US 30: NW Kittridge Avenue - NW Bridge Avenue	PRES	Freitag	Horowitz	OUT	Miller	\$5,171,925	Thu 2/3/22	Fri 6/30/23																			
40	20335	15372	Central Systemic Signals and Illumination (ODOT) (20334)	SAFETY	Romero	Khaki	OUT	Miller	\$3,805,545	Fri 7/15/22	Fri 3/29/24																			
41	18775	15395	OR 99E: MP 20.35 - SW Berg Parkway (Canby)	PRES	Scarlett	DeVassie	OUT	Miller	\$11,796,348	Thu 8/4/22	Mon 10/30/23																			
42	20486	15408	I-5 Over 26th Avenue Bridge	BRIDGE	Romero	DeVassie	OUT	Miller	\$11,097,122	Thu 10/6/22	Tue 12/31/24																			
43	21614	State Forces (Maintenance)	US 26: SE 8th Avenue - SE 87th Avenue	SAFETY	Romero	Turner	IN	Miller	\$74,959	Fri 3/3/23	Mon 3/11/24																			
44	21638	State Forces (Maintenance)	OR 213: I-205 - OR 211	SAFETY	Romero	Turner	IN	Miller	\$409,142	Fri 6/23/23	Fri 6/28/24																			
45	20522		US 30 at Bridge Avenue East Ramp	OP-SLD	Freitag	Horowitz	IN	Miller	\$2,806,200	Thu 10/19/23	Fri 8/30/24																			
46	20329		OR 43: Marylhurst Drive - Hidden Springs Road (West Linn)	BIKPED	Scarlett	Bachman	OUT	Miller	\$3,935,221	Thu 8/8/24	Thu 7/31/25																			
47	21255		US 26/OR 213 Curb Ramps	BIKE/PED	Romero	Gorg	OUT	Miller	\$1,115,000	Thu 8/15/24	Fri 8/29/25																			
48	21602		I-5: Marquam Bridge - Capitol Highway	OPS-ITS	Romero	Khaki	OUT	Miller	\$6,898,550	Thu 8/15/24	Tue 9/30/25																			
49	22621		US 30 Curb Ramps (Hood River)	ADA	Scarlett	Gorg		Miller	\$4,317,943	Thu 9/26/24	Tue 5/13/25																			
50	22431		OR 141/OR 217 Curb Ramps	ADA	Freitag	Gorg		Miller	\$4,309,278	Thu 11/7/24	Tue 11/25/25																			
51	21704		US 30B: Bridge Over Private Driveway (Portland)	BRIDGE	Romero	Potter	OUT	Miller	\$1,665,255	Thu 4/4/24	Fri 12/27/24																			
52	21606		OR 224 at SE Monroe Street	OPS-SSI	Romero	Scott	IN	Miller	\$3,022,010	Thu 4/25/24	Mon 5/12/25																			
53	21637		OR 281, OR 282, and OR 35 Signs, Signals, and Lighting	SAFETY	Scarlett	Crate	IN	Miller	\$811,876	Thu 9/19/24	Fri 11/21/25																			
54	22719		I-5: Capitol Highway - OR 217	SAFETY	Freitag	Bachman	TBD	Miller	\$11,865,009	Thu 10/2/25	Fri 10/30/26																			

Task Milestone Project Summary External Milestone Inactive Milestone Manual Task Manual Summary Rollup Start-only Progress

Split Summary External Tasks Inactive Task Inactive Summary Duration-only Manual Summary Finish-only Deadline

Oregon's FFY 2024 AGA

Region 1 STIP Projects

July 25, 2023

ID	Key No.	Contract	Project	Funding Source	Area Manager	PL, CPM	PE Phase	Construction Proj Mgr	Est Constr Cost	Bid Date	Completion Date	2020		2021		2022		2023		2024		2025		2026		2027		2028		20		
												Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	
55	22773		I-84: I-5 - Hood River	SAFETY	Scarlett	Horowitz	OUT	Miller	\$1,347,000	Thu 10/1/26	Thu 9/30/27																					
56	23066		I-5: Northbound Interstate Bridge	BRIDGE	Romero	Bachman		Miller	\$14,620,000	Thu 10/1/26	Thu 9/30/27																					
57	23067		I-205: Glenn Jackson Bridge (Columbia River)	BRIDGE	Scarlett	Martin	OUT	Miller	\$8,042,000	Thu 10/1/26	Thu 9/30/27																					
58	23068		I-205: Clackamas River Southbound Bridge	BRIDGE	Scarlett	Potter	OUT	Miller	\$6,316,000	Thu 10/1/26	Thu 9/30/27																					
59																																
60	21598	PE Only	OR 224: SE 17th Avenue - OR 213	PRES	Romero	Khaki	OUT	Miller	\$19,431,907	Thu 1/9/25	Fri 2/27/26																					
61	20474	PE Only	Regionwide ITS Improvements and Upgrades	SAFETY	Freitag	???		Miller	\$0	Tue 1/1/30	Tue 1/1/30																					
62	22204	PE Only	Portland Metro and Hood River Curb Ramps	BIKPED	Freitag	Papadopoulos	OUT	Miller	\$0	Tue 1/1/30	Tue 1/1/30																					
63	19720	PE Only	OR 224 (Milwaukie Expressway): SE Rusk Road - I-205	MOD	Romero	Khaki	OUT	Miller	\$0	Tue 1/1/30	Tue 1/1/30																					
64																																
65			SMITH						\$419,430,367	Thu 9/10/20	Tue 1/1/30	\$419,430,367																				
66	18841	15298	OR 217: OR 10 - 99W (20473, 21179)	OPS	Freitag	Martin	IN	Smith	\$110,081,488	Fri 8/27/21	Wed 12/31/25																					
67	21500	15353	Cornelius Pass Road Arterial Corridor Management	SAFETY	Freitag	Gillespie	IN	Smith	\$1,170,000	Thu 2/3/22	Tue 1/31/23																					
68	21707	15360	US 30B: St. Johns Bridge	BRIDGE	Romero	DeVassie	Hybrid	Smith	\$8,443,793	Fri 3/4/22	Fri 4/12/24																					
69	20376	15377	West Systemic Signals and Illumination (ODOT) (20374)	SAFETY	Freitag	Khaki	OUT	Smith	\$4,682,638	Fri 4/8/22	Tue 10/31/23																					
70	19267	15383	OR 141 (Hall Blvd.): Scholls Ferry Road - Locust Street	BIKE/PED	Freitag	DeVassie	OUT	Smith	\$3,755,349	Thu 4/28/22	Wed 5/31/23																					
71	18794	15382	OR 8: SW 192nd Avenue - SW 110th Avenue (18839)	SAFETY	Frietag	Scott	IN	Smith	\$3,624,750	Thu 4/28/22	Fri 9/29/23																					
72	20435	15411	OR 99W: I-5 - McDonald Street (20432, 20437, 21194)	PRES	Freitag	Potter	OUT	Smith	\$26,174,332	Thu 10/27/22	Wed 11/27/24																					

Task Milestone Project Summary External Milestone Inactive Milestone Manual Task Manual Summary Rollup Start-only Progress
 Split Summary External Tasks Inactive Task Inactive Summary Duration-only Manual Summary Finish-only Deadline

Oregon's FFY 2024 AGA

Region 1 STIP Projects

July 25, 2023

ID	Key No.	Contract	Project	Funding Source	Area Manager	PL, CPM	PE Phase	Construction Proj Mgr	Est Constr Cost	Bid Date	Completion Date	2020		2021		2022		2023		2024		2025		2026		2027		2028		20		
												Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr
73	22609	15456	OR 8: East Lane (Cornelius)	SAFETY	Freitag	Robinson	IN	Smith	\$645,697	Thu 7/13/23	Fri 3/29/24																					
74	21615		Washington County Safety, Bike, and Pedestrian Improvements	SAFETY	Freitag	Horowitz	OUT	Smith	\$2,512,729	Thu 10/19/23	Thu 10/31/24																					
75	21597		US 26: Glencoe Road - Cornelius Pass Road	PRES	Freitag	Khaki	IN	Smith	\$10,985,230	Thu 12/14/23	Tue 6/3/25																					
76	21616		OR 99W: OR217 - SW Sunset Blvd. and US 30B: Kerby - 162nd Avenue	SAFETY	Freitag	Umana	OUT	Smith	\$1,916,253	Thu 2/8/24	Thu 1/23/25																					
77	21617		OR 8: SE Brookwood Avenue - OR 2	OPS-ITS	Freitag	Khaki	OUT	Smith	\$3,445,575	Thu 7/25/24	Fri 5/30/25																					
78	21128		US 30: Watson Road - Hoge Avenue (21779)	CULVERT	Freitag	Martin	OUT	Smith	\$1,066,800	Thu 7/25/24	Fri 8/29/25																					
79	18758		OR 8: SW Hocken Avenue - SW Short Street	SAFETY	Freitag	Scott	IN	Smith	\$7,901,395	Fri 3/31/23	Fri 4/19/24																					
80	20328		OR 8 Corridor Safety and Access to Transit II	BIKPED	Frietag	Scott	IN	Smith	\$2,338,085	Fri 9/6/24	Fri 3/14/25																					
81	21608		OR 8 at Armco Avenue, Main Street, and A&B Row	OPS-SSI	Freitag	Umana	OUT	Smith	\$3,978,414	Thu 11/7/24	Fri 7/31/26																					
82	22865		OR 99E Canemah Rockfall Phase II	SAFETY	Scarlett	Scott	IN	Smith	\$3,533,000	Thu 10/2/25	Wed 9/30/26																					
83	23052		OR 141: Hall Blvd. at SW Hemlock St	SAFETY	Freitag	Robinson	IN	Smith	\$1,204,000	Thu 10/2/25	Wed 9/30/26																					
84	22771		OR 224 at OR 211 and SE Burnett Ro	SAFETY	Romero	Scott	IN	Smith	\$6,007,760	Thu 10/1/26	Thu 9/30/27																					
85	22864		OR 99E: McLoughlin Blvd. at W. Arlington Street and River Road	SAFETY	Scarlett	Horowitz	IN	Smith	\$2,401,000	Thu 10/1/26	Thu 9/30/27																					
86	23050		OR 8: Tualatin Valley Highway at SW 142nd and 214th Avenues	SAFETY	Freitag	Umana	OUT	Smith	\$3,941,000	Thu 10/1/26	Thu 9/30/27																					
87	23051		OR 99W: (Barbur Blvd.) SW 26th Way - SW 26th Avenue	SAFETY	Romero	Robinson	IN	Smith	\$2,343,000	Thu 10/1/26	Thu 9/30/27																					
88																																
89	22869	PE Only	US 26 Active Traffic Management	SAFETY	Freitag	Gorg	IN	Smith	\$8,654,000	Thu 10/7/27	Tue 10/31/28																					
90																																

Task Milestone Project Summary External Milestone Inactive Milestone Manual Task Manual Summary Rollup Start-only Progress Split Summary External Tasks Inactive Task Inactive Summary Duration-only Manual Summary Finish-only Deadline

Oregon's FFY 2024 AGA

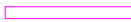










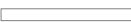
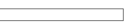




Region 1 STIP Projects

July 25, 2023

ID	Key No.	Contract	Project	Funding Source	Area Manager	PL, CPM	PE Phase	Construction Proj Mgr	Est Constr Cost	Bid Date	Completion Date	2020		2021		2022		2023		2024		2025		2026		2027		2028		20
												Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr
91			Skov						\$58,861,747	Thu 3/3/22	Mon 11/30/26																			
92	20362	15362	US 26: SE Kelso Road - Frog Lake Snow Park	CULVERT	Scarlett	Martin	IN	Skov	\$953,333	Thu 3/3/22	Fri 6/30/23																			
93	20519	15420	US 30 (Cascade Avenue) at Rand Road (Hood River)	OP-SSI	Scarlett	Charlton		Skov	\$2,087,735	Fri 11/18/22	Fri 5/24/24																			
94	21537		OR 281 at Orchard Road (Hood Riv	OPS	Scarlett	Robinson	IN	Skov	\$1,056,076	Thu 12/7/23	Mon 9/30/24																			
95	22504		I-84: Corbett Interchange - Multnomah Falls Phase 2	CULVERT	Scarlett	Martin	OUT	Skov	\$2,227,226	Thu 4/11/24	Mon 9/30/24																			
96	21711		OR 35: US 26 Overcrossing Bridge	BRIDGE	Scarlett	Horowitz	OUT	Skov	\$2,537,377	Thu 2/29/24	Fri 2/28/25																			
97	21683		I-84 (Westbound): Union Pacific Railroad Bridge (Hood River)	BRIDGE	Scarlett	Horowitz	IN	Skov	\$50,000,000	Thu 10/3/24	Mon 11/30/26																			
98																														
99			PAPADOPOULOS						\$137,962,333	Thu 9/10/20	Fri 9/29/28																			
100	22112	15215	US 26 Curb Ramps (Sandy)	BIKPED	Freitag	Papadopoulos	OUT	Papadopoulos	\$1,625,764	Thu 9/10/20	Fri 8/11/23																			
101	22116	15214	OR 8 Curb Ramps (Cornelius and Forest Grove)	BIKPED	Freitag	Papadopoulos	OUT	Papadopoulos	\$1,149,042	Thu 9/10/20	Wed 11/30/22																			
102	22115	15268	OR 211 and OR 224 Curb Ramps (Molalla and Estacada)	BIKPED	Freitag	Papadopoulos	OUT	Papadopoulos	\$1,888,431	Thu 3/4/21	Fri 12/30/22																			
103	22468	15375	OR 10 (Washington County) and OR 99E (Milwaukie - Oregon City) Curb Ramps	BIKPED	Freitag	Papadopoulos	OUT	Papadopoulos	\$3,293,527	Thu 3/31/22	Wed 11/16/22																			
104	22469	15451	US 30BY Curb Ramps (Portland)	BIKPED	Freitag	Papadopoulos	OUT	Papadopoulos	\$1,175,570	Thu 6/1/23	Fri 5/31/24																			
105	23458		US 30BY Curb Ramps, Phase 1	BIKPED	Freitag	Papadopoulos	OUT	Papadopoulos	\$11,400,000	Thu 11/9/23	Thu 10/31/24																			
106																														
107	22978	PE Only	Portland Metro Area 2024-2027 ADA Curb Ramp Design, Phase 1	ADA		Papadopoulos	OUT		\$0	Mon 10/3/22	Thu 9/30/27																			

Task Milestone Project Summary External Milestone Inactive Milestone Manual Task Manual Summary Rollup Start-only Progress Deadline
Split Summary External Tasks Inactive Task Inactive Summary Duration-only Manual Summary Finish-only

ID	Key No.	Contract	Project	Funding Source	Area Manager	PL, CPM	PE Phase	Construction Proj Mgr	Est Constr Cost	Bid Date	Completion Date	2020		2021		2022		2023		2024		2025		2026		2027		2028		20	
												Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr	Qtr
108	22990	PE Only	Portland Metro Area 2024-2027 ADA Curb Ramp Design, Phase 2	ADA		Gorg	OUT		\$0	Tue 10/1/24	Thu 9/30/27																				\$0
109	22938	RW Only	Portland Metro Area 2024-2027 ADA Curb Ramp Design, Right-of-Way	ADA		Papadopoulos	OUT		\$0	Tue 10/1/24	Thu 9/30/27																				\$0
110	22943	CN Only	Portland Metro Area 2024-2027 ADA Curb Ramp Design, Construction	ADA		Papadopoulos	OUT		\$117,430,000	Thu 10/3/24	Fri 9/29/28																				\$117,430,000
111																															
112			CONSULTANT						\$1,800,000	Thu 10/1/26	Thu 9/30/27																				
113	22863		OR 8: SE 10th Avenue - SE Walnut Street	SAFETY	Freitag	Potter	OUT	Consultant	\$1,800,000	Thu 10/1/26	Thu 9/30/27																				\$1,800,000

Task		Milestone		Project Summary		External Milestone		Inactive Milestone		Manual Task		Manual Summary Rollup		Start-only		Progress	
Split		Summary		External Tasks		Inactive Task		Inactive Summary		Duration-only		Manual Summary		Finish-only		Deadline	