September 2019

# Highway Safety Plan
# FY 2020
# Oregon

# Highway Safety Plan

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

S. 405(b) Occupant Protection: Yes

S. 405(e) Distracted Driving: Yes

S. 405(c) State Traffic Safety Information System Improvements: Yes

S. 405(f) Motorcyclist Safety Grants: Yes

S. 405(d) Impaired Driving Countermeasures: Yes

S. 405(g) State Graduated Driver Licensing Incentive: Yes

S. 405(d) Alcohol-Ignition Interlock Law: Yes

S. 405(h) Nonmotorized Safety: Yes

S. 405(d) 24-7 Sobriety Programs: Yes

S. 1906 Racial Profiling Data Collection: Yes

# Highway safety planning process

## Data Sources and Processes

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

Fatal Analysis Reporting System (FARS)

Oregonaposs Crash Analysis Reporting System (CARS)

Oregonaposs Law Enforcement Data System (LEDS)

Oregonaposs Safety Priority Index System (SPIS)

Oregonaposs Geographic Information System Mapping Technology (GIS)

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

Driver records

Vehicle records

Criminal Justice Information (CJIS)

Seat Belt Observation Study

Public Opinion Surveys

Project Evaluations

Center for Population Research and Census, Portland State University

Driver Education records, Western Oregon University

Motorcycle Safety Education, Oregon State University

Performance goals for each program are established by TSD Program Managers, taking into consideration

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

Process for Establishing Performance Goals

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

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

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

## Processes Participants

Problem analysis was completed by Transportation Safety Division staff, the Oregon Transportation Safety Committee (OTSC), and involved partner agencies and groups on October 16, 2018 at TSD's annual Transportation Safety Conference, and again on January 15, 2019 during the Annual Planning Workshop.

HSP development process Organizations and Committees

| Association of Oregon Counties | City of Eugene – Public Works Transportation |
|---|---|
| City of Salem - Public Works | Clackamas County |

| | |
|---|---|
| Clackamas County Traffic Safety Commission | Dept. of Public Safety Standards and Training |
| Driver Education Advisory Committee | Federal Highway Administration |
| GAC on DUII | GAC on Motorcycle Safety |
| Gard Communications | Lane County |
| Legacy Emanuel Trauma Nurses Talk Tough | Marion County Sheriff's Office |
| Mid-Willamette Valley Council of Governments | Morrow County SO |
| Multnomah County Circuit Court | National Traffic Safety Institute |
| NHTSA | ODOT - Planning Unit |
| ODOT - Region 5 District 13 | ODOT Driver and Motor Vehicle Services |
| ODOT Highway Division Traffic-Roadway | ODOT Motor Carrier Transportation Division |
| ODOT Traffic Roadway Section | ODOT Traffic Services |
| ODOT Transportation Data Section | ODOT Transportation Safety Division |
| ODOT TSD - Region 1 | ODOT TSD - Region 2 |
| ODOT TSD - Region 3 | ODOT TSD - Region 4 |
| ODOT TSD - Region 5 | Oregon City Community Education Teen Traffic Safety |
| Oregon Driver Education Center | Oregon Health Authority |
| Oregon Impact | Oregon State Police |
| Oregon State University | Oregon Transportation Safety Committee |
| Portland Bureau of Transportation | Portland Police Bureau |
| Randall Children's Hospital | Safe Routes to School National Partnership |
| Washington Co Sheriffaposs Office | Washington County Land Use and Transportation |
| Washington Traffic Safety Commission | Western Oregon University |

## Description of Highway Safety Problems

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

Oregon's culture is also very diverse. Oregon was the nation's "Top Moving Destination" in 2014 with two families moving into the state for every one moving out (66.4% to 33.6%). Oregon was also the top moving destination in 2013, and second most popular destination in 2010 through 2012.

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

Nationally, motor vehicle fatalities are not only up, but way up from recent years; every state but two saw increases in fatalities in both 2014 and 2015. The lowest number of Oregon fatalities ever recorded was 233 in

1943, where the highest was 737 fatalities in 1972; the fourth lowest number of fatalities ever recorded for Oregon was as recent as 313 in 2013.

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

All priorities found in the HSP are aligned with TSAP priorities and recommended strategies, where projects funded by TSD are data-driven and utilize evidence-based countermeasures to the problems being addressed. The Impaired Driving program continues a strong commitment through effective, coordinated partnerships across the spectrum of law enforcement, prosecutorial, treatment, prevention and education resources in Oregon. Key programs include high visibility enforcement, enhanced accountability for offenders, specialty/treatment courts, improved DUII training for officers and prosecutors, Drug Recognition Expert training, and community awareness campaigns to promote safety and good decision-making when it comes to impairing substances and driving. Oregon has legalized both the medicinal as well as recreational use of marijuana which has added to the impaired driving crash problem; the state is experiencing more poly-drug use DUII crashes than it did before this law change and continues to work on this fairly new challenge to safe driving behavior.

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

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

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

Oregon law enforcement agencies continue to use technology and speed measuring equipment to increase the number of citations and warnings issued to violators as the number of speed related fatalities and serious injury crashes continue to rise. With declining enforcement resources, these advances in technology provide valuable, near real time, actionable information to Oregon law enforcement and the Transportation Safety Office for analysis. Citation numbers and overtime hours worked have declined, albeit slightly, but this is a concern as there does not appear to be a remedy in sight.

With Oregon's population surpassing 4 million in the last quarter of 2015, it is more important than ever for the Pedestrian Safety Program to work with the wide range of transportation, health, education and enforcement partners looking to promote Oregonian safety, health and well-being. Pedestrian safety is a major challenge in

Oregon’s more urban areas like Portland and Eugene.  Not only do pedestrians and motorists need to be aware of each other, but the industry trend of coming out with a new vehicle ‘type’ on a regular basis (i.e., the three-wheeled ‘trikes,’ electric scooters, etc.) exacerbates the problem as the state tries to keep up with these new vehicle types in order to ensure alignment with current traffic law and maintain safety for all road users.
TSAP VISION Statement: Oregon envisions no deaths or life-changing injuries on Oregon’s transportation system by 2035.
“Every day, people arrive safely at their destinations in Oregon, but tragically, fatalities and serious injuries still occur on the Oregon transportation system. Any fatality or life-changing injury is a significant loss that can be avoided by implementing state-of-the-art programs, policies, and projects related to safety engineering, emergency response, law enforcement, and education. The TSAP lays the foundation to consider and prioritize safety for all modes and all users of our transportation system in order to eliminate all deaths and life-changing injuries on the transportation system.
Achieving this vision by 2035 requires commitment and engagement from a variety of Oregon’s agencies and stakeholders. Engineers, emergency medical service providers, law enforcement and educators traditionally play a strong role in advocating for, planning, designing, and implementing transportation safety plans and will continue to do so. However, this plan also includes goals, policies, strategies, and actions relevant to public health professionals, the media, private stakeholders, the individual transportation system user, and others. All of these organizations and individuals will be tasked with planning and implementing safe travel options, and traveling responsibly, with the safety of all users in mind.”
The Problem
In 2017, 437 people were killed and 41,702 were injured in traffic crashes in Oregon.

## Methods for Project Selection

The following is a summary of the current process by the Transportation Safety Division (TSD) for the planning and implementation of its grant programs. The performance plan is based on a complete and detailed problem analysis prior to the selection of grant projects.  A broad spectrum of agencies at state and local levels and special interest groups are involved in project selection and implementation.  In addition, federal grants are awarded to TSD directly (on behalf of the State) that can then award contracts to private agencies, or manage multiple sub-grant projects.  Self-awarded TSD grants help supplement basic programs to provide more effective statewide services involving a variety of agencies and groups working within traffic safety programs.
Each year's HSP planning begins with problem analysis by Transportation Safety Division staff, the Oregon Transportation Safety Committee (OTSC), and partner agencies and groups in the fall and winter of the preceding grant year. A state-level analysis is completed, using the most recent FARS and State data available. The data is directly linked to performance goals and proposed projects for the coming year, and is included in the project objectives.
Performance goals for each program are established by TSD Program Managers, taking into consideration partner input and data sources that are reliable, readily available, and reasonable as representing outcomes of the program. TSD programs and their projects are designed to impact problems identified through the problem identification process described above. TSD and its partner agencies work together in providing continuous follow-up to these efforts throughout the year, adjusting plans or projects in response to evaluation and

feedback as feasible.

## List of Information and Data Sources

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

Fatal Analysis Reporting System (FARS)
Oregonaposs Crash Analysis Reporting System (CARS)
Oregonaposs Law Enforcement Data System (LEDS)
Oregonaposs Safety Priority Index System (SPIS)
Oregonaposs Geographic Information System Mapping Technology (GIS)
Driver and Motor Vehicle Services, Oregon Department of Transportation (DMV)
Driver records
Vehicle records
Criminal Justice Information (CJIS)
Seat Belt Observation Study
Public Opinion Surveys
Project Evaluations
Center for Population Research and Census, Portland State University
Driver Education records, Western Oregon University
Motorcycle Safety Education, Oregon State University

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Program Assessments - various SHSOaposs from across the country
Uniform Guidelines for State Highway Safety Programs – USDOT

## Description of Outcomes

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

The Transportation Safety Action Plan (TSAP) provides the long-term vision of zero deaths and life-changing injuries from motor vehicle crashes, and provides goals, policies and strategies to work toward this vision. The long-term elements of the TSAP provide guidance to policy-makers, planners, and designers about how to proactively develop a transportation system resulting in fewer fatalities and serious injuries. The TSAP also

includes a near-term component in the form of Emphasis Areas (EA) and Action Items. The EAs provide a framework for organizing and implementing near-term actions that will maximize the safety benefits of transportation investments (safety-specific and otherwise).

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

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

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

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

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

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

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

The TSAP is the framework for engaging residents, stakeholders, employers, planners, engineers, enforcement

agencies, emergency medical service providers, and others across the state to improve transportation safety in Oregon. Over time, and with focus, the vision of zero fatalities and life-changing injuries on Oregon roadways by 2035 can be achieved. The partnerships developed in creating this plan provide an understanding of the roles everyone can play to address safety and build trust in and ownership of the TSAP. The result has been a coordinated, multidisciplinary approach to implementing transportation safety improvements that reduce injuries and save lives.  An update to the five-year TSAP is being worked on now (2020-2025).

## Performance report

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

| Sort Order | Performance measure name | Progress |
|---|---|---|
| 1 | C-1) Number of traffic fatalities (FARS) | In Progress |
| 2 | C-2) Number of serious injuries in traffic crashes (State crash data files) | In Progress |
| 3 | C-3) Fatalities/VMT (FARS, FHWA) | In Progress |
| 4 | C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS) | In Progress |
| 5 | C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) | In Progress |
| 6 | C-6) Number of speeding-related fatalities (FARS) | In Progress |
| 7 | C-7) Number of motorcyclist fatalities (FARS) | In Progress |
| 8 | C-8) Number of unhelmeted motorcyclist fatalities (FARS) | In Progress |
| 9 | C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS) | In Progress |
| 10 | C-10) Number of pedestrian fatalities (FARS) | In Progress |
| 11 | C-11) Number of bicyclists fatalities (FARS) | In Progress |
| 12 | B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey) | In Progress |
| 13 | number of circuit court judges attending training | In Progress |

| | | |
|---|---|---|
| 13 | number of officers trained statewide through a traffic safety training conference | In Progress |
| 13 | Number of Impaired Driving drug-only fatalities | In Progress |
| 13 | Number of communities that have a "four E" based transportation safety action plan | In Progress |
| 13 | Number of people killed or injured due to mechanical defects | In Progress |
| 13 | number of traffic records performance measures identified in Traffic Records Strategic Plan | In Progress |
| 13 | number of fatal and serious injuries for drivers 65 years of age and older | In Progress |
| 13 | number of scholarships for individual rural EMS personnel | In Progress |
| 13 | number of distracted driving fatalities related to mobile electronic devices | In Progress |

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

Progress: In Progress

### Program-Area-Level Report

2019 Performance Report

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

| Core Measure | Description | 2019 Target | Current Status | Year of Current Status Data (most current state data available) | % change from previous year | | Oregonaposs 2019 Preliminary Daily Traffic Toll as of 6/16/2019 |
|---|---|---|---|---|---|---|---|
| C-1 | Number of Fatalities | 343 | 506 | Prelim 2018 | -15.79% | | 189 |

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

Progress: In Progress

### Program-Area-Level Report

2019 Performance Report

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

| Core Measure | Description | 2019 Target | CurrentStatus | Year of Current Status Data (most current state data available) | % change from previous year | | Oregonaposs 2019 Preliminary Daily Traffic Toll as of 6/16/2019 |
|---|---|---|---|---|---|---|---|
| C-2 | Number of Serious Injuries | 1,432 | 1,764 | 2017 | 10.59% | | n/a |

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

Progress: In Progress

### Program-Area-Level Report

2019 Performance Report

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

| Core Measure | Description | 2019 Target | CurrentStatus | Year of Current Status Data (most current state data available) | % change from previous year | | Oregonaposs 2019 Preliminary Daily Traffic Toll as of 6/16/2019 |
|---|---|---|---|---|---|---|---|
| C-3 | Fatalities/ VMT | 0.83 | 1.37 | Prelim 2018 | -15.13% | | n/a |

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

Progress: In Progress

### Program-Area-Level Report

2019 Performance Report

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

| Core Measure | Description | 2019 Target | Current Status | Year of Current Status Data (most current state data available) | % change from previous year | | Oregonaposs 2019 Preliminary Daily Traffic Toll as of 6/16/2019 |
|---|---|---|---|---|---|---|---|
| C-4 | Unrestrained Passenger Vehicle Fatalities | 67 | 75 | Prelim 2018 | -33.93% | | n/a |

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

Progress: In Progress

### Program-Area-Level Report

2019 Performance Report

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

| Core Measure | Description | 2019 Target | Current Status | Year of Current Status Data (most current state data available) | % change from previous year | | Oregonaposs 2019 Preliminary Daily Traffic Toll as of 6/16/2019 |
|---|---|---|---|---|---|---|---|
| C-5 | Alcohol-Impaired Fatalities | 124 | 137 | 2017 | 9.27% | | n/a |

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

Progress: In Progress

### Program-Area-Level Report

2019 Performance Report

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

| Core Measure | Description | 2019 Target | CurrentStatus | Year of Current Status Data (most current state data available) | % change from previous year | | Oregonaposs 2019 Preliminary Daily Traffic Toll as of 6/16/2019 |
|---|---|---|---|---|---|---|---|
| C-6 | Speed-Related Fatalities | 111 | 102 | Prelim 2018 | 14.29% | | n/a |

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

Progress: In Progress

### Program-Area-Level Report

2019 Performance Report

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

| Core Measure | Description | 2019 Target | CurrentStatus | Year of Current StatusData (most current state data available) | % change from previous year | | Oregonaposs 2019 Preliminary Daily Traffic Toll as of 6/16/2019 |
|---|---|---|---|---|---|---|---|
| C-7 | Motorcyclist Fatalities | 49 | 73 | Prelim 2018 | -28.07% | | 13 |

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

Progress: In Progress

### Program-Area-Level Report

2019 Performance Report

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

| Core Measure | Description | 2019 Target | CurrentStatus | Year of CurrentStatus Data (most current state data available) | % change from previous year | | Oregonaposs 2019 Preliminary Daily Traffic Toll as of 6/16/2019 |
|---|---|---|---|---|---|---|---|
| C-8 | Un-helmeted MC Fatalities | 3 | 3 | Prelim 2018 | -50.00% | | n/a |

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

Progress: In Progress

### Program-Area-Level Report

2019 Performance Report

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

| Core Measure | Description | 2019 Target | CurrentStatus | Year of CurrentStatus Data (most current state data available) | % change from previous year | | Oregonaposs 2019 Preliminary Daily Traffic Toll as of 6/16/2019 |
|---|---|---|---|---|---|---|---|
| C-9 | Drivers Age 20 or Younger Involved in Fatal Crashes | 42 | 46 | Prelim 2018 | -17.95% | | n/a |

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

Progress: In Progress

### Program-Area-Level Report

2019 Performance Report

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

| Core Measure | Description | 2019 Target | CurrentStatus | Year of CurrentStatus Data (most current state data available) | % change from previous year | | Oregonaposs 2019 Preliminary Daily Traffic Toll as of 6/16/2019 |
|---|---|---|---|---|---|---|---|
| C-10 | Pedestrian Fatalities | 60 | 75 | Prelim 2018 | -8.70% | | 37 |

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

Progress: In Progress

### Program-Area-Level Report

2019 Performance Report

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

| Core Measure | Description | 2019 Target | CurrentStatus | Year of CurrentStatus Data (most current state data available) | % change from previous year | | Oregonaposs 2019 Preliminary Daily Traffic Toll as of 6/16/2019 |
|---|---|---|---|---|---|---|---|
| C-11 | Bicycle Fatalities | 8 | 9 | Prelim 2018 | 10.00% | | 4 |

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

Progress: In Progress

### Program-Area-Level Report

2019 Performance Report

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

| Core Measure | Description | 2019 Target | CurrentStatus | Year of CurrentStatus Data (most current state data available) | % change from previous year | | Oregonaposs 2019 Preliminary Daily Traffic Toll as of 6/16/2019 |
|---|---|---|---|---|---|---|---|
| B-1 | Observed Seat Belt Use | 97% | 95.8% | 2018 | n/a | | n/a |

## Performance Measure: number of circuit court judges attending training

Progress: In Progress

### Program-Area-Level Report

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

Progress: In Progress

### Program-Area-Level Report

2019 Performance Report

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

| Measure | 2019 Target | Current Status | Year of Current Status Data (most current state data available) | % change from previous year | |
|---|---|---|---|---|---|
| number of officers trained statewide through a traffic safety training conference | 250 | 302 | 2018 | 4% | |

## Performance Measure: Number of Impaired Driving drug-only fatalities

Progress: In Progress

### Program-Area-Level Report

2019 Performance Report

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

| Measure | 2019 Target | Current Status | Year of Current Status Data (most current state data available) | % change from previous year | |
|---|---|---|---|---|---|
| number of Impaired Driving drug-only fatalities | 50 | 85 | 2017 | 31% | |

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

Progress: In Progress

## Program-Area-Level Report

2019 Performance Report

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

| Measure | 2019 Target | Current Status | Year of Current Status Data (most current state data available) | % change from previous year | |
|---|---|---|---|---|---|
| number of traffic records performance measures improved upon, as identified in the Traffic Records Strategic Plan | 1 | 1 | 2018 | n/a | |

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

Progress: In Progress

## Program-Area-Level Report

2019 Performance Report

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

| Measure | 2019 Target | Current Status | Year of Current Status Data (most current state data available) | % change from previous year | |
|---|---|---|---|---|---|
| number of people killed or injured due to ANY vehicle defects | 515 | 555 | 2017 | -14% | |

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

Progress: In Progress

## Program-Area-Level Report

2019 Performance Report

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

| Measure | 2019 Target | Current Status | Year of Current Status Data (most current state data available) | % change from previous year | |
|---|---|---|---|---|---|
| number of traffic records performance measures improved upon, as identified in the Traffic Records Strategic Plan | 1 | 1 | 2018 | n/a | |

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

Progress: In Progress

### Program-Area-Level Report

2019 Performance Report

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

| Measure | 2019 Target | Current Status | Year of Current Status Data (most current state data available) | % change from previous year | |
|---|---|---|---|---|---|
| number of fatal and serious injuries for drivers 65 years of age and older | 178 | 260 | 2017 | -8% | |

## Performance Measure: number of scholarships for individual rural EMS personnel

Progress: In Progress

### Program-Area-Level Report

2019 Performance Report

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

| Measure | 2019 Target | Current Status | Year of Current Status Data (most current state data available) | % change from previous year | |
|---|---|---|---|---|---|

| | | | | | |
|---|---|---|---|---|---|
| number of scholarships for individual rural EMS personnel | 105 | 90 | 2018 | -10% | |

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

Progress: In Progress

### Program-Area-Level Report

2019 Performance Report

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

| Measure | 2019 Target | Current Status | Year of Current Status Data (most current state data available) | % change from previous year | |
|---|---|---|---|---|---|
| distracted driving fatalities related to driver use of a mobile device | 4 | 1 | 2017 | -89% | |

## Performance Plan

| Sort Order | Performance measure name | Target Period | Target Start Year | Target End Year | Target Value |
|---|---|---|---|---|---|
| 1 | C-1) Number of traffic fatalities (FARS) | 5 Year | 2016 | 2020 | 420 |
| 2 | C-2) Number of serious injuries in traffic crashes (State crash data files) | 5 Year | 2016 | 2020 | 1,677 |
| 3 | C-3) Fatalities/VMT (FARS, FHWA) | 5 Year | 2016 | 2020 | 1.15 |

| | | | | | |
|---|---|---|---|---|---|
| 4 | C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS) | Annual | 2020 | 2020 | 69 |
| 5 | C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) | Annual | 2020 | 2020 | 134 |
| 6 | C-6) Number of speeding-related fatalities (FARS) | Annual | 2020 | 2020 | 116 |
| 7 | C-7) Number of motorcyclist fatalities (FARS) | Annual | 2020 | 2020 | 56 |
| 8 | C-8) Number of unhelmeted motorcyclist fatalities (FARS) | Annual | 2020 | 2020 | 3 |
| 9 | C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS) | Annual | 2020 | 2020 | 44 |
| 10 | C-10) Number of pedestrian fatalities (FARS) | Annual | 2020 | 2020 | 64 |
| 11 | C-11) Number of bicyclists fatalities (FARS) | Annual | 2020 | 2020 | 8 |

| | | | | | |
|---|---|---|---|---|---|
| 12 | B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey) | Annual | 2020 | 2020 | 97 |
| 13 | Number of judges participating in annual transportation safety related judicial training programs | Annual | 2020 | 2020 | 70 |
| 14 | number of officers trained statewide through a traffic safety training conference | Annual | 2020 | 2020 | 311 |
| 15 | Number of Drug only-involved driving fatalities | Annual | 2020 | 2020 | 139 |
| 17 | Number of people killed or seriously injured due to defective/inadequate brakes, or total loss of brakes | Annual | 2020 | 2020 | 207 |
| 18 | number of traffic records performance measures identified in Traffic Records Strategic Plan | Annual | 2020 | 2020 | 1 |
| 19 | number of fatal and serious injuries for drivers 65 years of age and older | Annual | 2020 | 2020 | 238 |

| | | | | | |
|---|---|---|---|---|---|
| 20 | number of scholarships for individual rural EMS personnel | Annual | 2020 | 2020 | 108 |
| 21 | number of distracted driving fatalities related to mobile electronic devices | Annual | 2020 | 2020 | 3 |
| 22 | Number of active local transportation safety groups | Annual | 2020 | 2020 | 55.00 |

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

**Performance Target details**

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|---|---|---|---|
| C-1) Number of traffic fatalities (FARS)-2020 | Numeric | 420 | 5 Year | 2016 |

### Performance Target Justification

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

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

**Performance Target details**

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|---|---|---|---|

| | | | | |
|---|---|---|---|---|
| C-2) Number of serious injuries in traffic crashes (State crash data files)-2020 | Numeric | 1,677 | 5 Year | 2016 |

## Performance Target Justification

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

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

**Performance Target details**

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|---|---|---|---|
| C-3) Fatalities/VMT (FARS, FHWA)-2020 | Numeric | 1.15 | 5 Year | 2016 |

## Performance Target Justification

Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, priorities and suggestions received at the Annual Planning Workshop from partners, and nationally recognized measures. Both long-range (by the year 2025 (TSAP goals)) and short-range (current year) measures are utilized and updated annually. Oregon uses a minimum of 3, 5, or 8 year history average, then a change rate of 3 percent, plus or minus, to initially propose performance measures. If the 3 percent performance change is deemed unreasonable based on crash data, partner input during planning workshops, and/or legislative and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to forecast what can be expected. This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance. The Oregon highway safety community has also embraced this formula and supports the use of 3 percent reduction targets.Oregon's population has grown by 9.2 percent, from 2008 to 2017; to well over 4 million people and this growth translates into higher levels of travel. Oregon's VMT has increase by 9.8 percent (more than 3 million more miles of travel) in the same time period. Historically, transportation-related fatalities and

serious injuries in Oregon have trended downwards. Since 2013, however, there has been an annual increase in Oregon. This increase is common across the country; creating a need and intention to eliminate these fatalities and serious injuries as people travel on all public roads.

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

**Performance Target details**

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|---|---|---|---|
| C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020 | Numeric | 69 | Annual | 2020 |

### Performance Target Justification

Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, priorities and suggestions received at the Annual Planning Workshop from partners, and nationally recognized measures. Both long-range (by the year 2025 (TSAP goals)) and short-range (current year) measures are utilized and updated annually. Oregon uses a minimum of 3, 5, or 8 year history average, then a change rate of 3 percent, plus or minus, to initially propose performance measures. If the 3 percent performance change is deemed unreasonable based on crash data, partner input during planning workshops, and/or legislative and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to forecast what can be expected. This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance. The Oregon highway safety community has also embraced this formula and supports the use of 3 percent reduction targets. With Oregon's safety belt use rate being one of the highest at 97 percent, it is not feasible to utilize the 3 percent reduction target. The targets selected for both unrestrained seat belt use and improper child restraint use for this coming year are based on both conservative estimates as well as historical trends. Sustained enforcement projects should help to meet this measure.

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

**Performance Target details**

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|---|---|---|---|

| | | | | |
|---|---|---|---|---|
| C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020 | Numeric | 134 | Annual | 2020 |

## Performance Target Justification

Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, priorities and suggestions received at the Annual Planning Workshop from partners, and nationally recognized measures. Both long-range (by the year 2025 (TSAP goals)) and short-range (current year) measures are utilized and updated annually. Oregon uses a minimum of 3, 5, or 8 year history average, then a change rate of 3 percent, plus or minus, to initially propose performance measures. If the 3 percent performance change is deemed unreasonable based on crash data, partner input during planning workshops, and/or legislative and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to forecast what can be expected. This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance. The Oregon highway safety community has also embraced this formula and supports the use of 3 percent reduction targets. Oregon has seen steep increases in impaired fatal crashes, along with significant correlating drops in law enforcement capacity statewide and trends to focus existing law enforcement on generalized patrol and away from specialized traffic units.  With many department short-staffed, it is increasingly difficult to encourage or incentivize participation in overtime HVE grants focused specifically on key problems such as impaired driving.  This target goal accounts for the realities and challenges faced by city, county and statewide law enforcement and their abilities to reduce fatal crashes through enforcement.

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

**Performance Target details**

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|---|---|---|---|
| C-6) Number of speeding-related fatalities (FARS)-2020 | Numeric | 116 | Annual | 2020 |

## Performance Target Justification

Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, priorities and suggestions received at the Annual Planning Workshop from partners, and nationally recognized measures. Both long-range (by the year 2025 (TSAP goals)) and short-range (current year) measures are utilized and updated annually. Oregon uses a minimum of 3, 5, or 8 year history average, then a change rate of 3 percent, plus or minus, to initially propose performance measures. If the 3 percent performance change is deemed unreasonable based on crash data, partner input during planning

workshops, and/or legislative and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to forecast what can be expected. This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance. The Oregon highway safety community has also embraced this formula and supports the use of 3 percent reduction targets.Consistently within Oregon, speed related serious injury and fatal crashes remains in the top three contributing factors.  Speeding is a difficult behavior to change; we have not discovered any new and innovative countermeasures to change the driving behavior.

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

**Performance Target details**

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|---|---|---|---|
| C-7) Number of motorcyclist fatalities (FARS)-2020 | Numeric | 56 | Annual | 2020 |

### Performance Target Justification

Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, priorities and suggestions received at the Annual Planning Workshop from partners, and nationally recognized measures. Both long-range (by the year 2025 (TSAP goals)) and short-range (current year) measures are utilized and updated annually. Oregon uses a minimum of 3, 5, or 8 year history average, then a change rate of 3 percent, plus or minus, to initially propose performance measures. If the 3 percent performance change is deemed unreasonable based on crash data, partner input during planning workshops, and/or legislative and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to forecast what can be expected. This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance. The Oregon highway safety community has also embraced this formula and supports the use of 3 percent reduction targets.Oregon has experienced a general increase in motorcycle crashes over the past three years. Static or declining law enforcement availability to enforce speed, impaired, and equipment laws is leading to less compliance with Oregon Statutes and an increase in crashes due to riders'  perception of low risk in detection and apprehension.  Marijuana and alcohol continue to show up in medical examiner reports of deceased riders, and the coupling of these substances with riding in social situations continues to put Oregon riders at higher risk for being involved in fatal or serious injury crashes.  Ongoing efforts to encourage positive social norms among riders to make decisions that do not increase risk, coupled with a heightened concern among riders that violator detection enforcement of existing laws is likely should lead to a reduction in overall crashes with this mode.  While Oregon does have a mandatory helmet law, the State continues to experience a limited number of fatalities where riders were not wearing helmets at the time of the crash.  A combination of riders visiting the State - possibly unaware of the requirement - or simple disregard for the law are the likely causative factors.  Awareness campaigns targeting visiting riders, along with visible enforcement should result

in a reduction of fatalities attributed to this scenario.

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

**Performance Target details**

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|---|---|---|---|
| C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020 | Numeric | 3 | Annual | 2020 |

### Performance Target Justification

Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, and nationally recognized measures. Both long-range and short-range measures are utilized and updated annually. Oregon uses a minimum of 3, 5, or 8 year history average, then a change rate of 3 percent, plus or minus, to initially propose performance measures. If the 3 percent performance change is deemed unreasonable based on crash data, partner input during planning workshops, and/or legislative and environmental changes, the 3 percent may be adjusted in the target. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to forecast what can be expected. This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance. The Oregon highway safety community has also embraced this formula and supports the use of 3 percent. FARS data shows that over the past five years, Oregon has had at least fifteen riders perish while riding unhelmeted. An additional sixteen riders died in crashes where it was undetermined if the rider was wearing a helmet at the time of the crash. Research on this issue has demonstrated that helmets can save riders' lives and reduce the severity of injury riders experience in crashes. Many of these deaths and severe injuries are preventable and, with Oregon being a mandatory helmet law state, the goal in our performance measure should be achievable. While Oregon does have a mandatory helmet law, the State continues to experience a limited number of fatalities where riders were not wearing helmets at the time of the crash. A combination of riders visiting the State - possibly unaware of the requirement - or simple disregard for the law are the likely causative factors. Awareness campaigns targeting visiting riders, along with visible enforcement should result in a reduction of fatalities attributed to this scenario.

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

**Performance Target details**

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|---|---|---|---|

| | | | | |
|---|---|---|---|---|
| C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020 | Numeric | 44 | Annual | 2020 |

## Performance Target Justification

Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, priorities and suggestions received at the Annual Planning Workshop from partners, and nationally recognized measures. Both long-range (by the year 2025 (TSAP goals)) and short-range (current year) measures are utilized and updated annually. Oregon uses a minimum of 3, 5, or 8 year history average, then a change rate of 3 percent, plus or minus, to initially propose performance measures. If the 3 percent performance change is deemed unreasonable based on crash data, partner input during planning workshops, and/or legislative and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to forecast what can be expected. This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance. The Oregon highway safety community has also embraced this formula and supports the use of 3 percent reduction targets. The statistics on teens are fluid and fatalities are all over the place. Teens in Oregon fall in two categories; those that take driver education and those that do not.  We need to take into account the overwhelming presence of non-driver educated teens, along with those that do not have access to Oregon's Driver Education program.

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

**Performance Target details**

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|---|---|---|---|
| C-10) Number of pedestrian fatalities (FARS)-2020 | Numeric | 64 | Annual | 2020 |

## Performance Target Justification

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

The Oregon highway safety community has also embraced this formula and supports the use of 3 percent reduction targets. Pedestrian fatalities in Oregon have maintained a steady average despite our best effort in strategy actions for reduction. A complex group of factors identified as possible contributors in pedestrian involved fatal crashes are used to understand and explain the data driven approach to selecting performance targets. These factors may include: infrastructure barriers to safe walking, pedestrian knowledge and attitudes for best practices, and behaviors of both pedestrians and drivers such as inattention, intoxication, not giving right of way and not following state traffic laws.

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

**Performance Target details**

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|---|---|---|---|
| C-11) Number of bicyclists fatalities (FARS)-2020 | Numeric | 8 | Annual | 2020 |

### Performance Target Justification

Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, and nationally recognized measures. Both long-range and short-range measures are utilized and updated annually. Oregon uses a minimum of 3, 5, or 8 year history average, then a change rate of 3 percent, plus or minus, to initially propose performance measures. If the 3 percent performance change is deemed unreasonable based on crash data, partner input during planning workshops, and/or legislative and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to forecast what can be expected.  This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance.  The Oregon highway safety community has also embraced this formula and supports the use of 3 percent reduction targets.Bicycle fatalities in Oregon have maintained a steady average despite our best effort in strategy actions for reduction. A complex group of factors identified as possible contributors in pedestrian involved fatal crashes are used to understand and explain the data driven approach to selecting performance targets. These factors may include: infrastructure barriers to safe cycling, cyclists beliefs, knowledge and attitudes regarding best practices, and behaviors of both pedestrians and drivers such as inattention, intoxication, not giving right of way and not following state traffic laws.

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

**Performance Target details**

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|---|---|---|---|

| | | | | |
|---|---|---|---|---|
| B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020 | Percentage | 97 | Annual | 2020 |

## Performance Target Justification

Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, priorities and suggestions received at the Annual Planning Workshop from partners, and nationally recognized measures. Both long-range (by the year 2025 (TSAP goals)) and short-range (current year) measures are utilized and updated annually. Oregon uses a minimum of 3, 5, or 8 year history average, then a change rate of 3 percent, plus or minus, to initially propose performance measures. If the 3 percent performance change is deemed unreasonable based on crash data, partner input during planning workshops, and/or legislative and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to forecast what can be expected. This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance. The Oregon highway safety community has also embraced this formula and supports the use of 3 percent reduction targets. With Oregon's safety belt use rate being one of the highest at 97 percent, it is not feasible to utilize the 3 percent improvement target.  The targets selected for both seat belt use and proper child restraint use for this coming year are based on both conservative estimates as well as historical trends.  Sustained enforcement projects should help to meet this measure.

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

**Performance Target details**

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|---|---|---|---|
| number of circuit court judges attending training-2020 | Numeric | 70 | Annual | 2020 |

## Performance Target Justification

Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, priorities and suggestions received at the Annual Planning Workshop from partners, and nationally recognized measures. Both long-range (by the year 2025 (TSAP goals)) and short-range (current year) measures are utilized and updated annually. Oregon uses a minimum of 3, 5, or 8 year history average, then a change rate of 3 percent, plus or minus, to initially propose performance measures. If the 3 percent performance change is deemed unreasonable based on crash data, partner input during planning workshops, and/or legislative and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. This level of change has proven to be effective in prior Highway Safety

Plans and is an easy way to forecast what can be expected. This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance. The Oregon highway safety community has also embraced this formula and supports the use of 3 percent reduction targets.Inherently it is difficult to engage the circuit court judges to attend traffic safety related trainings along with the municipal and circuit court judges. They have their own trainings offered by the Oregon Judicial Department (OJD), however, these do not focus on traffic safety. Each year TSD works with OJD to encourage an increase in circuit court judges attending the TSD judicial education conference focused on traffic safety.

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

**Performance Target details**

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|---|---|---|---|
| number of officers trained statewide through a traffic safety training conference-2020 | Numeric | 311 | Annual | 2020 |

### Performance Target Justification

Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, priorities and suggestions received at the Annual Planning Workshop from partners, and nationally recognized measures. Both long-range (by the year 2025 (TSAP goals)) and short-range (current year) measures are utilized and updated annually. Oregon uses a minimum of 3, 5, or 8 year history average, then a change rate of 3 percent, plus or minus, to initially propose performance measures. If the 3 percent performance change is deemed unreasonable based on crash data, partner input during planning workshops, and/or legislative and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to forecast what can be expected. This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance. The Oregon highway safety community has also embraced this formula and supports the use of 3 percent reduction targets.Many agencies have experienced significant decreases to their budgets. Training is among the first things cut to help maintain department budgets. By putting together traffic safety trainings, such as the Police Traffic Safety Conference, TSD is keeping traffic safety awareness a priority as well as providing much needed training to officers from around the State. Conference evaluations show that officers attending the traffic safety conference have a revitalization for traffic enforcement activities and take away new information related to traffic safety.

## Performance Measure: Number of Drug only-involved driving fatalities

**Performance Target details**

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|---|---|---|---|
| Number of Impaired Driving drug-only fatalities-2020 | Numeric | 139 | Annual | 2020 |

## Performance Target Justification

Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, priorities and suggestions received at the Annual Planning Workshop from partners, and nationally recognized measures. Both long-range (by the year 2025 (TSAP goals)) and short-range (current year) measures are utilized and updated annually. Oregon uses a minimum of 3, 5, or 8 year history average, then a change rate of 3 percent, plus or minus, to initially propose performance measures. If the 3 percent performance change is deemed unreasonable based on crash data, partner input during planning workshops, and/or legislative and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to forecast what can be expected. This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance. The Oregon highway safety community has also embraced this formula and supports the use of 3 percent reduction targets.When Oregon legalized recreational marijuana in 2015, a rise in drug-impaired fatalities was expected.  In the first six months following legalization, Oregon saw a 163% increase in marijuana DUII arrests, compared to the previous six months.  Various studies are showing that Oregon, while leading the nation in marijuana use previously, is now showing increased marijuana consumption in both adult and youth demographics.  According to post-fatal crash driver toxicology, cannabis is far and beyond the most common impairing substance detected.  All these indicators are showing that marijuana-related driving fatalities will likely trend upward unless addressed with a strong combination of enforcement, education and prevention efforts.  The three percent target goal may prove to be ambitious, given the challenges faced by law enforcement and prosecutors.  However, we believe it is within our ability to reduce the projected trajectory of the expected increases.

# Performance Measure: Number of people killed or seriously injured due to defective/inadequate brakes, or total loss of brakes

**Performance Target details**

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|---|---|---|---|
| Number of people killed or injured due to mechanical defects-2020 | Numeric | 207 | Annual | 2020 |

## Performance Target Justification

Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action

Plan, the Safety Management System, priorities and suggestions received at the Annual Planning Workshop from partners, and nationally recognized measures. Both long-range (by the year 2025 (TSAP goals)) and short-range (current year) measures are utilized and updated annually. Oregon uses a minimum of 3, 5, or 8 year history average, then a change rate of 3 percent, plus or minus, to initially propose performance measures. If the 3 percent performance change is deemed unreasonable based on crash data, partner input during planning workshops, and/or legislative and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to forecast what can be expected. This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance. The Oregon highway safety community has also embraced this formula and supports the use of 3 percent reduction targets.Drivers are violating federal and state laws and rules related to vehicle safety equipment. This is occurring as a result of intentionally or unintentionally using non-compliant equipment and/or delaying necessary repair or replacement of critical safety equipment.  Equipment retailers are selling products that vehicle owners are assuming are legal on-road equipment to be used on their vehicles. This leads to illegal use of these products on public highways – affecting other highway users' safety. Vehicle owners are installing and using equipment that is not approved for on-road use which creates unsafe conditions for other drivers. Additionally, they are modifying their vehicles to a condition where they are operating out of compliance with federal and state laws and rules. Vehicle owners are unaware of necessary equipment maintenance or for the need for critical repair and replacement of safety equipment. This is contributing to fatal and serious injury crashes. Finally, the low ratio of LE to population contributes to limited le capability and Oregon continues to not have trailer brake requirements. These both contribute to vehicle safety equipment crashes.

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

**Performance Target details**

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|---|---|---|---|
| number of traffic records performance measures identified in Traffic Records Strategic Plan-2020 | Numeric | 1 | Annual | 2020 |

Primary performance attribute:  Completeness

Core traffic records data system to be impacted:

### Performance Target Justification

Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, priorities and suggestions received at the Annual Planning Workshop from partners, and nationally recognized measures. Both long-range (by the year 2025 (TSAP goals)) and short-range (current year) measures are utilized and updated annually. Oregon uses a minimum of 3, 5, or 8 year

history average, then a change rate of 3 percent, plus or minus, to initially propose performance measures. If the 3 percent performance change is deemed unreasonable based on crash data, partner input during planning workshops, and/or legislative and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to forecast what can be expected. This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance. The Oregon highway safety community has also embraced this formula and supports the use of 3 percent reduction targets.This performance measure addresses the need to implement the Oregon Traffic Records Strategic Plan.  One or more performance measures will be improved incrementally.

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

**Performance Target details**

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|---|---|---|---|
| number of fatal and serious injuries for drivers 65 years of age and older-2020 | Numeric | 238 | Annual | 2020 |

### Performance Target Justification

Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, priorities and suggestions received at the Annual Planning Workshop from partners, and nationally recognized measures. Both long-range (by the year 2025 (TSAP goals)) and short-range (current year) measures are utilized and updated annually. Oregon uses a minimum of 3, 5, or 8 year history average, then a change rate of 3 percent, plus or minus, to initially propose performance measures. If the 3 percent performance change is deemed unreasonable based on crash data, partner input during planning workshops, and/or legislative and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to forecast what can be expected. This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance. The Oregon highway safety community has also embraced this formula and supports the use of 3 percent reduction targets.Oregon's older driving population represent 10 percent of all statewide fatalities and serious injuries. Oregon is currently below the national average for fatalities and serious injuries related to older drivers. According to the Administration on Aging, the 65-and-older age group, which numbered 39.6 million in the United States in 2009, will grow to more than 55 million in 2020. By 2030, there will be approximately 72.1 million aging persons, accounting for roughly one-fifth of the driving age population nationwide. This is a growing concern for Oregon as we focus on older drivers through education, media and outreach.

## Performance Measure: number of scholarships for individual rural EMS personnel

**Performance Target details**

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|---|---|---|---|
| number of scholarships for individual rural EMS personnel-2020 | Numeric | 108 | Annual | 2020 |

### Performance Target Justification

Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, priorities and suggestions received at the Annual Planning Workshop from partners, and nationally recognized measures. Both long-range (by the year 2025 (TSAP goals)) and short-range (current year) measures are utilized and updated annually. Oregon uses a minimum of 3, 5, or 8 year history average, then a change rate of 3 percent, plus or minus, to initially propose performance measures. If the 3 percent performance change is deemed unreasonable based on crash data, partner input during planning workshops, and/or legislative and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to forecast what can be expected. This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance. The Oregon highway safety community has also embraced this formula and supports the use of 3 percent reduction targets.Rural EMS agencies struggle to maintain a primarily volunteer workforce and are in need of all forms of training support. Offering scholarships to rural pediatric EMS providers assists agencies throughout the state to decrease response, scene and transport times thereby reducing severity of injuries and outcomes. A majority of the rural EMS providers are volunteers and do not have the funds to attend training without support from these scholarships. A well trained workforce helps to reduce response times and level of injury severity.

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

**Performance Target details**

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|---|---|---|---|
| number of distracted driving fatalities related to mobile electronic devices-2020 | Numeric | 3 | Annual | 2020 |

### Performance Target Justification

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

and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to forecast what can be expected. This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance. The Oregon highway safety community has also embraced this formula and supports the use of 3 percent.Distracted driving fatalities are on the rise statewide and nationally. Distracted driving crashes, with the use of mobile electronic devices, are under-reported. Oregon Legislation addressed distracted driving in 2017 and 2018 to change the laws in Oregon making it enforceable and convictable regarding mobile electronic devices. As improvements to legislation surrounding distracted driving are made and improvements of data collection, Oregon will initially see an increase in the number of distracted driving crashes. By proactively addressing distracted driving issues, we are working to reduce the levels of injuries related to distracted driving even though they may not be reflected in the data.

## Performance Measure: Number of active local transportation safety groups

**Performance Target details**

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|---|---|---|---|
| Number of active local transportation safety groups | Numeric | 55.00 | Annual | 2020 |

### Performance Target Justification

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

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

I certify: Yes

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

Seat belt citations: 4,032

Fiscal Year A-1: 2018

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

Impaired driving arrests: 1,065

Fiscal Year A-2: 2018

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

Speeding citations: 4,238

Fiscal Year A-3: 2018

# Program areas

## Program Area: Community Traffic Safety Program

## Description of Highway Safety Problems

Communities that plan for and work on identified transportation safety issues is foundational to the reduction of fatalities and serious injuries. However, many steps are involved in analyzing the data, identifying the priority problem issues, determining the best strategies to address the problems, identifying 'who' is responsible, then subsequent implementation, all at the local level. This transportation safety planning and training is necessary to the success of the State and local plans. The program will use the research proven strategy of developing and educating local groups which are 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 other research proven efforts implemented at the local level.

**Associated Performance Measures**

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|---|---|---|---|---|
| 2020 | Number of active local transportation safety groups | 2020 | Annual | 55.00 |

**Countermeasure Strategies in Program Area**

| Countermeasure Strategy |
|---|
| Local Safety Action Plans |

# Countermeasure Strategy: Local Safety Action Plans

Program Area: Community Traffic Safety Program

## Project Safety Impacts

This project provides transportation safety coordination and services by providing information and education on a variety of transportation safety related issues, coordinating traffic safety activities, and working with local traffic safety organizations. Communities that develop performance measures and plans to reduce crashes and deaths from motor vehicles have shown a reduction of fatal and serious injury crashes than communities.

## Linkage Between Program Area

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

## Rationale

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

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| CTS-TSD-01 | Safe Communities |
| CTS-TSD-02 | Safe Communities |
| CTS-TSD-03 | Safe Communities |
| CTS-TSD-04 | Safe Communities |
| CTS-TSD-05 | Safe Communities |
| CTS-TSD-06 | Safe Communities |
| CTS-TSD-07 | Safe Communities |
| CTS-TSD-08 | Safe Communities |

## Planned Activity: Safe Communities

Planned activity number: CTS-TSD-01

Primary Countermeasure Strategy ID:

### Planned Activity Description

CTS-TSD-01 This project will implement countermeasures designed to reduce death and injury using NHTSA's "Countermeasures That Work". The project will provide for staff hours to aid in the development of a county level Transportation Safety Action Plan. Coordinating efforts complement the existing volunteer efforts, and provide further organization allowing greater output from existing coalitions.

### Intended Subrecipients

Local Cities/Counties/Non-Profit Organizations

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Local Safety Action Plans |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act NHTSA 402 | Safe Communities (FAST) | $20,000.00 | $5,000.00 | $8,000.00 |

## Planned Activity: Safe Communities

Planned activity number: CTS-TSD-02

Primary Countermeasure Strategy ID:

### Planned Activity Description

The project will coordinate and implement portions of the new county and city level Transportation Safety Action Plans. This project will continue work to integrate the elements of the Safe Community concept within Lane County, and will specifically encourage partnerships within the county government, and with cities within the county. The project will provide hours for coordination to assist with and implement actions to initiate culture change inside and outside city and county government, moving the community toward a zero acceptable

deaths approach to managing motor vehicle traffic.

### Intended Subrecipients

Local Cities/Counties/Non-Profit Organizations

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Local Safety Action Plans |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act NHTSA 402 | Safe Communities (FAST) | $95,000.00 | $23,750.00 | $38,000.00 |

## Planned Activity: Safe Communities

Planned activity number: CTS-TSD-03

Primary Countermeasure Strategy ID:

### Planned Activity Description

CTS-TSD-03 - The project will work with local government to communicate the implementation of key objectives of the 2019 local TSAP, the Safe Communities Coalition concept, and to refine an aggressive 4-E approach to reducing death and injury. The project will adapt strategies from Montana State research on culture change regarding organizational and highway safety. As with all TSD community grants, the project will utilize NHTSA's "Countermeasures That Work" and FHWA's "Proven Safety Strategies" along with the safety program principles of the Safe Community model.

### Intended Subrecipients

Local Cities/Counties/Non-Profit Organizations

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Local Safety Action Plans |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act NHTSA 402 | Safe Communities (FAST) | $10,000.00 | $2,500.00 | $4,000.00 |

## Planned Activity: Safe Communities

Planned activity number: CTS-TSD-04

Primary Countermeasure Strategy ID:

### Planned Activity Description

CTS-TSD-04 - The project will provide webinar and direct training, mentoring, and technical assistance to promote traffic safety volunteer efforts that mirror NHTSA's "Countermeasures That Work" and other proven efforts. This project will continue to offer local traffic safety advocates access to technical assistance via a weekday 1-800 "warm" line, and a project directed electronic newsletter featuring traffic safety resources, ideas and recognition for successful programs. This project will make phone contact with 100% of the recognized local traffic safety communities in Oregon during the fiscal year, and work with ODOT region staff to ensure that 100% of the recognized communities receive at least one in-person visit during the grant period. The project will be responsible to identify an effective performance measurement and work to increase the number of citizens who volunteer to assist for traffic safety projects, and promote volunteerism by a measurable level. The project will coordinate with TSD staff to assist locals in coordinating their efforts between program topics, with an aim to develop more holistic efforts.

### Intended Subrecipients

Local Cities/Counties/Non-Profit Organizations

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Local Safety Action Plans |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act NHTSA 402 | Safe Communities (FAST) | $100,000.00 | $25,000.00 | $40,000.00 |

## Planned Activity: Safe Communities

Planned activity number: CTS-TSD-05

Primary Countermeasure Strategy ID:

### Planned Activity Description

CTS-TSD-05 - The project will coordinate and implement portions of the new county and city level Transportation Safety Action Plans. This project will continue work to integrate the elements of the Safe Community concept within Deschutes County, and will specifically encourage partnerships within the county government, and with cities within the county. The project will provide hours for coordination to assist with and implement actions to initiate culture changes inside and outside city and county government, moving the community toward a zero acceptable deaths approach to managing motor vehicle traffic.

### Intended Subrecipients

Local Cities/Counties/Non-Profit Organizations

### Countermeasure strategies

| Countermeasure Strategy |
| --- |
| Local Safety Action Plans |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
| --- | --- | --- | --- | --- | --- |
| 2020 | FAST Act NHTSA 402 | Safe Communities (FAST) | $95,000.00 | $23,750.00 | $38,000.00 |

## Planned Activity: Safe Communities

Planned activity number: CTS-TSD-06

Primary Countermeasure Strategy ID:

### Planned Activity Description

CTS-TSD-06 This project will provide hours for coordination to implement countermeasures designed to reduce traffic death and injuries using NHTSA's "Countermeasures That Work". The project will provide for staff hours to aid in the development of a county level Transportation Safety Action Plan. Coordinating efforts complement the existing volunteer efforts, and provide further organization allowing greater output from existing coalitions.

### Intended Subrecipients

Local Cities/Counties/Non-Profit Organizations

### Countermeasure strategies

| Countermeasure Strategy |
| --- |
| Local Safety Action Plans |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
| --- | --- | --- | --- | --- | --- |
| 2020 | FAST Act NHTSA 402 | Safe Communities (FAST) | $20,000.00 | $5,000.00 | $8,000.00 |

## Planned Activity: Safe Communities

Planned activity number: CTS-TSD-07

Primary Countermeasure Strategy ID: Local Safety Action Plans

### Planned Activity Description

CTS-TSD-07 - This project will allow for the development of a county-level Traffic Safety Committee to address the 4-E approach to transportation safety. The planning strategies will coordinate with Oregon's TSAP, the local ODOT Regions, and Area Commissions on Transportation as well as local MPOs and other local

governments. Analysis of local data will identify data driven problems and proven safety actions to address roadway fatalities and serious injuries within the jurisdiction.

### Intended Subrecipients

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Local Safety Action Plans |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act NHTSA 402 | Safe Communities (FAST) | $80,000.00 | $20,000.00 | $32,000.00 |

## Planned Activity: Safe Communities

Planned activity number: CTS-TSD-08

Primary Countermeasure Strategy ID: Local Safety Action Plans

### Planned Activity Description

CTS-TSD-08 - This project will allow for the development of a county-level Traffic Safety Committee to address the 4-E approach to transportation safety. The planning strategies will coordinate with Oregon's TSAP, the local ODOT Region and Area Commission on Transportation, the local MPO and other local governments. Analysis of local data will identify data driven safety actions that address roadway fatalities and serious injuries within the jurisdiction.

### Intended Subrecipients

Local Cities/Counties/Non-Profit Organizations

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Local Safety Action Plans |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act NHTSA 402 | Safe Communities (FAST) | $80,000.00 | $20,000.00 | $32,000.00 |

## Program Area: Distracted Driving

### Description of Highway Safety Problems

There is strong evidence that 'high visibility enforcement' efforts are highly successful in changing bad driver

behavior. In addition, the National Highway Traffic Safety Administration (NHTSA) indicates that public information and education programs should be comprehensive, seasonally focused, and sustained.
Distracted Driving is a dangerous behavior for drivers, passengers, non-occupants, and non-motorized travelers alike. From 2013-2017 there were 12,031 fatal and injury crashes resulting in 95 fatalities and 11,946 injuries caused by crashes involving a distracted driver in Oregon.
From 2013-2017 there were 1,089 fatal and injury crashes, resulting in 20 fatalities and 1,557 injuries caused by drivers reported to have been using a cell phone at the time of the crash. These crashes are underreported in Oregon; convictions for this offense during the same time frame totaled 72,032.

**Associated Performance Measures**

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|---|---|---|---|---|
| 2020 | number of distracted driving fatalities related to mobile electronic devices | 2020 | Annual | 3 |

**Countermeasure Strategies in Program Area**

| Countermeasure Strategy |
|---|
| Communication Campaign |
| HVE for Distracted Driving |

## Countermeasure Strategy: Communication Campaign

Program Area: Distracted Driving

### Project Safety Impacts

Year-round public education is necessary to inform & educate motor vehicle drivers and passengers regarding Oregon laws, Distracted Driving, Drowsy Driving, Following Too Close, Red Light Running and Lights & Swipes..

### Linkage Between Program Area

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

### Rationale

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

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| DD-2-01 | Communications and Outreach: Drowsy and Distracted Driving |
| DD-2-01A | Distracted driving statewide |

| | |
|---|---|
| DD-2-01B | Lights and Swipes |

## Planned Activity: Communications and Outreach: Drowsy and Distracted Driving

Planned activity number: DD-2-01

Primary Countermeasure Strategy ID:

### Planned Activity Description

DD-2-01 - This project will fund PI&E (public information and education) and media campaigns on Oregon's distracted driving law and best practices. Two distracted driving messages will be put on each side of a bus in Bend to spread the messages throughout the city; place a distracted driving ad in the "101 Things To Do Coastal and Western Oregon", which distributes 125,000 copies throughout Tillamook, Clatsop, Clackamas, Yamhill, Marion, Polk, Benton, Linn, Lincoln, Lane, Coos and Douglas counties, and distributed to hotels, motels, RV resorts, chambers of commerce, visitor centers, high traffic attractions, and the Eugene airport. Facebook Ads and Google Ads will be utilized as well. Theater screen ads will be utilized statewide, and signage will be placed in airports statewide. Billboards and bus transits will also be used statewide. Geo-fencing events statewide with "U drive. U text. U pay." OTT/Streaming TV and Digital Radio will be used as well.

### Intended Subrecipients

ODOT-TSD

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Communication Campaign |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405e Comprehensive Distracted Driving | 405e Public Education (FAST) | $600,000.00 | $150,000.00 | |

## Planned Activity: Distracted driving statewide

Planned activity number: DD-2-01A

Primary Countermeasure Strategy ID: Communication Campaign

### Planned Activity Description

DD-2-01A - This project will support the state distracted driving program to educate the public regarding Oregon's distracted driving law; it may also fund projects related to best practices, training, or innovative projects.

### Intended Subrecipients

ODOT - TSD

### Countermeasure strategies

| Countermeasure Strategy |
| --- |
| Communication Campaign |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
| --- | --- | --- | --- | --- | --- |
| 2020 | FAST Act 405e Special Distracted Driving | 405e Public Education (FAST) | $200,000.00 | $50,000.00 | |

## Planned Activity: Lights and Swipes

Planned activity number: DD-2-01B

Primary Countermeasure Strategy ID: Communication Campaign

### Planned Activity Description

DD-2-01B - This project will fund the updating and distribution of educational materials related to ORS 811.526 and the best practice of drivers turning on, and leaving on the headlights while also leaving the wipers on (during rain or inclement weather), or ‘Lights n’ Swipes’ awareness.

### Intended Subrecipients

ODOT-TSD

### Countermeasure strategies

| Countermeasure Strategy |
| --- |
| Communication Campaign |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
| --- | --- | --- | --- | --- | --- |
| 2020 | FAST Act 405e Special Distracted Driving | 405e Public Education (FAST Comprehensive) | $15,000.00 | $3,750.00 | |

## Countermeasure Strategy: HVE for Distracted Driving

Program Area: Distracted Driving

### Project Safety Impacts

Highly visible enforcement of traffic laws is a proven countermeasure to unsafe driving behaviors, as people tend to be more afraid of getting a citation than of getting in a crash: ‘It won’t happen to me.’ The enforcement modifies driver behavior and in turn reduces the incidence of motor vehicle crashes.

### Linkage Between Program Area

Distracted driving is a relatively new traffic problem in relation to cell phone and other mobile device usage while driving; however, distraction can also be caused from eating, drinking, reaching for something, or by other people in the vehicle. Due to the technology of today, however, usage of a mobile electronic device while driving not only leads to distraction, but to more frequent and longer periods of distraction, including cognitive distraction, and the data indicates this type of driving behavior is not only on the rise, but prevalent among the motoring community. This in turn indicates that it is 'socially acceptable', when in reality it is dangerous and against the law. High visibility enforcement events remind the public of the law and why it exists: to protect people on our streets and highways.

## Rationale

Law enforcement agencies (LEAs) in Oregon tend to struggle to maintain regular traffic enforcement and patrol; all of Oregon's 36 LEAs are understaffed to some degree, which means LEAs are only able to focus on the most urgent needs and service calls; this leaves little time for traffic enforcement. These focused overtime enforcement projects enable the agencies to continue to be a presence to the public (i.e., a deterrent to bad behavior), as well as to focus on an identified problem and location within their community. Grant award determinations consider the following:

Severity of the problem
Size of the agency
Size of the agency's jurisdiction
Amount of overtime the agency can reasonably work
Amount of funding available

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| DD-1-03 | High Visibility Enforcement - DD |
| DD-2-02 | HVE - DD |
| DD-2-05 | HVE-enforcement |

# Planned Activity: High Visibility Enforcement - DD

Planned activity number: DD-1-03

Primary Countermeasure Strategy ID:

## Planned Activity Description

DD-1-03 - This project will fund HVE (high visibility enforcement) of Oregon's distracted driving law statewide and through all levels of enforcement. TSD will partner with OSP (Oregon State Police) and local law enforcement agencies (sheriffs and chiefs of police) to conduct sustained enforcement throughout the year and particularly in April during National Distracted Driving Awareness Month. Funding will be awarded to agencies based on data-driven problem identification.

## Intended Subrecipients

State, City, County Law Enforcement Agencies

## Countermeasure strategies

| Countermeasure Strategy |
| --- |
| HVE for Distracted Driving |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
| --- | --- | --- | --- | --- | --- |
| 2020 | FAST Act 405e Comprehensive Distracted Driving | 405e DD Law Enforcement (FAST) | $135,691.00 | $33,922.75 | |

## Planned Activity: HVE - DD

Planned activity number: DD-2-02

Primary Countermeasure Strategy ID:

### Planned Activity Description

DD-2-02 - This project will fund HVE (high visibility enforcement) of Oregon’s distracted driving law statewide and through all levels of enforcement. TSD will partner with OSP (Oregon State Police) and local law enforcement agencies (sheriffs and chiefs of police) to conduct sustained enforcement throughout the year and particularly in April during National Distracted Driving Awareness Month. Funding will be awarded to agencies based on data-driven problem identification.

### Intended Subrecipients

City and County law enforcement agencies

### Countermeasure strategies

| Countermeasure Strategy |
| --- |
| HVE for Distracted Driving |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
| --- | --- | --- | --- | --- | --- |
| 2020 | FAST Act 405e Comprehensive Distracted Driving | 405e DD Law Enforcement (FAST Comprehensive) | $177,209.00 | $44,302.25 | |

## Planned Activity: HVE-enforcement

Planned activity number: DD-2-05

Primary Countermeasure Strategy ID: HVE for Distracted Driving

### Planned Activity Description

DD-2-05 - This project will fund HVE (high visibility enforcement) of Oregon’s distracted driving law statewide and through all levels of enforcement. TSD will partner with OSP (Oregon State Police) and local law

enforcement agencies (sheriffs and chiefs of police) to conduct sustained enforcement throughout the year and particularly in April during National Distracted Driving Awareness Month. Funding will be awarded to agencies based on data-driven problem identification.

### Intended Subrecipients

Oregon Impact

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| HVE for Distracted Driving |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405e Comprehensive Distracted Driving | 405e DD Law Enforcement (FAST Comprehensive) | $287,100.00 | $71,775.00 | |

## Program Area: Driver Education and Behavior

### Description of Highway Safety Problems

Teen drivers between the ages of 15 and 20 are represented in many of the areas within the traffic safety focus as they are over-represented in crashes, citations, and convictions.  The latest percentage shows Oregon teens at an over-representation of 17.4 percent of fatal and serious injury crashes even though they only represent 6.4 percent of Oregon's total licensed drivers. Oregon understands the specific needs of the young driver and through data collection and performance analysis has developed a novice driver education counter-measure known as the Oregon Playbook®.

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

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

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

**Associated Performance Measures**

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|---|---|---|---|---|
| 2020 | C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS) | 2020 | Annual | 44 |

**Countermeasure Strategies in Program Area**

| Countermeasure Strategy |
|---|
| Training for Driver Education |

## Countermeasure Strategy: Training for Driver Education

Program Area: Driver Education and Behavior

### Project Safety Impacts

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

### Linkage Between Program Area

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

### Rationale

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

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| DE-TSD-01 | Pre-Licensure Driver Education-PACNW Conference |

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

Planned activity number: DE-TSD-01

Primary Countermeasure Strategy ID:

### Planned Activity Description

DE-TSD-01 - Provide support for both out-of-state and non-ODOT instructors to attend the annual Pacific Northwest Driver and Traffic Safety Conference in March each year.

### Intended Subrecipients

Western Oregon University

## Countermeasure strategies

| Countermeasure Strategy |
|---|
| Training for Driver Education |

## Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act NHTSA 402 | Driver Education (FAST) | $15,000.00 | $3,750.00 | $6,000.00 |

# Program Area: Emergency Medical Services

## Description of Highway Safety Problems

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

**Associated Performance Measures**

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|---|---|---|---|---|
| 2020 | number of scholarships for individual rural EMS personnel | 2020 | Annual | 108 |

**Countermeasure Strategies in Program Area**

| Countermeasure Strategy |
|---|
| Training and Education for  EMS |

# Countermeasure Strategy: Training and Education for  EMS

Program Area:  Emergency Medical Services

## Project Safety Impacts

Continual training opportunities are needed for emergency responders to adequately treat serious injuries sustained from a motor vehicle crash, and to be most efficient during that ‘golden hour’ after the crash.  These courses require recertification, continuing education credits, and/or field exercises that can be costly and not necessarily in the agency’s budget; in addition, most of Oregon’s rural emergency responders are volunteers.

By keeping certifications and training up to date, we can continue to reduce the severity of injuries sustained from a crash, as well as extend the longevity of a crash victim's life with adequate treatment and medication during that 'golden hour' after the crash occurs, and transit to the hospital.

## Linkage Between Program Area

Without current certifications or training, many of the proven countermeasures for transportation safety purposes would not be feasible or effective. In addition, not having the proper training for treatment and transport of a crash victim can be detrimental to the survival and quality of life of the injured person. Many of Oregon's rural emergency providers are volunteers and do not have the resources to attend courses hosted elsewhere to maintain that certification. Funds allocated to the EMS program are to support and sustain this valuable training, and to maintain and/or increase the number of Emergency Medical Technicians and other certified responders throughout the state.

## Rationale

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

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| EMS-TSD-01 | Statewide Services: EMS |

# Planned Activity: Statewide Services: EMS

Planned activity number: EMS-TSD-01

Primary Countermeasure Strategy ID:

## Planned Activity Description

EMS-TSD-01 - This project will assist in strengthening Oregon's EMS capabilities statewide. It will be used as support for rural emergency medical services personnel (both paid and volunteer) to attend one of three statewide training conferences to maintain certification. Funding may also support a statewide pilot to provide on-line EMS training opportunities to rural EMS personnel needing to earn Continuing Education credits for certification purposes.

## Intended Subrecipients

State EMS/local emergency response organizations

## Countermeasure strategies

| Countermeasure Strategy |
|---|
| Training and Education for EMS |

## Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act NHTSA 402 | Emergency Medical Services (FAST) | $40,000.00 | $10,000.00 | $16,000.00 |

# Program Area: Equipment Safety Standards, Vehicle

## Description of Highway Safety Problems

From 2013-2017 an average of 5 people have lost their lives due to any mechanical defects. Over that same time period, an average of Five-hundred and twenty-eight people have been injured in crashes due to any mechanical defects - and the number of crashes continues to increase.

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

Neither long- nor short-term resident drivers are well-informed about Oregon’s vehicle equipment/operation laws. This lack of knowledge presents safety hazards as drivers unknowingly violate equipment and operation statutes by failing to properly maintain their vehicles, adding non-permissible equipment, or violating vehicle operation laws. Unsafe tire tread depth is a common example of vehicle owners failing to follow manufacturer guidelines, which can create a significantly increased stopping distance; where Oregon law requires motorists to maintain their vehicle in a safe manner. These crashes are preventable, and through education and enforcement the stated target for reduction is achievable.

**Associated Performance Measures**

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|---|---|---|---|---|
| 2020 | Number of people killed or seriously injured due to defective/inadequate brakes, or total loss of brakes | 2020 | Annual | 207 |

**Countermeasure Strategies in Program Area**

| Countermeasure Strategy |
|---|
| Training and Education for Vehicle Equipment Safety |

# Countermeasure Strategy: Training and Education for Vehicle Equipment Safety

Program Area: Equipment Safety Standards, Vehicle

## Project Safety Impacts

Many drivers are generally not knowledgeable on Federal and State of Oregon vehicle safety equipment requirements. This lack of knowledge presents hazards as drivers continue to violate safety equipment statutes

and rules - possibly leading to avoidable crashes. Unsecured loads on non-commercial vehicles may be contributing to crashes and dangerous driving conditions and a campaign to encourage drivers to secure their loads could reduce this avoidable situation. This project will be part of the agency wide Statewide Services program for public information and education related to vehicle safety equipment.

### Linkage Between Program Area

This project will be part of the agency wide Statewide Services program for public information and education related to vehicle safety equipment. This project intends to reduce traffic crashes through encouragement of compliance with vehicle safety equipment laws through education and outreach. Traffic crashes associated with towing trailers continues to be a safety issue and ongoing education of equipment requirements, as well as best practices while towing, can lead to reductions in this crash category.

### Rationale

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

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| VE-TSD-01 | Statewide Services: Vehicle Equipment |

## Planned Activity: Statewide Services: Vehicle Equipment

Planned activity number: VE-TSD-01

Primary Countermeasure Strategy ID:

### Planned Activity Description

VE-TSD-01 - This project provides public information and education to transportation system users regarding federal and state equipment safety requirements. This work is completed through phone calls, email response to questions, topical website postings, and the development, production and updates of informational products. The budget for this project is primarily used to produce and print safety equipment publications and fund media campaigns on specific vehicle safety equipment topics.

### Intended Subrecipients

ODOT-TSD

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Training and Education for Vehicle Equipment Safety |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|

| | | | | | |
|---|---|---|---|---|---|
| 2020 | FAST Act NHTSA 402 | Debris Hazard Control (FAST) | $15,000.00 | $3,750.00 | $6,000.00 |

# Program Area: Impaired Driving (Drug and Alcohol)

## Description of Highway Safety Problems

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

### Associated Performance Measures

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|---|---|---|---|---|
| 2020 | C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) | 2020 | Annual | 134 |

### Countermeasure Strategies in Program Area

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

# Countermeasure Strategy: Enforcing Impaired Driving Laws

Program Area: Impaired Driving (Drug and Alcohol)

## Project Safety Impacts

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

## Linkage Between Program Area

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

## Rationale

Sustained enforcement is a proven deterrent to bad driving behavior like impaired driving. Oregon law enforcement agencies are sorely understaffed and short of resources, making it difficult for some agencies to even cover traffic enforcement on regular time. Some agencies have had to dissolve their traffic teams as well. The overtime grant awards enable the LEAs (law enforcement agencies) to conduct needed traffic enforcement so that just their presence alone deters bad driving behavior and helps to save lives and prevent injuries from car crashes.

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| IMP-1-04 | No Refusal implementation |
| IMP-3-01B | DRE Blood Testing |
| IMP-4-02 | DUII: Alcohol Interlocks |
| IMP-TSD-06 | DUII Investigator |
| IMP-TSD-08 | Statewide Services for Impaired Driving |

# Planned Activity: No Refusal implementation

Planned activity number: IMP-1-04

Primary Countermeasure Strategy ID:

## Planned Activity Description

IMP-1-04 This project will provide necessary funding for the operation of the state's new IID Oversight and Management program with the Oregon State Police, for the addition of the necessary enforcement components to raise Oregon's IID installation compliance rate with offenders mandated to have an IID by a court. These funds will pay for the dedicated team of OSP troopers to inspect installation facilities and to cite offenders who have chosen to drive without the mandated interlock devices. As IID's detect only alcohol, this program fits under 164AL's restrictions on alcohol-only projects.

## Intended Subrecipients

ODOT-TSD

## Countermeasure strategies

| Countermeasure Strategy |
|---|
| Enforcing Impaired Driving Laws |

## Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | 164 Transfer Funds-AL | 164 Alcohol | $200,000.00 | | $80,000.00 |

## Planned Activity: DRE Blood Testing

Planned activity number: IMP-3-01B

Primary Countermeasure Strategy ID:

### Planned Activity Description

IMP-3-01B - 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.

### Intended Subrecipients

Oregon State Police

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Enforcing Impaired Driving Laws |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405d Impaired Driving Mid | 405d Mid BAC Testing/Reporting (FAST) | $140,000.00 | $35,000.00 | |

## Planned Activity: DUII: Alcohol Interlocks

Planned activity number: IMP-4-02

Primary Countermeasure Strategy ID:

### Planned Activity Description

IMP-4-02 - This project will provide necessary funding for the operation of the state's new IID Oversight and Management program with the Oregon State Police, for the addition of the necessary enforcement components to raise Oregon's IID installation compliance rate with offenders mandated to have an IID by a court. These funds will pay for the dedicated team of OSP troopers to inspect installation facilities and to cite offenders who have chosen to drive without the mandated interlock devices. As IID's detect only alcohol, this program fits under 164AL's restrictions on alcohol-only projects.

### Intended Subrecipients

ODOT-TSD; Oregon State Police

### Countermeasure strategies

| Countermeasure Strategy |
| --- |
| Enforcing Impaired Driving Laws |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
| --- | --- | --- | --- | --- | --- |
| 2020 | 164 Transfer Funds-AL | 164 Alcohol | $900,000.00 | | $360,000.00 |

## Planned Activity: DUII Investigator

Planned activity number: IMP-TSD-06

Primary Countermeasure Strategy ID:

### Planned Activity Description

IMP-TSD-06 - This project funds the hours necessary for DUII Investigations within the Lane County DA's office for the exclusive purpose of investigating DUII crimes, serious crashes and fatalities, and assisting those prosecutors handling misdemeanor and felony DUII crimes. This will be the second year in a three-year grant project. Lane County is over-represented in fatal crashes from impaired driving, and adding this capacity in the DA's office will assist in more swift prosecution and adjudication of cases that may otherwise be dismissed or delayed.

### Intended Subrecipients

Lane County District Attorney's Office

### Countermeasure strategies

| Countermeasure Strategy |
| --- |
| Enforcing Impaired Driving Laws |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
| --- | --- | --- | --- | --- | --- |
| 2020 | FAST Act 405d Impaired Driving Mid | 405d Mid Court Support (FAST) | $100,000.00 | $25,000.00 | |

## Planned Activity: Statewide Services for Impaired Driving

Planned activity number: IMP-TSD-08

Primary Countermeasure Strategy ID:

### Planned Activity Description

IMP-TSD-08 - A comprehensive traffic safety public information program will be implemented. Materials and supplies developed through this project provide the general population with safe driving messages relevant to alcohol impairment. DUII related PSAs in the form of billboards, print, water closet, television and radio will be

produced and distributed. Public opinion survey questions specific to alcohol-impaired driving will be conducted. Additionally, this grant pays for the 24-DRUNK phone hotline to report impaired drivers, and for the training-related support.

### Intended Subrecipients

ODOT-TSD

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Enforcing Impaired Driving Laws |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | 164 Transfer Funds-AL | 164 Paid Media | $417,214.00 | | |

## Countermeasure Strategy: HVE for Impaired Driving

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

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

### Linkage Between Program Area

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

### Rationale

High visibility enforcement is a proven deterrent to bad driving behaviors like impaired driving. Oregon law enforcement agencies are sorely understaffed and short of resources, making it difficult for some agencies to cover traffic enforcement on regular time. Some agencies have had to dissolve their traffic teams as well. The overtime grant awards enable the LEAs (law enforcement agencies) to conduct needed traffic enforcement at higher incidence locations as identified through data analysis.

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| IMP-2-02 | High Visibility Enforcement - DUII |
| IMP-2-02A | HVE DUII Enforcement |

| | |
|---|---|
| IMP-2-02B | HVE DUII Enforcement |

## Planned Activity: High Visibility Enforcement - DUII

Planned activity number: IMP-2-02

Primary Countermeasure Strategy ID:

### Planned Activity Description

IMP-2-02 - Oregon State Police continue to participate in High Visibility Enforcement events throughout the year, designated at high-incidence windows for DUII. This grant will provide overtime funds for troopers working in coordinated statewide DUII-specific patrols.

### Intended Subrecipients

State, City, County Law Enforcement Agencies

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| HVE for Impaired Driving |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | 164 Transfer Funds-AL | 164 Alcohol | $50,000.00 | | $20,000.00 |

## Planned Activity: HVE DUII Enforcement

Planned activity number: IMP-2-02A

Primary Countermeasure Strategy ID:

### Planned Activity Description

IMP-2-02A This grant will provide mini-grants for overtime hours to local police departments to conduct DUII saturation patrols during High Visibility Enforcement events throughout the year Approximately 50 cities covering over 80 percent of the state’s population will receive overtime grant funds for FFY2020. Cities participating in High Visibility Enforcement events will provide DUII-specific patrols at designated high-incidence windows for impaired driving. This grant also allows for flexibility to accommodate participation during local community events that are identified as high impaired-driving risk periods.

### Intended Subrecipients

State, City, County Law Enforcement Agencies

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| HVE for Impaired Driving |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | 164 Transfer Funds-AL | 164 Alcohol | $400,000.00 | | $160,000.00 |

## Planned Activity: HVE DUII Enforcement

Planned activity number: IMP-2-02B

Primary Countermeasure Strategy ID:

### Planned Activity Description

IMP-2-02B The Oregon State Sheriffs Association will provide mini-grants for overtime hours to county sheriff's offices to conduct DUII saturation patrols during High Visibility Enforcement events throughout the year, designated as high-incidence windows for DUII incidents. This grant also allows for flexibility to accommodate local community events that are identified as high impaired-driving risk periods.

### Intended Subrecipients

State, City, County Law Enforcement Agencies

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| HVE for Impaired Driving |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | 164 Transfer Funds-AL | 164 Alcohol | $200,000.00 | | $80,000.00 |

## Countermeasure Strategy: Laboratory Drug Testing Equipment

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

Oregon is a medicinal and recreational marijuana state. At least 1/3 of the state's impaired driving incidents involve both alcohol and marijuana; before legalization of marijuana, once alcohol was detected via implied consent, the toxicology testing generally stopped. Oregon is also a 'urine' state for toxicology testing purposes, which is useless for detecting marijuana presence or impairment.

### Linkage Between Program Area

With Oregon being a 'urine' state for testing purposes, it has not needed an LC/MS/MS tandem mass spectrometer unit that can test blood for impairing substances, until marijuana became legal in 2014 (recreational in 2015). Successful adjudication of impaired driving cases highly depend on the accuracy of the toxicology testing done on the offender, how it was tested, who tested it, and how it was stored. Without this equipment, many of these cases get dropped or delayed, thus putting the impaired driver back on the street without consequence. The OSP crime lab cannot afford this equipment and the staff does not have adequate resources to fully support to operate it this needed equipment and lab technicians for accurate toxicology testing

of impaired driving offenders, which aids in successful adjudication in keeping the impaired driver off of the street, instead of the cases getting dropped, delayed or let go because of this lack of resources.

### Rationale

With Oregon being a ‘urine’ state for testing purposes, it has not needed an LC/MS/MS mass spectrometer unit that can test blood for impairing substances, until marijuana became legal in 2014 (recreational in 2015). Successful adjudication of impaired driving cases highly depend on the accuracy of the toxicology testing done on the offender, how it was tested, who tested it, and how it was stored. Without this equipment, many of these cases get dropped, delayed or let go, thus putting the impaired driver back on the street without consequence. The OSP crime lab cannot afford this equipment and the staff does not have adequate resources to fully support to operate it this needed equipment and lab technicians for accurate toxicology testing of impaired driving offenders, which aids in successful adjudication in keeping the impaired driver off of the street, instead of the cases getting dropped, delayed or let go because of this lack of resources.

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| IMP-3-01A | Crime Lab-Scientists |
| IMP-4-01A | Lab Testing Equipment |

## Planned Activity: Crime Lab-Scientists

Planned activity number: IMP-3-01A

Primary Countermeasure Strategy ID:

### Planned Activity Description

IMP-3-01A This project provides for the necessary hours as added capacity for forensic scientists at the Oregon State Police Crime Lab to work on the significant toxicology backlog for DUII’s in Oregon that has created unintended consequences for the prosecution and adjudication of DUII crimes elsewhere in the DUII continuum, leading to dismissals. This is work to reduce that backlog of evidence to greatly improve turnaround time for successful adjudication of DUII cases.

### Intended Subrecipients

Oregon State Police Crime Lab

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Laboratory Drug Testing Equipment |
| Laboratory Drug Testing Equipment |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|

| | | | | | |
|---|---|---|---|---|---|
| 2020 | FAST Act 405d Impaired Driving Mid | 405d Mid BAC Testing/Reporting (FAST) | $179,000.00 | $44,750.00 | |

## Planned Activity: Lab Testing Equipment

Planned activity number: IMP-4-01A

Primary Countermeasure Strategy ID:

### Planned Activity Description

IMP-4-01A - Provides training and coordination of the Oregon Drug Evaluation and Classification (DEC) program and other related impaired driving programs in accordance with the International Association of Chiefs of Police (IACP) and National Highway Traffic Safety Administration (NHTSA) guidelines and recommendations. This grant provides for a DRE school and field certifications to be conducted in FFY2020, testing of toxicology samples from dismissed cases to maintain DRE accuracy ratings, as well as statewide ARIDE trainings, including the projected training of all OSP troopers.

### Intended Subrecipients

Oregon State Police Crime Lab

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Laboratory Drug Testing Equipment |
| Laboratory Drug Testing Equipment |

### Funding sources

## Countermeasure Strategy: Sustained Enforcement for Impaired Driving

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

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

### Linkage Between Program Area

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

### Rationale

Sustained enforcement is a proven deterrent to high-risk behavior like impaired driving. Oregon law enforcement agencies are sorely understaffed and short of resources, making it difficult for some agencies to

even cover traffic enforcement on regular time. Some agencies have dissolved their traffic teams as well, due to budget and staffing constrictions. The overtime grant awards enable the LEAs (law enforcement agencies) to conduct needed traffic enforcement on an enhanced basis so that their presence alone deters high-risk driving behavior and helps to save lives and prevent injuries from traffic crashes.

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| IMP-2-05 | Sustained Enforcement - DUII |

## Planned Activity: Sustained Enforcement - DUII

Planned activity number: IMP-2-05

Primary Countermeasure Strategy ID:

### Planned Activity Description

IMP-2-05 - Provides statewide overtime enforcement by DREs representing multiple law enforcement agencies.

### Intended Subrecipients

State, City, County Law Enforcement Agencies

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Sustained Enforcement for Impaired Driving |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405d Impaired Driving Mid | 405d Mid BAC Testing/Reporting (FAST) | $140,000.00 | $35,000.00 | |

## Countermeasure Strategy: Training and Education for Impaired Driving

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

Law enforcement training for impaired driving detection must be regularly provided to both current and new law enforcement officers for certification and re-certification purposes. These courses include NHTSA's Standardized Field Sobriety Testing (SFST), ARIDE (Advanced Roadside Impaired Driving Enforcement), and/or Drug Recognition Expert training (DRE). Successful prosecution of impaired drivers, and the subsequent reduction of recidivism, requires accurate detection, testing, and maintaining of evidence by law enforcement officers, prosecutors and the courts.

### Linkage Between Program Area

Without successful detection and arrest of an impaired driver by law enforcement, successful prosecution and accountability is not possible. Absent prosecution, the impaired driver faces no consequences that may

otherwise involve intervention for the likely substance abuse issues present, thus endangering more lives on the roadway.

### Rationale

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

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| IMP-3-01C | DUII Prosecutor (1) |
| IMP-6-05 | DUII: Youth Programs |
| IMP-TSD-01 | Statewide Services: DUII |
| IMP-TSD-04 | Traffic Law Enforcement Education & Training for DUII |
| IMP-TSD-04A | DRE Training |
| IMP-TSD-05 | Law Enforcement Spokesperson |
| IMP-TSD-09 | DUII Multi-Disciplinary Conference |

## Planned Activity: DUII Prosecutor (1)

Planned activity number: IMP-3-01C

Primary Countermeasure Strategy ID:

### Planned Activity Description

IMP-3-01C - This project provides the hours necessary for the Department of Justice to provide Oregon with traffic safety resource prosecutor services and subject matter expertise to municipal, county and state prosecutors in handling complex DUII laws and unique or difficult cases. These services will be provided throughout Oregon to assist with DUII cases, along with education and training for prosecutors and law enforcement relating to DUII law, procedures and case law updates.

### Intended Subrecipients

Oregon Department of Justice

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Training and Education for Impaired Driving |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405d Impaired Driving Mid | 405d Mid Court Support (FAST) | $256,000.00 | $64,000.00 | |

## Planned Activity: DUII: Youth Programs

Planned activity number: IMP-6-05

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### Intended Subrecipients

Clear Alliance

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Training and Education for Impaired Driving |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405e Special Distracted Driving | 405e Community Traffic Safety (FAST) | $285,000.00 | $71,250.00 | |

## Planned Activity: Statewide Services: DUII

Planned activity number: IMP-TSD-01

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### Intended Subrecipients

ODOT-TSD

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Training and Education for Impaired Driving |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405d Impaired Driving Mid | 405d Mid Paid/Earned Media (FAST) | $1,152,214.00 | $288,053.50 | |

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

Planned activity number: IMP-TSD-04

Primary Countermeasure Strategy ID:

### Planned Activity Description

IMP-TSD-04 - Through a partnership with the Oregon District Attorney's Association, this project funds "Protecting Lives, Saving Futures," a joint training with prosecutors and other law enforcement to build a common understanding of the complications and strategies unique to impaired driving cases.

### Intended Subrecipients

Oregon District Attorney's Association

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Training and Education for Impaired Driving |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405d Impaired Driving Mid | 405d Mid Training (FAST) | $50,000.00 | $12,500.00 | |

## Planned Activity: DRE Training

Planned activity number: IMP-TSD-04A

Primary Countermeasure Strategy ID:

### Planned Activity Description

IMP-TSD-04A - Provides training and coordination of the Oregon Drug Evaluation and Classification (DEC) program and other related impaired driving programs in accordance with the International Association of Chiefs of Police (IACP) and National Highway Traffic Safety Administration (NHTSA) guidelines and recommendations. This grant provides for a DRE school and field certifications to be conducted in FFY2020, testing of toxicology samples from dismissed cases to maintain DRE accuracy ratings, as well as statewide ARIDE trainings, including the projected training of all OSP troopers.

### Intended Subrecipients

Oregon State Police

## Countermeasure strategies

| Countermeasure Strategy |
| --- |
| Training and Education for Impaired Driving |

## Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
| --- | --- | --- | --- | --- | --- |
| 2020 | FAST Act 405d Impaired Driving Mid | 405d Mid Drug and Alcohol Training (FAST) | $120,000.00 | $30,000.00 | |

# Planned Activity: Law Enforcement Spokesperson

Planned activity number: IMP-TSD-05

Primary Countermeasure Strategy ID:

## Planned Activity Description

IMP-TSD-05 - This project provides funding for the management and training of all DUII-related law enforcement training in the State of Oregon. SFST and SFST Refresher training is held at various locations across the state. Additional goals are to increase the number of Standardized Field Sobriety Test (SFST) certified trainers and provide mobile video training to state, county and municipal departments, as well as to keep officer training records available for those organizations managing HVE grants.

## Intended Subrecipients

Department of Public Safety Standards and Training

## Countermeasure strategies

| Countermeasure Strategy |
| --- |
| Training and Education for Impaired Driving |

## Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
| --- | --- | --- | --- | --- | --- |
| 2020 | 164 Transfer Funds-AL | 164 Alcohol | $100,000.00 | | $40,000.00 |

# Planned Activity: DUII Multi-Disciplinary Conference

Planned activity number: IMP-TSD-09

Primary Countermeasure Strategy ID:

## Planned Activity Description

IMP-TSD-09 - This project provides funding for registration assistance to attend this training conference, specifically focused on DUII issues, which includes participating disciplines such as law enforcement,

prosecutors, judges, prevention and treatment professionals and others across the DUII spectrum of involvement. The DUII Multidisciplinary Task Force Conference will reach well over 300 partners within the State of Oregon working in the DUII subject area.

### Intended Subrecipients

DUII Multi-Disciplinary Task Force

### Countermeasure strategies

| Countermeasure Strategy |
| --- |
| Training and Education for Impaired Driving |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
| --- | --- | --- | --- | --- | --- |
| 2020 | FAST Act 405d Impaired Driving Mid | 405d Mid Drug and Alcohol Training (FAST) | $130,000.00 | $32,500.00 | |

## Program Area: Judicial Outreach

### Description of Highway Safety Problems

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

Judges have limited information and training on Impaired Driving especially surrounding ignition interlocks and drug impaired driving (specifically marijuana which is now legal in Oregon both medically and recreationally) as well as other popular drug trends. Teen driving, motorcycle safety and increased speed limits also need to be addressed. Additionally, there is much confusion this year surrounding the new legislation around the distracted driving law.

Approximately 180 courts make up the city, county and state court system. There are no dedicated traffic safety education programs for these courts or their staff (except for the 36 state courts). This project seeks to provide much needed training and education to as many Oregon judges and court administrators as possible surrounding traffic safety.

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

**Associated Performance Measures**

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
| --- | --- | --- | --- | --- |

| | | | | |
|---|---|---|---|---|
| 2020 | Number of judges participating in annual transportation safety related judicial training programs | 2020 | Annual | 70 |

**Countermeasure Strategies in Program Area**

| Countermeasure Strategy |
|---|
| Education for Judicial |

## Countermeasure Strategy: Education for Judicial

Program Area: Judicial Outreach

### Project Safety Impacts

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

### Linkage Between Program Area

Approximately 180 courts make up the city, county and state court system. There are no dedicated traffic safety education programs for these courts or their staff. This project seeks to provide much needed training and education to as many Oregon judges and court administrators as possible surrounding traffic safety.
The annual Judicial Education Conference will provide a forum for local judges and court staff to learn about traffic safety issues. This program will continue to extend training opportunities to state courts, staff, prosecutors and DA's as well as build partnerships in these respective areas.

### Rationale

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

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| JO-TSD-01 | Judicial Education and Training |

## Planned Activity: Judicial Education and Training

Planned activity number: JO-TSD-01

Primary Countermeasure Strategy ID:

### Planned Activity Description

JO-TSD-01 - ODOT TSD helps facilitate a traffic safety related education conference to Oregon municipal, justice, and circuit court judges in March each year. In addition to judges, the training is also offered to court

administrators.  Topics covered include, legislative updates from the current session and other relevant traffic safety topics of interest expressed by the judges.
Additionally, Oregon District Attorney's Association (ODAA) delivers TSD funded Traffic Safety Education trainings each year to prosecutors from around the state.  Often times, these are joint trainings with prosecutors and law enforcement.

### Intended Subrecipients

ODOT-TSD; Oregon Judges Association

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Education for Judicial |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act NHTSA 402 | Traffic Courts (FAST) | $30,000.00 | $7,500.00 | $12,000.00 |

## Program Area: Motorcycle Safety

### Description of Highway Safety Problems

The Oregon Motorcycle Safety program provides one of the nation's strongest comprehensive motorcycle safety programs. ODOT leadership and staff strategically plan for the Oregon Motorcycle Safety Program to take the next steps in continuously improving its service to motorcyclists and motorists.
Fatal motorcyclist crashes represented 12.1 percent of the fatal crashes in 2016 while only representing 3.1 percent of the total vehicles registered in 2016.
Alcohol and/or drugs were involved in at least 37 percent of motorcyclist fatal crashes in 2016.
Riding at speeds above the suggested/posted speed, riding too fast for conditions, and riding impaired continue to be leading rider errors in motorcyclist fatalities.  These rider decisions are leading to roadway departure crashes.  Stakeholders attending the 2017 Transportation Safety Division Fall Conference and the January 2018 planning meeting identified "addressing risk factors associated with roadway departure crashes" as one of the most important issues to focus on in 2019.
Motorists continue to "not see" motorcyclists which leads to violation of riders' right of way resulting in property damage, injury and fatal crashes.
Riding without a DOT compliant helmet and protective riding gear may be contributing to increases in injury severity and additional fatalities for motorcycle riders involved in crashes.
People returning to riding after a significant break (months/years) may not be taking into account the changes in motorcycle technology, power, weight, and handling characteristics of modern motorcycles.  Additionally, returning riders may not be accounting for personal human factors or choices (slower reaction time, vision decline, reduced physical fitness, use of alcohol/drugs preceding or during a ride, decreased situational

awareness and unpracticed riding skills) that negatively impact their ability to ride safely. These factors contribute to the motorcycle crashes resulting in fatalities in Oregon. Stakeholders at the 2017 Transportation Safety Division Fall Conference prioritized “identifying risk factors for older drivers” as an elevated action item for 2019.

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

**Associated Performance Measures**

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|---|---|---|---|---|
| 2020 | C-7) Number of motorcyclist fatalities (FARS) | 2020 | Annual | 56 |
| 2020 | C-8) Number of unhelmeted motorcyclist fatalities (FARS) | 2020 | Annual | 3 |

**Countermeasure Strategies in Program Area**

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

## Countermeasure Strategy: Communication for Motorcycle Safety

Program Area: Motorcycle Safety

### Project Safety Impacts

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

### Linkage Between Program Area

Riders may be overly reliant on their assumption that they are visible and have been recognized by other transportation system users - especially at intersections. Auto and truck drivers may have difficulty estimating the speed of motorcyclists. The smaller profile of a motorcycle and rider, coupled with clothing/gear color may blend in with surrounding colors and can make detection and recognition of motorcycles more difficult for auto and truck drivers. In-attentional blindness may play a part in vehicle drivers not yielding the right of way to motorcycle riders.

### Rationale

Oregon motorcycle riders continue to experience right of way violations by other drivers, which result in injury and fatality crashes. The Motorcyclist Safety Program Public Information and Education campaign will increase individual and collective awareness of the presence of motorcycles on or near roadways; and safe driving practices that reduce injury and fatality crashes involving to motorcyclists.

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| MS-4-02 | MS Communications and Outreach: Other Driver Awareness of Motorcyclists |

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

Planned activity number: MS-4-02

Primary Countermeasure Strategy ID:

### Planned Activity Description

MS-4-02 - This project will provide funding to increase motorist awareness of motorcycle riders.

### Intended Subrecipients

ODOT-TSD

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Communication for Motorcycle Safety |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405f Motorcycle Programs | 405f Motorcycle Safety (FAST) | $21,000.00 | $5,250.00 | |

## Countermeasure Strategy: Training and Education for Motorcycle Safety

Program Area: Motorcycle Safety

### Project Safety Impacts

The continuous enhancement of the state motorcycle safety training program through ongoing logistics support (equipment), outreach enhancement (training, engagement materials/devices/supplies), and course assessment/development.

### Linkage Between Program Area

The majority of motorcyclist crashes continue to be caused by behavioral decisions that may include riding impaired, speeding, and riding too fast for conditions.

The mission of training and education program is to foster and promote safe and responsible use of motorcycles on public roads through quality rider education programs and public information campaigns. The statewide nature of this mission requires substantial logistical support.

The rider education campaign aligns stakeholders in the overall mission of risk reduction through information sharing. In cooperation with dealers, the military, various government agencies, law enforcement, and Oregon

rider groups, the program intends to engage the riding community in public safety events and through targeted media campaigns.

### Rationale

The majority of motorcyclist crashes continue to be caused by behavioral decisions that may include riding impaired, speeding, and riding too fast for conditions.

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| MS-3-02 | Motorcycle Rider Training |

## Planned Activity: Motorcycle Rider Training

Planned activity number: MS-3-02

Primary Countermeasure Strategy ID:

### Planned Activity Description

MS-3-02 - This project will broadly provide funding for motorcycle rider safety projects/equipment (i.e., Skidbike system, protective barriers for training range(s), virtual training software/hardware) that address emerging needs/issues, develop new partnerships in addressing rider safety issues, and capitalize on the allowances that the federal funding guidelines provide for – which differ from the permitted uses of the Oregon Motorcycle Safety Program Subaccount. All or a portion of the budget may also be used in the Motorist Awareness campaign.

### Intended Subrecipients

ODOT-TSD

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Training and Education for Motorcycle Safety |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405f Motorcycle Programs | 405f Motorcyclist Training (FAST) | $35,113.00 | $8,778.25 | |

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

### Description of Highway Safety Problems

Nationally, bicycle and pedestrian fatalities made up 18 percent of overall motor vehicle crash fatalities (bicycle (2 percent) and pedestrian (16 percent) (NHTSA_FARS, 2017). Compared to the national statistics, in Oregon, there were 69 pedestrian fatalities (15.8 percent) and 10 bicycle fatalities (2.2 percent) in 2017, for a combined total of 18 percent of Oregon's 2017 motor vehicle fatalities. Using the most current data from 2016, Oregon

ranks the 19th highest pedestrian fatality rate state at 1.73 per 100,000 people (NHTSA.gov). In Oregon, 935 pedestrian injuries in 2017 accounted for 2 percent of all Oregon traffic injuries during the year (preliminary data and subject to change). The 73 pedestrian fatalities in 2017 (ODOT Crash Analysis & Reporting, or CARS) accounted for 16.2 percent of all Oregon traffic fatalities.

There is no current state bicycle fatality rate ranking available; however, the rate for Oregon is 2.0 per million population (National rate is 2.5 with a range of 0.0-7.4). Using the most current data from ODOT Crash Analysis Reporting Unit, or CARS, the 669 bicycle crash injuries in 2017 accounted for approximately 1.8 percent of all Oregon traffic injuries during the year (preliminary data and subject to change). The 10 bicyclist fatalities in 2017 accounted for 2.3 percent of all Oregon traffic fatalities (preliminary data).

With the population surpassing 4 million in the last quarter of 2015, it is more important than ever for the Pedestrian Safety Program to work with the wide range of transportation, health, education and enforcement partners looking to promote Oregonian safety, health and well-being.

**Associated Performance Measures**

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|---|---|---|---|---|
| 2020 | C-10) Number of pedestrian fatalities (FARS) | 2020 | Annual | 64 |
| 2020 | C-11) Number of bicyclists fatalities (FARS) | 2020 | Annual | 8 |

**Countermeasure Strategies in Program Area**

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

## Countermeasure Strategy: HVE for Non-Motorized

Program Area: Non-motorized (Pedestrians and Bicyclist)

### Project Safety Impacts

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

## Linkage Between Program Area

Based on the program area problem identification for Oregon, pedestrian and bicyclist injuries and fatalities consistently represent a disproportionate percentage of overall traffic injuries and deaths with a combined total of 18% of the overall state MVC fatality data. To decrease this percentage, Oregon has set the performance targets to decrease pedestrian and bicyclist fatalities from the moving average. To accomplish this Oregon has planned to use the countermeasure strategy of HVE for Non-Motorized operations to invest in education and awareness of Oregon state laws and best practices for all road users to decrease risk for vulnerable non-motorized road users.

## Rationale

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

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| PED-4-04 | High Visibility Enforcement - Ped |

# Planned Activity: High Visibility Enforcement - Ped

Planned activity number: PED-4-04

Primary Countermeasure Strategy ID:

## Planned Activity Description

## Intended Subrecipients

State, City, County Law Enforcement Agencies

## Countermeasure strategies

| Countermeasure Strategy |
|---|
| HVE for Non-Motorized |

## Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | 405h - Non-Motorized Traffic Safety | 405h Law Enforcement | $142,592.00 | $35,648.00 | |

# Countermeasure Strategy: Training and Education for Non-Motorized

Program Area: Non-motorized (Pedestrians and Bicyclist)

## Project Safety Impacts

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

## Linkage Between Program Area

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

## Rationale

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

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| BS-TSD-01B | Bicycle/Pedestrian Friendly Class |
| PED-3-01 | Statewide Services: Pedestrian Safety |
| PED-4-05 | Bicycle Safety Education |
| PED-TSD-01 | Statewide Services: Pedalcyclist |

# Planned Activity: Bicycle/Pedestrian Friendly Class

Planned activity number: BS-TSD-01B

Primary Countermeasure Strategy ID:

## Planned Activity Description

BS-TSD-01B - 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 Subrecipients

Commute Options

## Countermeasure strategies

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

## Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405h Nonmotorized Safety | 405h Public Education | $80,000.00 | $20,000.00 | |

# Planned Activity: Statewide Services: Pedestrian Safety

Planned activity number: PED-3-01

Primary Countermeasure Strategy ID:

## Planned Activity Description

PED-3-01 - This project will update/reprint pedestrian safety resource and educational materials; continue participation in an annual public opinion telephone survey for questions related to bicycle and pedestrian safety; develop annual statewide media campaign with TSD media contractor; collaborate with ODOT Roadway Engineers, ODOT Active Transportation Unit, Region Traffic Safety Coordinators and local agencies to educate and inform public on infrastructure enhancements; explore feasibility and implementation of low-cost pedestrian safety enhancements (e.g., in-street pedestrian signs, speed feedback signs) to encourage driver compliance for stopping at crosswalks for pedestrians; and promote pedestrian education training to both drivers and pedestrians.

## Intended Subrecipients

ODOT-TSD

## Countermeasure strategies

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

## Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act NHTSA 402 | Pedestrian/Bicycle Safety (FAST) | $250,000.00 | $62,500.00 | $100,000.00 |

# Planned Activity: Bicycle Safety Education

Planned activity number: PED-4-05

Primary Countermeasure Strategy ID:

## Planned Activity Description

PED-4-05 -The program provides train-the-trainer instruction and technical advice and assistance to communities implementing bike safety in schools. The Street Trust will provide the JumpStart Bicycle Fleet program to a community demonstrating readiness to establish a bike safety program in local schools.

## Intended Subrecipients

Commute Options

## Countermeasure strategies

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

## Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|

| | | | | | |
|---|---|---|---|---|---|
| 2020 | FAST Act 405h Nonmotorized Safety | 405h Training | $45,000.00 | $11,250.00 | |

## Planned Activity: Statewide Services: Pedalcyclist

Planned activity number: PED-TSD-01

Primary Countermeasure Strategy ID:

### Planned Activity Description

PED-TSD-01 - Develop annual statewide media campaign with TSD media contractor; update/reprint bicycle safety resource materials and collaborate with Region Traffic Safety Coordinators in distribution of safety resources; promote bicycle safety education training to drivers and bicyclists; collaborate with ODOT Roadway Engineers, ODOT Active Transportation Unit, Region Traffic Safety Coordinators and local agencies to educate and inform public on infrastructure and non-infrastructure enhancements.

### Intended Subrecipients

ODOT-TSD

### Countermeasure strategies

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

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405h Nonmotorized Safety | 405h Public Education | $120,000.00 | $30,000.00 | |

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

### Description of Highway Safety Problems

The Occupant Protection program is continually focused on educating the general public, law enforcement, family medical providers, and families regarding proper selection and use of seat belts and other motor vehicle safety restraints. Oregon has traditionally had a high seat belt usage rate, sometimes the highest in the nation, but continuous education is needed for new citizens, visitors, and high-risk populations to maintain a high use rate. According to the annual 2018 Oregon observed seat belt use survey, 4.2 percent of front seat passenger vehicle occupants did not use restraints, an increase from 3.2 percent in the 2017 survey. During 2017, crash reports (FARS) indicate 22.5 percent of motor vehicle occupant fatalities were unrestrained and 8.1 percent were unknown restraint use. Oregon law requires “proper” use of safety belt and child restraint systems. Some adult occupants inadvertently compromise the effectiveness of their belt systems and put themselves or other occupants at severe risk of unnecessary injury by using safety belts improperly. This is most often accomplished by placing the shoulder belt under the arm or behind the back, securing more than one passenger

in a single belt system, or using only the automatic shoulder portion of a two-part belt system (where the lap belt portion is manual).

**Associated Performance Measures**

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|---|---|---|---|---|
| 2020 | C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS) | 2020 | Annual | 69 |
| 2020 | B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey) | 2020 | Annual | 97 |

**Countermeasure Strategies in Program Area**

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

## Countermeasure Strategy: Child Restraint System Inspection Station(s)

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

### Project Safety Impacts

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

### Linkage Between Program Area

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

### Rationale

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

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| OP-6-02 | OP: CPS Inspection Stations |

## Planned Activity: OP: CPS Inspection Stations

Planned activity number: OP-6-02

Primary Countermeasure Strategy ID:

### Planned Activity Description

OP-6-02 This project will fund mini-grants to fitting stations to cover costs for purchase of equipment, supplies, child car seats, boosters, and scholarships for technician and instructor candidates (certification fee and/or necessary lodging and per diem expenses).

### Intended Subrecipients

Local or non-profit agencies; ODOT Regions

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Child Restraint System Inspection Station(s) |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405b OP High | 405b High Community CPS Services (FAST) | $30,000.00 | $7,500.00 | |

## Countermeasure Strategy: Communication Campaign for OP

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

### Project Safety Impacts

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

### Linkage Between Program Area

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

### Rationale

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

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| OP-TSD-01 | Statewide Services: OP |

## Planned Activity: Statewide Services: OP

Planned activity number: OP-TSD-01

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### Intended Subrecipients

ODOT-TSD

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Communication Campaign for OP |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act NHTSA 402 | Occupant Protection (FAST) | $190,000.00 | $47,500.00 | $76,000.00 |

## Countermeasure Strategy: HVE for OP

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

### Project Safety Impacts

Some adult occupants inadvertently compromise the effectiveness of their belt systems and put themselves or other occupants at severe risk of unnecessary injury by using safety belts improperly. Data reflects that in 2017, 22.5 percent of the fatalities were unrestrained and 12.7 percent were injured.

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

### Linkage Between Program Area

This project will provide grants to local police departments, sheriff's offices and Oregon State Police to conduct overtime enforcement that will maintain and increase compliance with safety belt/child restraint laws. Funding will be conditional on agency traffic enforcement during three (3) two-week blitzes, and during other times

when additional traffic enforcement coverage is deemed appropriate by the local jurisdiction. Agencies will be encouraged to garner local media coverage of their planned efforts, their purpose and their results.
During 2018, forty-six local police departments, twenty-one Sheriffs Offices and the Oregon State Police participated in Oregon's safety belt overtime enforcement program. Many of these agencies enforce restraint laws as a matter of routine when working traffic however; the smaller local departments often do not have dedicated traffic enforcement officers so rely on the federal overtime funds to work on traffic safety problems in their communities.
HVE has been a strong contributing countermeasure strategy toward Oregon's annual observed seat belt use survey showing 2018 with a use rate of 95.8 percent.

### Rationale

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

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| OP-2-01 | High Visibility Enforcement - OP |
| OP-2-01A | Statewide HVE for OP |
| OP-2-01B | HVE Local Police Department for OP |
| OP-2-01C | HVE Local Police Department for OP |

## Planned Activity: High Visibility Enforcement - OP

Planned activity number: OP-2-01

Primary Countermeasure Strategy ID:

### Planned Activity Description

OP-2-01 - This project will fund administrative and deputy overtime hours for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement “waves”. Expenses to undergo initial child passenger safety certification training may also be covered (the certification fee and/or necessary lodging and per diem expenses).

### Intended Subrecipients

State, City, County Law Enforcement Agencies

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| HVE for OP |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|

| | | | | | |
|---|---|---|---|---|---|
| 2020 | FAST Act 405b OP High | 405b High HVE (FAST) | $210,000.00 | $52,500.00 | |

## Planned Activity: Statewide HVE for OP

Planned activity number: OP-2-01A

Primary Countermeasure Strategy ID:

### Planned Activity Description

OP-2-01A - This project will fund administrative and trooper overtime hours for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement “waves”. Expenses to undergo initial child passenger safety certification training may also be covered (certification fee and/or necessary lodging and per diem expenses).

### Intended Subrecipients

State, City, County Law Enforcement Agencies

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| HVE for OP |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405b OP High | 405b High Occupant Protection (FAST) | $75,000.00 | $18,750.00 | |

## Planned Activity: HVE Local Police Department for OP

Planned activity number: OP-2-01B

Primary Countermeasure Strategy ID:

### Planned Activity Description

OP-2-01B - This project will fund police officer overtime hours for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement “waves”. Expenses to undergo initial child passenger safety certification training may also be covered (certification fee, and/or necessary lodging and per diem expenses).

### Intended Subrecipients

Local Law Enforcement

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| HVE for OP |

## Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act NHTSA 402 | Occupant Protection | $190,000.00 | $47,500.00 | $76,000.00 |

# Planned Activity: HVE Local Police Department for OP

Planned activity number: OP-2-01C

Primary Countermeasure Strategy ID:

## Planned Activity Description

OP-2-01C - This project will fund law enforcement overtime hours for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement “waves”. Expenses to undergo initial child passenger safety certification training may also be covered (certification fee and/or necessary lodging and per diem expenses).

## Intended Subrecipients

Local Law Enforcement

## Countermeasure strategies

| Countermeasure Strategy |
|---|
| HVE for OP |

## Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405b OP High | 405(b) FAST Act Occupant Protection High | $50,811.00 | $12,702.75 | |

# Countermeasure Strategy: Training and Education for OP

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

## Project Safety Impacts

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

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

## Linkage Between Program Area

Organizations need numerous materials to support their outreach efforts and funding is often very limited for

outreach efforts. Some adult occupants inadvertently compromise the effectiveness of their belt systems and put themselves or other occupants at severe risk of unnecessary injury by using safety belts improperly and are confused be frequently changing state laws and constantly evolving child seat technology. During 2016, crash reports indicate 25.9 percent of motor vehicle occupant fatalities were unrestrained. Current crash data from 2016 indicates that of the 1,992 injured children under age twelve, 10 percent were reported not using a child restraint system.

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

### Rationale

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

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| OP-7-03 | CPS Instructor/Technician Training |

## Planned Activity: CPS Instructor/Technician Training

Planned activity number: OP-7-03

Primary Countermeasure Strategy ID:

### Planned Activity Description

OP-7-03 This project will fund administration, instruction service hours, and equipment & supplies necessary to train CPS technicians & instructors; may include instructor fees, facility rentals, training materials/supplies, delivery of CPS training, and scholarships for technician and instructor candidates may also be covered, along with per diem travel costs, certification fees, and possible conference registration.

### Intended Subrecipients

Legacy Emmanuel Hospital, ODOT Regions

### Countermeasure strategies

| Countermeasure Strategy |
|---|

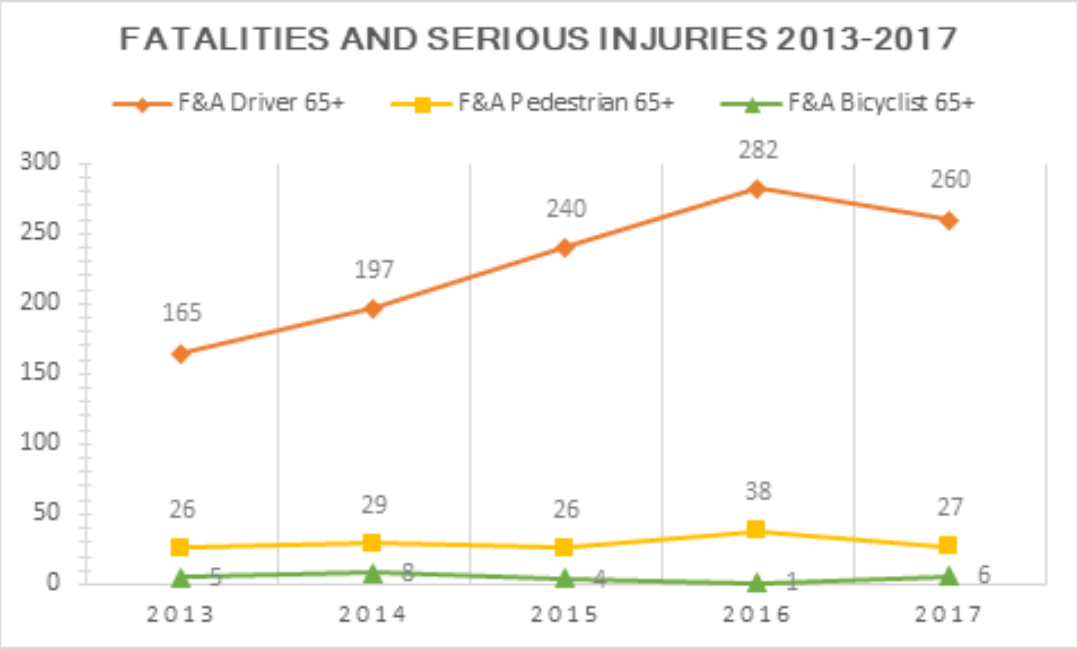
| |
|---|
| Training and Education for OP |

## Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405b OP High | 405(b) FAST Act Occupant Protection High | $84,000.00 | $21,000.00 | |

# Program Area: Older Drivers

## Description of Highway Safety Problems




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

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

### Associated Performance Measures

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|---|---|---|---|---|
| 2020 | number of fatal and serious injuries for drivers 65 years of age and older | 2020 | Annual | 238 |

### Countermeasure Strategies in Program Area

| Countermeasure Strategy |
| --- |
| Communication for Older Drivers |

## Countermeasure Strategy: Communication for Older Drivers

Program Area: Older Drivers

### Project Safety Impacts

Year-round public education is necessary to inform and educate older motor vehicle drivers and concerned citizens regarding Oregon laws, identifying warning signs that show when it may be necessary to limit or stop driving, and availability of resources for refresher driving courses, or a plan to reduce/stop driving.
Through targeted messaging, education on the effects of aging can be evaluated by the individual and they can make a conscious decision to modify their unsafe driving behavior, in turn reducing the number of serious injury and fatal crashes related to older drivers.

### Linkage Between Program Area

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

### Rationale

Education campaigns are proven to be effective as a countermeasure.

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
| --- | --- |
| OD-1-02 | Communications and Outreach: Older Drivers |

## Planned Activity: Communications and Outreach: Older Drivers

Planned activity number: OD-1-02

Primary Countermeasure Strategy ID:

### Planned Activity Description

OD-1-02 This project will fund Aging Road Users public education campaigns to increase awareness and to educate drivers, pedestrians and bicyclists on comprehensive evaluations and traffic safety strategies for preventing traffic crashes from occurring. Expand knowledge of transportation choices and community design features to meet the mobility needs of an aging population.

### Intended Subrecipients

ODOT-TSD

### Countermeasure strategies

| Countermeasure Strategy |
| --- |
| Communication for Older Drivers |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act NHTSA 402 | 402 FAST Act Driver Education funds | $20,000.00 | $5,000.00 | $8,000.00 |

# Program Area: Planning & Administration

## Description of Highway Safety Problems

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

**Associated Performance Measures**

## Planned Activities

**Planned Activities in Program Area**

| Unique Identifier | Planned Activity Name | Primary Countermeasure Strategy ID |
|---|---|---|
| IMP-TSD-02 | Planning and Administration: Sec 164 | |
| PA-TSD-02 | Planning and Administration: Sec. 402 | |

# Planned Activity: Planning and Administration: Sec 164

Planned activity number: IMP-TSD-02

Primary Countermeasure Strategy ID:

## Planned Activity Description

IMP-TSD-02 Travel, services and supplies and office equipment will be funded for advisory committees.

## Intended Subrecipients

ODOT-TSD

## Countermeasure strategies

## Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|

| | | | | | |
|---|---|---|---|---|---|
| 2020 | 164 Transfer Funds-PA | 164 Planning and Administration | $25,000.00 | | $10,000.00 |

## Planned Activity: Planning and Administration: Sec. 402

Planned activity number: PA-TSD-02

Primary Countermeasure Strategy ID:

### Planned Activity Description

The following SHSO staff salaries are paid from 402 P & A funds (direct):

Fiscal Specialist -- Accounting/Vouchers/Claims

Administrator -- Governor's Representative for Highway Safety

Operations Manager -- Accounting/HSP/HCS/Vouchers

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

### Intended Subrecipients

ODOT-TSD

### Countermeasure strategies

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act NHTSA 402 | Planning and Administration (FAST) | $300,000.00 | $75,000.00 | $120,000.00 |

## Program Area: Police Traffic Services

### Description of Highway Safety Problems

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

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

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

Investigations training.

**Associated Performance Measures**

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|---|---|---|---|---|
| 2020 | number of officers trained statewide through a traffic safety training conference | 2020 | Annual | 311 |

**Countermeasure Strategies in Program Area**

| Countermeasure Strategy |
|---|
| Training for PTS |

## Countermeasure Strategy: Training for PTS

Program Area: Police Traffic Services

### Project Safety Impacts

Through conference evaluations officers are learning updated traffic safety information, including changes in legislation and new laws. Additionally, they are revitalized to go and perform traffic safety enforcement.

### Linkage Between Program Area

There are many training opportunities available for Oregon law enforcement to attend, most of them required to obtain or maintain certification. For instance, officers who work impaired driving enforcement must be currently certified in SFST (Standardized Field Sobriety Testing). However, Oregon law enforcement agencies statewide struggle for the resources to obtain this valuable training due to other budgetary priorities. By utilizing grant funds TSD is able to provide traffic safety trainings around the state to agencies affording them the opportunity to send officers to these traffic safety training conferences or courses. This training is essential to maintain the highly effective high visibility enforcement countermeasure to bad driving behaviors.

### Rationale

While many agencies provide shift briefing trainings routinely, officers rarely get in depth training from local and national experts. By bringing these individuals in through conferences, they reach a wider audience and officers gain a broader knowledge base on key traffic safety issues they are facing. Additionally, it is an opportunity to provide key legislative updates that many of the officers may never otherwise receive or learn about.

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| PTS-TSD-01 | Traffic Law Enforcement Education & Training for PTS |
| PTS-TSD-01A | Law Enforcement Training Conference |
| RS-TSD-01 | Roadway Safety |

## Planned Activity: Traffic Law Enforcement Education & Training for PTS

Planned activity number: PTS-TSD-01

Primary Countermeasure Strategy ID:

### Planned Activity Description

PTS-TSD-01 This project will co-fund the necessary hours for DPSST to provide various traffic safety trainings throughout the state to law enforcement officers. As part of these trainings, police officers receive RADAR/LIDAR training. The online RADAR/LIDAR course is also being updated with this project.

### Intended Subrecipients

DPSST; State, City, County LEAs

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Training for PTS |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405e Special Distracted Driving | 405e Police Traffic Services (FAST) | $80,000.00 | $20,000.00 | |

## Planned Activity: Law Enforcement Training Conference

Planned activity number: PTS-TSD-01A

Primary Countermeasure Strategy ID:

### Planned Activity Description

PTS-TSD-01A - This project will fund Advanced Crash Investigation Training for law enforcement, Police Traffic Safety Conference for law enforcement, Advanced Motor Officer Training and the Law Enforcement Traffic Safety Advisory Committee quarterly meetings.

### Intended Subrecipients

ODOT - TSD

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Training for PTS |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act NHTSA 402 | Police Traffic Services (FAST) | $150,000.00 | $37,500.00 | $60,000.00 |

## Planned Activity: Roadway Safety

Planned activity number: RS-TSD-01

Primary Countermeasure Strategy ID:

### Planned Activity Description

RS-TSD-01 - Provide overtime enforcement hours for priority safety corridor(s). Grantee will provide press releases for each safety corridor identified.

### Intended Subrecipients

State, City, County Law Enforcement Agencies

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Training for PTS |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act NHTSA 402 | Roadway Safety (FAST) | $20,000.00 | $5,000.00 | $8,000.00 |

## Program Area: Speed Management

### Description of Highway Safety Problems

In recent years, advancements in electronics, the expansion of wineries in Oregon and the legalization of recreational marijuana have created unique traffic safety challenges on Oregon roadways. Oregon wineries are nationally known, especially the chardonnay and pinot noir from Yamhill and Washington counties which in turn, also increases tourism in Oregon bringing in more road users.

In Oregon, speed continues to be one of the top contributing factors to serious injury and fatality crashes on Oregon roadways, especially on rural roadways. Twenty-three percent of all 2017 speed related traffic deaths in Oregon occurred on the State Highway System. The Oregon State Police and other city and county law enforcement agencies simply do not currently have the staffing levels needed to appropriately enforce traffic laws, specifically speed enforcement, to significantly reduce traffic crashes and resulting, deaths and injuries. Multi-agency partnerships and high visibility enforcement events targeting speed enforcement will be required in 2020 to address this problem.

Oregon law enforcement agencies continue to use technology and speed measuring equipment to increase the number of citations and warnings issued as the number of speed related fatalities and serious injury crashes continue. With declining enforcement resources, these advances in technology provide valuable, near real time, actionable information to Oregon law enforcement and the transportation safety office for analysis. Citation numbers and overtime hours worked have declined, albeit slightly, but this is a concern as there does not appear to be a remedy in sight.

**Associated Performance Measures**

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|---|---|---|---|---|
| 2020 | C-6) Number of speeding-related fatalities (FARS) | 2020 | Annual | 116 |

**Countermeasure Strategies in Program Area**

| Countermeasure Strategy |
|---|
| Communication for Speed |
| HVE for Speed |

## Countermeasure Strategy: Communication for Speed

Program Area: Speed Management

### Project Safety Impacts

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

### Linkage Between Program Area

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

### Rationale

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

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| SP-4-01 | Communications and Outreach: Statewide Media-Speed |

## Planned Activity: Communications and Outreach: Statewide Media-Speed

Planned activity number: SP-4-01

Primary Countermeasure Strategy ID:

### Planned Activity Description

SP-4-01 - This project will be used to fund a community outreach survey and provide public education through various paid media outlets related to the dangers of speeding. Media may include Public Service Announcements, social media or print media showcasing the dangers of speeding.

### Intended Subrecipients

ODOT-TSD

## Countermeasure strategies

| Countermeasure Strategy |
|---|
| Communication for Speed |

## Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act NHTSA 402 | Speed Management (FAST) | $75,000.00 | $18,750.00 | $30,000.00 |

# Countermeasure Strategy: HVE for Speed

Program Area: Speed Management

## Project Safety Impacts

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

## Linkage Between Program Area

## Rationale

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

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| SP-2-02 | High Visibility Enforcement: Speed |
| SP-2-02A | OSP High Visibility Enforcement |

# Planned Activity: High Visibility Enforcement: Speed

Planned activity number: SP-2-02

Primary Countermeasure Strategy ID:

## Planned Activity Description

SP-2-02 This project will be used to fund the speed overtime enforcement efforts of the 2020 TSEP program for city or county law enforcement agencies in Regions 1, 2, 3, 4, and 5.

## Intended Subrecipients

State, City, County Law Enforcement Agencies

## Countermeasure strategies

| Countermeasure Strategy |
|---|
| HVE for Speed |

## Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act NHTSA 402 | Speed Enforcement (FAST) | $450,000.00 | $112,500.00 | $180,000.00 |

# Planned Activity: OSP High Visibility Enforcement

Planned activity number: SP-2-02A

Primary Countermeasure Strategy ID:

## Planned Activity Description

SP-2-02A - This project will be used to fund overtime speed enforcement for the Oregon State Police to be used on rural state highways in areas that through statistical crash analysis, coupled with local OSP office expertise and knowledge of problem areas within each Command, show a high incidence of speed-related crashes, injuries, and fatalities.

## Intended Subrecipients

Oregon State Police

## Countermeasure strategies

| Countermeasure Strategy |
|---|
| HVE for Speed |

## Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act NHTSA 402 | Speed Enforcement (FAST) | $125,000.00 | $31,250.00 | $50,000.00 |

# Program Area: Statewide

## Description of Highway Safety Problems

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

Oregon's culture is also very diverse. Oregon was the nation's "Top Moving Destination" in 2014 with two families moving into the state for every one moving out (66.4% to 33.6%). Oregon was also the top moving destination in 2013, and second most popular destination in 2010 through 2012.

The Latino population has grown 72 percent since 2000; the number of U.S.-born Latino Oregonians has increased 21 percent, compared to 1 percent growth in the number of foreign-born Latino Oregonians. A

noticeable demographic difference between Oregon's Latino population and its white population is age: Oregon Latinos are significantly younger than Caucasian Oregonians. The median age for Latinos is 24 years, compared to 41 years for the Caucasian population. This has a significant impact on traffic safety, law enforcement, health, and judiciary needs to educate the public and enforce state traffic laws.

Nationally, motor vehicle fatalities are not only up, but way up from recent years; every state but two saw increases in fatalities in both 2014 and 2015. The lowest number of Oregon fatalities recorded was 233 in 1943, where the highest was 737 fatalities in 1972; the fourth lowest number of fatalities ever recorded for Oregon was as recent as 313 in 2013.

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

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

The Impaired Driving program continues a strong commitment through effective, coordinated partnerships across the spectrum of law enforcement, prosecutorial, treatment, prevention and education resources in Oregon. Key programs include high visibility enforcement, enhanced accountability for offenders, specialty/treatment courts, improved DUII training for officers and prosecutors, Drug Recognition Expert training, and community awareness campaigns to promote safety and good decision-making when it comes to impairing substances and driving.

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

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

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

Oregon law enforcement agencies continue to use technology and speed measuring equipment to increase the number of citations and warnings issued as the number of speed related fatalities and serious injury crashes continue. With declining enforcement resources, these advances in technology provide valuable, near real time, actionable information to Oregon law enforcement and the transportation safety office for analysis. Citation numbers and overtime hours worked have declined, albeit slightly, but this is a concern as there does not appear to be a remedy in sight.

With the population surpassing 4 million in the last quarter of 2015, it is more important than ever for the Pedestrian Safety Program to work with the wide range of transportation, health, education and enforcement

partners looking to promote Oregonian safety, health and well-being.
TSAP VISION Statement: Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035.
"Every day, people arrive safely at their destinations in Oregon, but tragically, fatalities and serious injuries still occur on the Oregon transportation system. Any fatality or life-changing injury is a significant loss that can be avoided by implementing state-of-the-art programs, policies, and projects related to safety engineering, emergency response, law enforcement, and education. The TSAP lays the foundation to consider and prioritize safety for all modes and all users of our transportation system in order to eliminate all deaths and life-changing injuries on the transportation system.
Achieving this vision by 2035 requires commitment and engagement from a variety of Oregon's agencies and stakeholders. Engineers, emergency medical service providers, law enforcement and educators traditionally play a strong role in advocating for, planning, designing, and implementing transportation safety plans and will continue to do so. However, this plan also includes goals, policies, strategies, and actions relevant to public health professionals, the media, private stakeholders, the individual transportation system user, and others. All of these organizations and individuals will be tasked with planning and implementing safe travel options, and traveling responsibly, with the safety of all users in mind."
Problem Identification Statement
Hundreds of thousands of Oregonians travel safely to and from work, recreation, and excursions on a daily basis. Even so, over 400 people died on Oregon's transportation system in 2017, which averages more than one person every day. Traffic crashes are one of the leading causes of preventable deaths and injuries in Oregon. While significant progress has been made in the last decade, 2017 preliminary crash data suggest that 439 people were killed in motor vehicle crashes in Oregon and another 1,761 people suffered life-altering injuries. Since the writing of the 2016 Transportation Safety Action Plan (TSAP), Oregon has experienced a higher number of roadway fatalities than in prior years, specifically since 2014 to current. This was unfortunately the case across most of the nation. While updating the TSAP for 2021-2025, serious conversations are being held on whether to maintain the goal of 'zero' fatalities by 2035, or to adjust the goal based on the last few years of increased crashes and fatalities.

### Associated Performance Measures

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|---|---|---|---|---|
| 2020 | C-1) Number of traffic fatalities (FARS) | 2020 | 5 Year | 420 |

### Countermeasure Strategies in Program Area

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

## Countermeasure Strategy: Statewide communication

Program Area: Statewide

### Project Safety Impacts

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

### Linkage Between Program Area

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

### Rationale

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

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| SW-TSD-02 | Media Communications Statewide |

## Planned Activity: Media Communications Statewide

Planned activity number: SW-TSD-02

Primary Countermeasure Strategy ID:

### Planned Activity Description

### Intended Subrecipients

ODOT-TSD

### Countermeasure strategies

| Countermeasure Strategy |
|---|

| |
|---|
| Statewide communication |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405e Special Distracted Driving | 405e Paid Advertising (FAST) | $25,000.00 | $6,250.00 | |

## Countermeasure Strategy: Statewide data collection and analysis

Program Area: Statewide

### Project Safety Impacts

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

### Linkage Between Program Area

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

### Rationale

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

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| SW-TSD-07 | Data/Research Operations |

## Planned Activity: Data/Research Operations

Planned activity number: SW-TSD-07

Primary Countermeasure Strategy ID:

### Planned Activity Description

This project funds TSD opinion surveys conducted in relation to transportation safety programs.

### Intended Subrecipients

ODOT-TSD

## Countermeasure strategies

| Countermeasure Strategy |
|---|
| Statewide data collection and analysis |

## Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405e Special Distracted Driving | | $100,000.00 | $25,000.00 | |

# Countermeasure Strategy: Statewide Program Management

Program Area: Statewide

## Project Safety Impacts

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

## Linkage Between Program Area

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

## Rationale

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

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| SW-TSD-03 | Impaired Driving Program Management |
| SW-TSD-04 | Program Management: 402 |

## Planned Activity: Impaired Driving Program Management

Planned activity number: SW-TSD-03

Primary Countermeasure Strategy ID:

### Planned Activity Description

SW-TSD-03 - Salaries, benefits, travel, services and supplies and office equipment will be funded for program coordination.

### Intended Subrecipients

ODOT-TSD

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Statewide Program Management |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405d Impaired Driving Mid | 405d Impaired Driving Mid (FAST) | $140,000.00 | $35,000.00 | |

## Planned Activity: Program Management: 402

Planned activity number: SW-TSD-04

Primary Countermeasure Strategy ID:

### Planned Activity Description

SW-TSD-04 - Salaries, benefits, travel, services and supplies and office equipment will be funded for program coordination.

### Intended Subrecipients

ODOT-TSD

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Statewide Program Management |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act NHTSA 402 | Other | $1,100,000.00 | $275,000.00 | $440,000.00 |

## Countermeasure Strategy: Statewide training and education

Program Area: Statewide

## Project Safety Impacts

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

## Linkage Between Program Area

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

## Rationale

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

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| SW-1-03 | Statewide Trauma Care Provider Training |
| SW-TSD-05 | Transportation Safety Education/Outreach/Training Conference |
| SW-TSD-06 | Regional Education Outreach |

# Planned Activity: Statewide Trauma Care Provider Training

Planned activity number: SW-1-03

Primary Countermeasure Strategy ID:

## Planned Activity Description

SW-1-03 - This project provides funding to continue statewide training of trauma care providers with the needed hours to teach the TNTT education program. TNTT's effective presentations address bicycle safety and other wheeled sport safety (skateboards, rollerblades, and scooters), high-risk drivers, safety belt use, impaired driving, cell phone use while driving (including texting/talking on cell phones, and speed) and dealing with distractions while driving.

## Intended Subrecipients

Legacy Emmanuel

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Statewide training and education |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act NHTSA 402 | Other | $15,000.00 | $3,750.00 | $6,000.00 |

## Planned Activity: Transportation Safety Education/Outreach/Training Conference

Planned activity number: SW-TSD-05

Primary Countermeasure Strategy ID:

### Planned Activity Description

SW-TSD-05 - Provide for a statewide conference, and/or a series of regional conferences. The conference will provide a forum for sharing information and data of statewide significance in reducing transportation related deaths and debilitating injuries, and allow participants to connect traffic safety programs and ideas. The grant will provide for speakers, facilities costs, and incidental materials.

### Intended Subrecipients

ODOT - TSD

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Statewide training and education |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405e Special Distracted Driving | 405e Public Education (FAST Comprehensive) | $35,000.00 | $8,750.00 | |

## Planned Activity: Regional Education Outreach

Planned activity number: SW-TSD-06

Primary Countermeasure Strategy ID:

### Planned Activity Description

SW-TSD-06 - This project provides transportation safety education, outreach, enforcement, and/or services to a wide variety of community based traffic safety programs for targeted crash reduction. Mini-grants may be provided to local jurisdictions and traffic safety organizations to address identified transportation safety

problems in each of ODOTs five regions.

### Intended Subrecipients

ODOT - TSD

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Statewide training and education |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act NHTSA 402 | | $125,000.00 | $31,250.00 | $10,000.00 |

## Program Area: Traffic Records

### Description of Highway Safety Problems

Oregon has conducted a NHTSA Traffic Records Assessment in the past 5 years and that Assessment serves as the foundation for the Oregon Traffic Records Plan which consists of a listing of priorities, recommendations, and performance measures designed to address improvements to Oregon's traffic records systems, as identified by the Assessment.

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

**Associated Performance Measures**

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|---|---|---|---|---|
| 2020 | number of traffic records performance measures identified in Traffic Records Strategic Plan | 2020 | Annual | 1 |

**Countermeasure Strategies in Program Area**

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

## Countermeasure Strategy: Improves timeliness of a core highway safety database

Program Area: Traffic Records

## Project Safety Impacts

This project is for ODOT's Transportation System Monitoring (TSM) Unit to improve the Traffic Count Management (TCM) program by purchasing and deploying software to gather and retain data needed to inform safety related decisions about programs, major projects and planning efforts for state and local government. Major project expenses include software, an Information Systems Project Manager and Project Analyst. The positions provide project leadership in developing project scope and requirements, documentation, budget management, project reporting, and communication facilitation. It is expected that performance measures IT1, IA1, and IC1, as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Traffic Records Strategic Plan will be improved.

## Linkage Between Program Area

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

## Rationale

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

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| RP-TSD-02 | OSP Citation Database |
| TR-TSD-01 | TRCC projects for quantifiable improvements to highway safety data/database |
| TR-TSD-04 | Use Capacity Building |
| TR-TSD-05 | Vehicle Operator Education Module |
| TR-TSD-06 | Multi Agency Computer Aided Dispatching |
| TR-TSD-07 | Local Data Entry Device/Training |
| TR-TSD-08 | Vision Zero Software Pilot |
| TR-TSD-09 | eCrash/eCitation Expansion |

# Planned Activity: OSP Citation Database

Planned activity number: RP-TSD-02

Primary Countermeasure Strategy ID:

## Planned Activity Description

RP-TSD-02 - The Oregon Department of Justice-Criminal Justice Commission (CJC) is pursuing a vendor to create a secure, internet-accessible data collection portal to process and securely store data on several hundred-thousand traffic stops annually.

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

Provide the public and policy makers with current data about who is being stopped, searched, and arrested;

Require law enforcement statewide to collect certain information about every discretionary traffic and

pedestrian stop;
Contain all CJC findings, and aggregate data submitted by law enforcement, and be available to the public.
The project is a result of the 2015 Oregon State Police (OSP) and Attorney Generals Racial Profiling Prohibition Task Force and their recommendations, as encompassed in the current Legislative Session in HB 2355.

### Intended Subrecipients

Oregon Department of Justice

### Countermeasure strategies

| Countermeasure Strategy |
| --- |
| Improves timeliness of a core highway safety database |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
| --- | --- | --- | --- | --- | --- |
| 2020 | FAST Act 1906 Prohibit Racial Profiling | 1906 Collecting and Maintaining Data | $375,000.00 | $93,750.00 | |

## Planned Activity: TRCC projects for quantifiable improvements to highway safety data/database

Planned activity number: TR-TSD-01

Primary Countermeasure Strategy ID:

### Planned Activity Description

TR-TSD-01 - This project will allow a system software improvement to allow local EMS technicians to re-open a file in the Oregon NEMSIS reporting system for purposes of updating and/or correcting data in the system. It is expected that performance measures IT1, IA1, and IC1, as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan, will be improved.

### Intended Subrecipients

Oregon Health Authority

### Countermeasure strategies

| Countermeasure Strategy |
| --- |
| Improves timeliness of a core highway safety database |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | MAP 21 405c Data Program | 405c Data Program (MAP-21) | $50,000.00 | $12,500.00 | |

## Planned Activity: Use Capacity Building

Planned activity number: TR-TSD-04

Primary Countermeasure Strategy ID: Improves timeliness of a core highway safety database

### Planned Activity Description

TR-TSD-04 - This project will allow a pilot project to increase access to and use of NEMSIS data in Oregon by engineers and other professionals for decision making purposes. The project will pilot test ways to track usage of data. It is expected that performance measure IX1, as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan, and the ability to increase the percent of data retrieval and analysis will be improved.

### Intended Subrecipients

ODOT-TSD

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Improves timeliness of a core highway safety database |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405c Data Program | 405c Data Program (FAST) | $70,000.00 | $17,500.00 | |

## Planned Activity: Vehicle Operator Education Module

Planned activity number: TR-TSD-05

Primary Countermeasure Strategy ID: Improves timeliness of a core highway safety database

### Planned Activity Description

TR-TSD-05 - This project will develop modules to allow driver education providers and testers to directly input course completion electronically, and for DMV technicians to instantly know when students have completed driver education courses. It is expected there will be multiple benefits including improvements to performance measures DA1 and DC2, as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan. The current process is dis-jointed and cumbersome.

### Intended Subrecipients

ODOT-TSD

### Countermeasure strategies

| Countermeasure Strategy |
| --- |
| Improves timeliness of a core highway safety database |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
| --- | --- | --- | --- | --- | --- |
| 2020 | FAST Act 405c Data Program | 405c Data Program (FAST) | $10,000.00 | $2,500.00 | |

## Planned Activity: Multi Agency Computer Aided Dispatching

Planned activity number: TR-TSD-06

Primary Countermeasure Strategy ID: Improves timeliness of a core highway safety database

### Planned Activity Description

TR-TSD-06 - This project will provide an improved computer aided dispatching system for OSP as well as other agencies within Oregon. It is anticipated this system will improve data accuracy of multiple data files including Crash, Driver, Citation, and possibly others depending on system design options. It is expected that performance measures CT1, CT2, CC2, and CI1, as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan, will be improved.

### Intended Subrecipients

ODOT-TSD

### Countermeasure strategies

| Countermeasure Strategy |
| --- |
| Improves timeliness of a core highway safety database |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
| --- | --- | --- | --- | --- | --- |
| 2020 | FAST Act 405c Data Program | 405c Data Program (FAST) | $515,000.00 | $128,750.00 | |

## Planned Activity: Local Data Entry Device/Training

Planned activity number: TR-TSD-07

Primary Countermeasure Strategy ID: Improves timeliness of a core highway safety database

### Planned Activity Description

TR-TSD-07 - This project is to purchase data entry devices to allow more timely and accurate input of patient events into the NEMSIS system by EMS technicians. The devices will be provided, along with training and software to make them ready to implement for the participating local agencies. It is expected that performance

measures IT1, IA1, and IC1, as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan, will be improved.

### Intended Subrecipients

ODOT - TSD

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Improves timeliness of a core highway safety database |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405c Data Program | 405c Data Program (FAST) | $40,000.00 | $10,000.00 | |

## Planned Activity: Vision Zero Software Pilot

Planned activity number: TR-TSD-08

Primary Countermeasure Strategy ID: Improves timeliness of a core highway safety database

### Planned Activity Description

TR-TSD-08 - This project will begin pilot testing ‘Vision Zero’ software designed to assess available data and offer solutions to various traffic safety challenges. The project is expected to improve performance measures CX1, and RX1 as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan.

### Intended Subrecipients

ODOT - TSD

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Improves timeliness of a core highway safety database |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405c Data Program | 405c Data Program (FAST) | $85,000.00 | $21,250.00 | |

## Planned Activity: eCrash/eCitation Expansion

Planned activity number: TR-TSD-09

Primary Countermeasure Strategy ID: Improves timeliness of a core highway safety database

## Planned Activity Description

TR-TSD-09 - This project will allow local agencies to purchase software and supplies to electronically issue traffic and crash citations, and to produce subsequent crash reports. These electronic reports are more accurate and easier to ready within the multiple systems they impact, including crash, driver, citation, courts and vehicle. It is expected that performance measures CA1, CT1, CT2, and CC2, as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan, will be improved.

## Intended Subrecipients

ODOT - TSD

## Countermeasure strategies

| Countermeasure Strategy |
|---|
| Improves timeliness of a core highway safety database |

## Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | MAP 21 405c Data Program | 405c Data Program (MAP-21) | $300,000.00 | $75,000.00 | |

# Countermeasure Strategy: Strengthen the capacity of the TRCC to reflect best practices identified in the Traffic Records Assessment Advisory

Program Area: Traffic Records

## Project Safety Impacts

Improved capacity of the TRCC provides an overall improvement in data systems and results in more accurately targeted traffic safety countermeasures.

## Linkage Between Program Area

A better organized TRCC is positioned to improve traffic records performance measures for an improvement of timeliness, accuracy, uniformity, completeness, integration, and acceptability.

## Rationale

Strengthen the capacity of the TRCC to reflect best practices identified in the Traffic Records Assessment Advisory.

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name |
|---|---|
| TR-TSD-02 | ODOT Data - Traffic Count Management Improvement Project |

# Planned Activity: ODOT Data - Traffic Count Management Improvement Project

Planned activity number: TR-TSD-02

Primary Countermeasure Strategy ID: Strengthen the capacity of the TRCC to reflect best practices identified

in the Traffic Records Assessment Advisory

### Planned Activity Description

TR-TSD-02 - This project is for ODOT's Transportation System Monitoring (TSM) Unit to improve the Traffic Count Management (TCM) program by purchasing and deploying software to gather and retain data needed to inform safety related decisions about programs, major projects and planning efforts for state and local government. Major project expenses include software, an Information Systems Project Manager and Project Analyst. The positions provide project leadership in developing project scope and requirements, documentation, budget management, project reporting, and communication facilitation. This project extends the completion deadline for the project from the prior year. It is expected that this project will improve performance measures RA1, RU1, RC1, RC3, and RX1, as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan.

### Intended Subrecipients

ODOT Traffic Data Section

### Countermeasure strategies

| Countermeasure Strategy |
|---|
| Strengthen the capacity of the TRCC to reflect best practices identified in the Traffic Records Assessment Advisory |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---|---|---|---|---|---|
| 2020 | FAST Act 405c Data Program (FAST) | 405c Data Program (FAST) | $430,000.00 | $107,500.00 | |

## Evidence-based traffic safety enforcement program (TSEP)

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

| Unique Identifier | Planned Activity Name |
|---|---|
| IMP-2-02 | High Visibility Enforcement - DUII |
| DD-1-03 | High Visibility Enforcement - DD |
| OP-2-01 | High Visibility Enforcement - OP |
| PED-4-04 | High Visibility Enforcement - Ped |
| PTS-TSD-02 | High Visibility Enforcement (TSEP-Traffic Safety Enforcement Program) |
| SP-2-02 | High Visibility Enforcement: Speed |
| IMP-2-02A | HVE DUII Enforcement |
| IMP-2-02B | HVE DUII Enforcement |
| OP-2-01B | HVE Local Police Department for OP |
| OP-2-01C | HVE Local Police Department for OP |
| SP-2-02A | OSP High Visibility Enforcement |

| | |
|---|---|
| RS-TSD-01 | Roadway Safety |
| OP-2-01A | Statewide HVE for OP |
| IMP-2-05 | Sustained Enforcement - DUII |
| OP-2-03 | Sustained Enforcement - OP |

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

## Crash Analysis

Pedestrian Safety Enforcement: Oregon ranks as the 22th highest pedestrian fatality rate state at 1.78 fatalities per 100,000 population. The number of pedestrian fatalities has steadily increased to its highest frequency since 1990. In Oregon, there were 69 (FARS) pedestrian fatalities (15.7 percent of all fatalities) in 2017, that when combined with the bicycle fatalities of ten (FARS) (2.3%) makes a combined ped/bike total of 18% of Oregon's 2017 motor vehicle fatalities.

Impaired Driving Enforcement: In 2017, 112 fatalities were alcohol-impaired (0.08 BAC or higher); 169 fatalities involved alcohol only at any detectable level; and 61 were a combination of both alcohol and other impairing drugs. Due to lack of monitoring methodology, there are a high number of ignition interlock devices (IID) that are not installed as required by law (only 35% compliance rate compared to 65% in Washington State). The state's impaired driving recidivism rate is about 30 percent. Additionally, between 80-90 percent of those arrested for impaired driving are evaluated to have a substance abuse/dependency issue. This means that 80-90 percent are going through treatment and 30 percent of those are re-offending. Oregon voted to legalize recreational marijuana, effective July 2015, and the law includes possession limits larger than any other state, as well as home-grow provisions and allowances for hash oil and other potent concentrates. An anecdotal increase has been seen in Oregon drug-impaired driving that closely resembles increases in Washington and Colorado (who also legalized recreational use). In 2013, 74 traffic fatalities were drug-related. In 2014, 80 traffic fatalities were drug related-; in 2015, 88 traffic fatalities were drug-related; 2016 saw 103 drug-related traffic fatalities, and in 2017, that increased for the fifth straight year to 144 drug-related traffic fatalities. Enforcement has shown itself to be the most effective tool at combating impaired driving.

Occupant Protection Enforcement: Non-Use of Restraints: According to the annual 2017 Oregon observed seat belt use survey, 3.2 percent of front seat passenger vehicle occupants did not use restraints; during 2016, crash data indicates 26 percent of motor vehicle occupant fatalities were unrestrained, and 16.3 percent were of unknown restraint use. Improper Use of Restraints: Oregon law requires 'proper' use of a safety belt and child restraint systems. Seventy-three percent of child safety seats are installed incorrectly in motor vehicles. Adults compromise the effectiveness of a safety belt by placing the shoulder belt underneath their arm, securing more than one passenger in a single belt system, or using only the automatic shoulder portion of a two-part belt system. Premature Graduation of children to Adult Belt Systems: Current crash data indicates that of the 1,992 injured children under age twelve, 10 percent were reported not using a child restraint system.

Speed Enforcement: In 2017, 39 percent of all traffic fatalities in Oregon involved speeding (traffic deaths). Data reflects excessive speed or driving too fast for present conditions as the number two contributing factor to fatal traffic crashes on Oregon roads in the year 2017. Twenty-three percent of all 2017 speed related traffic deaths in Oregon occurred on the State Highway System. The Oregon State Police do not currently have the staffing levels needed to appropriately enforce traffic laws to significantly reduce traffic crashes and resulting, deaths and injuries. Multi-agency partnerships and events will be required in 2020 to address this problem.

Nearly 42,000 people were injured in speed-related crashes in 2017. Data reflects excessive speed or driving too fast for present conditions as the number two contributing factor to fatal traffic crashes on Oregon roads in the year 2017. Speed Racing continues to be g an increasing problem in Oregon. In 2017, speed racing convictions increased by eleven percent. Law Enforcement is also seeing an increase in coordinated events where racers are taking over freeways and bridges. In addition to creating traffic issues for general motorists, spectators are being injured as vehicles lose control during these events.

Distracted Driving Enforcement: From 2013-2017 there were 12,006 crashes resulting in 95 fatalities and 18,429 injuries caused by crashes involving a distracted driver in Oregon (all ages). Cell phone use is a major driver distraction problem in Oregon as well as nationwide.

2013-2017 There were 1,089 crashes involving a driver (all ages) reported to have been using a cell phone at the time of the crash: 20 fatalities and 1,557 people injured.

These crash types have historically been underreported in Oregon, as convictions for this offense during the same time frame total 72,032. A recent upgrade to the law makes it easier to enforce and less ambiguous to understand.

Roadway Safety: There is a lack of a blended 4-E (Education, Enforcement, Engineering and EMS) approach to transportation safety statewide, where this blend has proven to be more effective in using a synergistic approach. There is also not general acceptance of the Highway Safety Manual or an identified set of trainings for its benefits and potential implementation statewide. In addition, evaluation of Oregon's Safety Corridor* program has identified that existing designated safety corridors continue to not be decommissioned within one year of meeting the decommissioning criteria (* mile-post to mile-post designation for roadway segments that indicate > 150% of the average crash rate; fines are doubled, ODOT signs are placed, etc.) . Consistent enforcement is needed on these roadways to both effect the Safety Corridor's intent to slow motorists down, as well as to monitor if the corridor status is having an effect on reducing crashes, or needs to be de-commissioned.

## Deployment of Resources

In 2020, the Oregon State Police, Oregon State Sheriff's Association, and local police agencies will again be awarded HVE grant projects. Grantees will be required to participate during these specific campaign and calendar events in 2020:

Required HVE Campaigns:

Christmas/New Year's Eve holidays (December-January) (Impaired Driving Focus)

Click It or Ticket mobilization (May) (Occupant Protection Focus)

Labor Day (late Aug-Sept) (Impaired Driving Focus)

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

| | |
|---|---|
| Traffic Safety Enforcement Program TSEP--(HVE)--Statewide | Awarded |

| | |
|---|---|
| 164AL - Impaired Driving OSPamp | $200,000 |
| 164AL - Impaired Driving Local PDsamp | $400,000 |
| 164AL - Impaired Driving OSSAamp | $100,000 |
| 405(b) - Occupant Protection OSSAamp | $210,000 |
| 405(b) - Occupant Protection OSPamp | $75,000 |
| 405(b) - Occupant Protection Local PDsamp | $50,811 |
| 405(e) - Distracted Drivingamp | $600,000 |
| Section 402 – Speedamp | $450,000 |
| Section 402 - Occupant Protection Local PDs | $190,000 |

Multiple 2020 enforcement events will be available to choose from based on NHTSA's and ODOT's Communications Calendars, and on local problem identification. All event reports will be evaluated as they come in to determine any needed adjustment to the enforcement calendar, or to problem focus area(s).

## Effectiveness Monitoring

In 2020, the Oregon State Police, Oregon State Sheriff's Association, and local police agencies will again be awarded HVE grant projects. Grantees will be required to participate during these specific campaign and calendar events in 2020:

Required HVE Campaigns:

Christmas/New Year's Eve holidays (December-January) (Impaired Driving Focus)

Click It or Ticket mobilization (May) (Occupant Protection Focus)

Labor Day (late Aug-Sept) (Impaired Driving Focus)

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

| Traffic Safety Enforcement Program TSEP--(HVE)--Statewide | Awarded |
|---|---|
| 164AL - Impaired Driving OSPamp | $200,000 |
| 164AL - Impaired Driving Local PDsamp | $400,000 |
| 164AL - Impaired Driving OSSAamp | $100,000 |
| 405(b) - Occupant Protection OSSAamp | $210,000 |
| 405(b) - Occupant Protection OSPamp | $75,000 |
| 405(b) - Occupant Protection Local PDsamp | $50,811 |
| 405(e) - Distracted Drivingamp | $600,000 |
| Section 402 – Speedamp | $450,000 |
| Section 402 - Occupant Protection Local PDs | $190,000 |

Multiple 2020 enforcement events will be available to choose from based on NHTSA's and ODOT's Communications Calendars, and on local problem identification. All event reports will be evaluated as they

come in to determine any needed adjustment to the enforcement calendar, or to problem focus area(s).

## High-visibility enforcement (HVE) strategies

**Planned HVE strategies to support national mobilizations:**

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

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

| Unique Identifier | Planned Activity Name |
|---|---|
| IMP-2-02 | High Visibility Enforcement - DUII |
| IMP-2-02A | HVE DUII Enforcement |
| IMP-2-02B | HVE DUII Enforcement |
| OP-2-01 | High Visibility Enforcement - OP |
| OP-2-01A | Statewide HVE for OP |
| OP-2-01B | HVE Local Police Department for OP |
| OP-2-01C | HVE Local Police Department for OP |

## 405(b) Occupant protection grant

### Occupant protection plan

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

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

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

**Agencies planning to participate in CIOT:**

| Agency |
|---|
| Albany Police Department |
| Ashland Police Department |
| Baker County Sheriff's Office |
| Bandon Police Department |
| Beaverton Police Department |
| Benton County Sheriff's Office |

| |
|---|
| Canby Police Department |
| Cannon Beach Police Department |
| Clackamas County Sheriff's Office |
| Coos Bay Police Department |
| Cornelius Police Department |
| Crook County Sheriff's Office |
| Curry County Sheriff's Office |
| Douglas County Sheriff's Office |
| Eugene Police Department |
| Florence Police Department |
| Forest Grove Police Department |
| Gilliam County Sheriff's Office |
| Harney County Sheriff's Office |
| Hines Police Department |
| Hood River County Sheriff's Office |
| Hood River Police Department |
| Independence Police Department |
| Jackson County Sheriff's Office |
| Jefferson County Sheriff's Office |
| Keizer Police Department |
| Klamath County Sheriff's Office |
| Lane County Sheriff's Office |
| Lincoln County Sheriff's Office |
| Madras Police Department |
| Marion County Sheriff's Office |
| Medford Police Department |
| Milwaukie Police Department |
| Monmouth Police Department |
| Morrow County Sheriff's Office |
| Multnomah County Sheriff's Office |
| Myrtle Creek Police Department |
| North Bend Police Department |
| North Plains Police Department |
| Nyssa Police Department |
| Ontario Police Department |
| Oregon City Police Department |
| Oregon State Police |
| Philomath Police Department |
| Polk County Sheriff's Office |
| Port Orford Police Department |
| Portland Police Bureau |
| Prineville Police Department |
| Redmond Police Department |
| Rockaway Beach Police Department |
| Roseburg Police Department |

| |
|---|
| Salem Police Department |
| Silverton Police Department |
| Springfield Police Department |
| St. Helens Police Department |
| Stayton Police Department |
| Sweet Home Police Department |
| Tigard Police Department |
| Tillamook County Sheriff's Office |
| Toledo Police Department |
| Tualatin Police Department |
| Yamhill Police Department |
| Woodburn Police Department |
| West Linn Police Department |
| Warrenton Police Department |
| Umatilla County Sheriff's Office |

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

## Planned Participation in Click-it-or-Ticket

Participation in Click It or Ticket National Mobilization Plan

During the 2016 calendar year, 89 vehicle occupants who died in Oregon traffic crashes were confirmed to be completely unbelted. The majority of these – 55 – occurred in nighttime crashes. Forty-three percent of the injured child occupants under twelve years of age were improperly restrained (not using child restraints.) Therefore, Oregon's greatest opportunity for reducing fatalities and injuries through enforcement will be heightened scrutiny of restraint use among night time travelers.

Grant funding for safety belt overtime enforcement has been provided annually to Oregon law enforcement agencies since 1993 and structured around a campaign of three annual "blitzes" with additional, discretional overtime between blitzes as funding and staffing levels allow. For 2019, these two week blitzes will be scheduled as follows: one in February, one in alignment with the May nationwide Click It or Ticket mobilization, and one over the Labor Day weekend. Agencies will be encouraged to focus on Oregon's identified high-risk population and geographic areas with lower-than-statewide average observed belt use rates. These segments presently include child passengers aged eight to twelve, and occupants traveling in the most remote, rural areas.

Grant-funded agencies will be required to participate in each blitz, and will be encouraged to work with local media to educate the public during the weeks just prior to and following each blitz. ODOT will report levels of law enforcement participation, planned outreach and media for the Click It or Ticket mobilization to NHTSA on NHTSA-required report forms. Approximately 40% of Oregon's law enforcement agencies are expected to participate in the Click It or Ticket mobilization.

Officers will be notified of child passenger safety training opportunities throughout the year, and will be encouraged to undergo child passenger safety training and to nurture community awareness of traffic safety generally. Grants will be administered through the Oregon State Police, Oregon State Sheriffs Association, and TSD (for local police department participation). Those agencies anticipated to participate during FFY2019 have been selected in GMSS, under 405(b) Occupant Protection section.

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

## List of Task for Participants & Organizations

### Child restraint inspection stations

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

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

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

| Unique Identifier | Planned Activity Name |
|---|---|
| OP-6-02 | Communications and Outreach for Child Restraint and Booster Seat Use |
| OP-7-03 | CPS Instructor/Technician Training |
| OP-6-02 | OP: CPS Inspection Stations |

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

Planned inspection stations and/or events: 49

**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: 21

Populations served - rural: 45

Populations served - at risk: 49

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

### Child passenger safety technicians

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

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

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

| Unique Identifier | Planned Activity Name |
|---|---|
| OP-6-02 | Communications and Outreach for Child Restraint and Booster Seat Use |

| | |
|---|---|
| OP-7-03 | CPS Instructor/Technician Training |
| OP-6-02 | OP: CPS Inspection Stations |
| OP-TSD-02 | Statewide Instructor Development |

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

Estimated total number of classes: 7

Estimated total number of technicians: 116

### Maintenance of effort

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

## 405(c) State traffic safety information system improvements grant

### Traffic records coordinating committee (TRCC)

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

| Meeting Date |
|---|
| 16/Oct,2018 |
| 15/Jan,2019 |
| 16/Apr,2019 |

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

Name of State's Traffic Records Coordinator: Walter McAllister

Title of State's Traffic Records Coordinator: Program Manager

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

### List of TRCC members

TRCC Membership Roster

Executive Level TRCC

| Name | System | Email | Title | Member Status |
|---|---|---|---|---|
| Walter McAllister | None | Walter.J.MCALLISTER@odot.state.or.us | Traffic Records Program Manager | Non-Voting Member |
| Nick Fortey | None | nick.fortey@dot.gov | | Non-Voting Member |
| Shirley Wise | None | shirley.wise@dot.gov | Regional Representative | Non-Voting Member |
| Lt. Patrick Huskey | Citation Data System | patrick.huskey@state.or.us | Lieutenant,Patrol Svcs DivisionLieutenant,Patrol Svcs Division | Voting Member (Law Enforcement) |

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

## Traffic Records System Assessment

See below

## Traffic Records for Measurable Progress

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

The performance measure is as follows:

| Performance Measure | Accessibility | Increase the percentage of active titles and brands updated to the National Motor Vehicle Title Information System (NMVTIS) Vehicle Identification Number (VIN) pointer and brand files (currently 0%). |
|---|---|---|

In the period beginning April 1, 2017, and ending March 31, 2018 there were 0% of the active titles and brands

updated to the National Motor Vehicle Title Information System (NMVTIS) Vehicle Identification Number (VIN) pointer and brand files.  During the period beginning April 1 2018 and ending March 31, 2019 100% of the active titles and brands were subsequently updated to the System through an automated and now ongoing process, thus improving accessibility of the core vehicle database.

## Traffic Records Supporting Non-Implemented Recommendations

3.7 Prioritizing and Setting Performance Measures

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

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

Table 4.3 Low Priority

| Assessment Question | Rating | Assessor Conclusion | Timeline |
|---|---|---|---|
| Traffic Records Coordinating Committee Management | | | |

| | | | |
|---|---|---|---|
| Does the State have both an executive and a technical TRCC? | Partially Meets | Oregon has a single working-level technical TRCC structure with oversight provided by the Oregon Transportation Safety Committee (OTSC). The technical or working-level TRCC is made up of managers and professionals representing the Traffic Records core component areas. The Transportation Safety Committee oversees all TRCC projects and functions in an oversight and advisory role, but does not quite meet the standard of serving as an executive TRCC based on the Advisory ideal. The Advisory recommends that executive group members hold positions within their agencies that enable them to establish policy and direct resources within their areas of responsibility. Based on the evidence provided, a volunteer citizen-led committee falls short of meeting the Advisory ideal for an executive-level TRCC. However, the OTSC certainly plays a positive and important role in traffic records in Oregon. Perhaps the OTSC can be expanded to include additional members with executive roles in traffic records at the State level, which | |

| | | | |
|---|---|---|---|
| | | would help to meet this ideal. | |
| Does the TRCC oversee quality control and quality improvement programs impacting core data systems? | Does Not Meet | The TRCC does not oversee quality control or quality improvement programs impacting the core data systems in Oregon. While the TRCC Strategic Plan does contain some performance measures regarding quality control for core component systems, there is no regular monitoring or formal reporting of quality performance measures to the TRCC. The TRCC should consider implementing a program which would allow committee members to receive more routine information regarding data quality. This would allow the TRCC to have some oversight and monitoring of data quality across the Stateaposs traffic records systems. | |

| | | | |
|---|---|---|---|
| Does the TRCC influence policy decisions that impact the Stateaposs traffic records system? | Does Not Meet | While system owners participate in the TRCC quarterly and members from all systems are represented, the examples provided donapost meet the Advisory ideal. Instances where the TRCC membership issued recommendations or guidance which led to implementation of legislation impacting traffic records systems, or led to changes in a departmentaposs official quotpoliciesquot regarding traffic records systems or traffic records data would help to meet the ideal. | |
| Does the executive TRCC meet at least once annually? | Partially Meets | The Oregon Transportation Safety Committee (OTSC) receives quarterly updates regarding TRCC proceedings and activities. However, only one agenda and no history of meeting dates have been provided so it is unclear how often the committee meets. As the OTSC only partially meets the Advisory ideal for an executive-level TRCC, it was determined that partial credit should be awarded here. If in the future, the OTSC is expanded to include membership to help it meet the Advisory ideal as an executive TRCC, then this rating would follow suit and improve accordingly. | |

| Assessment Question | Rating | Assessor Conclusion | Timeline |
| --- | --- | --- | --- |
| Strategic Planning | | | |

| | | | |
|---|---|---|---|
| Does the TRCC have a process for integrating State and local data needs and goals into the TRCC strategic plan? | Partially Meets | The TRCC does not have a well-defined process for vetting stakeholder needs and integrating those needs into the strategic plan. State responses indicated that the TRCC relies on a series of public input meetings used in the development of the Stateaposs Traffic Safety Performance Plan to integrate State and local data needs. While some value for traffic records may result from this process, the TRCC would benefit from a more concerted effort to solicit and incorporate stakeholder input. Methods might include formal planning meetings to solicit specific needs or scheduled comment periods for stakeholders to influence the Stateaposs strategic direction in traffic records.Project descriptions in the strategic plan can serve to effectively document how State and local data needs are accounted for within prioritized projects.The TRCC does not have a well-defined process for vetting stakeholder needs and integrating those needs into the strategic plan. State responses indicated that the TRCC relies on a series of public input meetings used in the development of the Stateaposs Traffic Safety Performance Plan to | |

| | | | |
|---|---|---|---|
| | | integrate State and local data needs. While some value for traffic records may result from this process, the TRCC would benefit from a more concerted effort to solicit and incorporate stakeholder input. Methods might include formal planning meetings to solicit specific needs or scheduled comment periods for stakeholders to influence the Stateaposs strategic direction in traffic records.Project descriptions in the strategic plan can serve to effectively document how State and local data needs are accounted for within prioritized projects. | |
| Does the TRCC have a process for identifying and addressing impediments to coordination with key Federal traffic records data systems? | Does Not Meet | The TRCC does not have a process in place for identifying and addressing impediments to coordination with key Federal data systems. | |

| | | | |
|---|---|---|---|
| Is the TRCCaposs strategic plan reviewed and updated annually? | Does Not Meet | While it appears the TRCC makes some updates to the traffic records strategic plan on an annual basis, these changes are not substantive and likely do not reflect the changing environment and any progress made year-to- year. For the most part, the plan itself suggests that changes are primarily for purposes of compliance with NHTSA Section 405(c) requirements. The State seems to lack a structured process for both developing and updating the strategic plan, precluding the ability to benefit from the significant results that naturally follow. | |
| Does the TRCC consider the use of new technology when developing and managing traffic records projects in the strategic plan? | Does Not Meet | While the strategic plan briefly mentions technology as a general consideration, no express discussion of how new technologies are leveraged in data system improvements exists within the strategic plan. The absence of project-level information in the plan is ultimately what leads to the lack of discussion concerning the use of technology. | |

| | | | |
|---|---|---|---|
| Does the TRCC consider lifecycle costs in implementing improvement projects? | Does Not Meet | Because the strategic plan does not currently contain project-level information, there is no indication that lifecycle costs are a prominent consideration in the vetting and prioritization process. Once Oregon builds out project-level information in the strategic plan, one of the descriptors for each candidate project should be lifecycle costs anticipated beyond initial development and implementation. | |
| Does the strategic plan make provisions for coordination with key federal traffic records data systems? | Does Not Meet | Nothing in the Plan document addresses how the strategic | |

| Assessment Question | Rating | Assessor Conclusion | Timeline |
|---|---|---|---|
| Crash | | | |
| Are quality control reviews comparing the narrative, diagram, and coded contents of the report considered part of the statewide crash databaseaposs data acceptance process? | Does Not Meet | TDD staff members do not currently engage in quality control analysis comparing the narrative, diagram, and coded contents of the crash report. The State’s primary challenge is keeping up with the completion of the coding and reporting. | |

| | | | |
|---|---|---|---|
| Are independent sample-based audits periodically conducted for crash reports and related database contents? | Does Not Meet | While the State does not periodically perform independent sample-based audits, they do perform data audits as needed to monitor coder performance and data quality. However, this process was not described and no documentation was provided. | |
| Vehicle | | | |
| Does the State participate in the Performance and Registration Information Systems Management (PRISM) program? | Does Not Meet | Oregon currently does not participate in the Performance and Registration Information Systems Management program. | |
| Are there accuracy performance measures tailored to the needs of data managers and data users? | Does Not Meet | The State has no accuracy performance measures. | |
| Are there completeness performance measures tailored to the needs of data managers and data users? | Does Not Meet | There are no completeness performance measures for the vehicle system. | |
| Does the process flow diagram or narrative show alternative data flows and timelines? | Does Not Meet | A process flow diagram depicting alternative data flows was provided, but it does not show timelines. Although the State indicates that the times for the alternative business process flows (Assessment Query 94) are recorded in a separate document, no document or narrative describing the process in detail has been provided. | |

| | | | |
|---|---|---|---|
| Are there accessibility performance measures tailored to the needs of data managers and data users? | Does Not Meet | The vehicle system has no accessibility performance measures. | |
| Is data quality feedback from key users regularly communicated to data collectors and data managers? | Does Not Meet | The State response of quotsomewhatquot to the question about data quality feedback is not sufficiently indicative of how such feedback is generated or delivered. | |

| Assessment Question | Rating | Assessor Conclusion | Timeline |
|---|---|---|---|
| Driver | | | |
| Is there a formal, comprehensive data quality management program for the driver system? | Does Not Meet | The response identified the DMVaposs audit process but did not address a formal data quality management program. | |
| Has the state established numeric goals— performance metrics—for each performance measure? | Does Not Meet | Performance measures and performance metrics have not been established. | |
| Does the driver system capture and retain the dates of original issuance for all permits, licensing, and endorsements (e.g., learneraposs permit, provisional license, commercial driveraposs license, motorcycle license)? | Partially Meets | The Oregon driver system captures and retains the issuance dates for all permits, endorsements and licenses and maintains this information for at least nine years. The issuance segment of the data system purges information nine years after the original date of issuance. This purge process can delete references to the original issue date and actual status of previously issued permits or license endorsements. | |

| | | | |
|---|---|---|---|
| Does the custodial agency maintain accurate and up to date documentation detailing the reporting and recording of driver education and improvement course (manual and electronic, where applicable)? | Does Not Meet | Oregon does not record the completion of driver improvement or driver education courses on the driving record. Courses mandated by courts during the adjudication phase are not recorded on the driving record because it is a court action and process. | |
| Are independent sample-based audits conducted periodically for the driver reports and related database contents for that record? | Does Not Meet | State auditors may do some independent periodic reviews. Individual DMV units also audit their work. Formal independent sample audits are not being done. | |
| Does the driver system capture novice driversapos training histories, including provider names and types of education (classroom or behind-the-wheel)? | Does Not Meet | The Oregon driver system does not collect any driver training history information. A special ad hoc report is used to determine if an individual completed driver education or motorcycle rider training. The report only identifies what portion of the licensing requirements are waived if an individual completes driver education or rider training. | |

| | | | |
|---|---|---|---|
| Does the driver system capture driversapos traffic violation and/or driver improvement training histories, including provider names and types of education (classroom or behind-the-wheel)? | Does Not Meet | Oregonaposs driver system captures and stores traffic convictions. Driver improvement training history is not captured. There is no requirement for driver improvement courses for traffic violations. Restrictions and suspensions are placed on the driving record for traffic violation convictions. | |

| Assessment Question | Rating | Assessor Conclusion | Timeline |
|---|---|---|---|
| Roadway | | | |
| Is there an enterprise roadway information system containing roadway and traffic data elements for all public roads? | Partially Meets | ODOT has a transportation framework, Or Trans, which contains all data from Oregonaposs road authorities in one layer with one LRS. This network is interfaced with HPMS non-state roadway data. Other than the data required for HPMS, ODOT has very little traffic and roadway data for local roads, thus receiving a quotpartially meets the standardquot rating. Oregon should consider expanding the roadway data coverage to include all local roads in the future. | |

| | | | |
|---|---|---|---|
| Are local agency procedures for collecting and managing the roadway data compatible with the Stateaposs enterprise roadway inventory? | Partially Meets | The State (ODOT) receives minimal data from local agencies. Local agency line-work may have some minor differences, adding complexity to the HPMS submittal. All HPMS data on local roads is collected by the State ensuring that State practices are used. Traffic count data appears to be primarily the data the State receives from local sources. Prior to accepting the data, the State works with the local agency to ensure data collection and management practices are in place. Local agencies not providing any roadway data to the State may not be using a roadway data system which is compatible with the State. The State should consider working with all these local agencies to advise them to use the same compatible standard as the State enterprise roadway inventory system in the future. | |

| | | | |
|---|---|---|---|
| Are there procedures for prioritizing and addressing detected errors? | Partially Meets | The State described a procedure for making corrections to errors depending on the type of error. Priority is given to serious errors (fatal error to the system or the data in error is needed ASAP) which need to be urgently corrected, important errors though not urgent, or incidental errors which are logged, corrected in the order in which they are received and corrected when they can be. Documentation for these procedures was not provided resulting in a partial rating. The State should consider creating a procedure description for reconciling detected data errors in their roadway data system. | |

| | | | |
|---|---|---|---|
| Is there a set of established performance measures for the uniformity of the State enterprise roadway information system? | Does Not Meet | The State does not have performance measures for the uniformity of the State enterprise roadway information system. HPMS requirements do not act as a substitute for actual performance measures. The State should be commended for the job they do and the fact they are considered to have one of the best HPMS programs in the nation. The State should consider developing an official State performance measure or measures for uniformity of all the State enterprise roadway data beyond what is required for HPMS. | |
| Is there a set of established performance measures for the integration of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.) and other critical data systems? | Does Not Meet | The State does not have performance measures for integration of roadway data maintained by regional and local custodians. The State should consider recommending integration performance measures similar to the State performance measures to all local and regional roadway data custodians. | |

| Assessment Question | Rating | Assessor Conclusion | Timeline |
|---|---|---|---|
| Roadway | | | |

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

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

| | | | |
|---|---|---|---|
| Is there a set of established performance measures for the timeliness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)? | Partially Meets | The only performance measure for timeliness of roadway data maintained by regional and local custodians is the annual HPMS submittal to FHWA. The State should consider working with all the local agencies to encourage them to meet the State timeliness requirements in a formal manner. A performance measure calculated for the update timeliness (e.g., the median or mean number of days from (a) roadway project completion to (b) the date the updated critical data elements are entered into the roadway inventory file) might work for local agencies. | |
| Is there a set of established performance measures for the accuracy of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)? | Does Not Meet | The State does not have performance measures for the accuracy of the roadway data maintained by regional and local custodians. If and when the State defines and creates a State performance measure for accuracy of the State roadway data, then the State should consider recommending that same performance measure to the local and regional roadway data custodians. | |

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

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

| Assessment Question | Rating | Assessor Conclusion | Timeline |
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| Citation/Adjudication | | | |
| Is there a statewide authority that assigns unique citation numbers? | Does Not Meet | There is no statewide system that generates unique citation numbers. The State court case management assigns unique court case numbers upon filing, but that system does not assign numbers for the local courts. Each law enforcement agency assigns its own citation numbers. | |
| Are the courtsapos case management systems interoperable among all jurisdictions within the State (including local, municipal and State)? | Does Not Meet | Although the State has described a system where information is accessible to authorized individuals, not all court management systems are inter-operable among the Circuit, municipal and justice courts. | |
| Is citation and adjudication data used for traffic safety analysis to identify problem locations, areas, problem drivers, and issues related to the issuance of citations, prosecution of offenders, and adjudication of cases by courts? | Does Not Meet | The State has described how citation and adjudication data is used in the prosecution and adjudication of cases; however, it has not indicated if the data referred to is used for other aspects of traffic safety analysis as referred to in the question. No example analysis and description of the policy or enforcement actions taken as a result are provided. | |
| Does the citation system have a data dictionary? | Does Not Meet | The State has provided conflicting information in response to the data dictionary question and has not provided the dictionary for review. | |

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| Do the citation data dictionaries clearly define all data fields? | Does Not Meet | The State response of yes to this question is in conflict with the answer provided in the previous question. As there was no evidence provided, it is impossible to determine whether the State meets or partially meets the Advisory ideal. | |
| Are the citation system data dictionaries up to date and consistent with the field data collection manual, training materials, coding manuals, and corresponding reports? | Does Not Meet | The State reports that the data dictionaries are frequently updated. However, the requested narrative describing the process—including timelines and the summary of changes—used to ensure uniformity in the field data collection manuals, training materials, coding manuals, and corresponding reports has not been provided. | |
| Do the citation data dictionaries indicate the data fields that are populated through interface linkages with other traffic records system components? | Does Not Meet | A list of data fields populated through interface linkages with other traffic records system components is not provided. The State indicates that the citation data dictionaries do not indicate the interfaced fields. | |
| Do the courtsapos case management system data dictionaries provide a definition for each data field? | Does Not Meet | A list and data dictionary for one State, one county/district, and one local (municipal) court if they do not use the same case management systems has not been provided as requested. | |

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| Does the State have a system for tracking administrative driver penalties and sanctions? | Does Not Meet | The State has indicated that there is a system for tracking administrative driver penalties and sanctions; however, no evidence (narrative description) was provided. | |

| Assessment Question | Rating | Assessor Conclusion | Timeline |
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| Citation/Adjudication | | | |
| Does the State have a system for tracking traffic citations for juvenile offenders? | Partially Meets | The State has described a system in Circuit Courts for tracking traffic citations for juvenile offenders, and has provided statutory authority for situations where a juvenile case can be quotwaived into adult court.quot The State is unable to provide information for juvenile cases from local courts outside the State-funded court system. There is no information about how traffic citations for juvenile offenders are processed in justice and municipal courts. Municipal and justice courts are quotlocalquot courts outside the State-funded court system. | |

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| Is citation data linked with the driver system to collect driver information, to carry out administrative actions (e.g., suspension, revocation, cancellation, interlock) and determine the applicable charges? | Partially Meets | The State has indicated that the citation data is linked with the driver system to determine applicable charges, namely whether the driver is eligible for a fine reduction or increase in penalty. The State has further stated that the courts do not determine applicable charges but has not indicated if the appropriate authority utilizes linked data to do so. The citation data that is passed is utilized by the DMV for administrative sanctions. The State has not elaborated on the use of citation data for the named functions in the municipal and justice courts. | |
| Is adjudication data linked with the driver system to collect certified driver records and administrative actions (e.g., suspension, revocation, cancellation, interlock) to determine the applicable charges and to post the dispositions to the driver file? | Does Not Meet | The adjudication data from State courts is not linked with the driver system to post dispositions to the driver file. | |
| In States that have an agency responsible for issuing unique citation numbers, is information on intermediate dispositions (e.g., deferrals, dismissals) captured? | Does Not Meet | The State does not have a single agency responsible for issuing a unique citation number. | |

| Assessment Question | Rating | Assessor Conclusion | Timeline |
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| Citation/Adjudication | | | |

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| Are all citation dispositions—both within and outside the judicial branch—tracked by the statewide data system? | Partially Meets | Any and all citations issued by law enforcement in Oregon by law must be filed with a court by law enforcement. No pre-court filing administrative process to dispose of citations is approved. All citations filed in circuit courts are entered into the Judicial Departmentaposs case management system. Court staff members complete the record by entering the disposition of the case. The record will include whether the charges were dismissed or whether the defendant was convicted. In cases where a defendant is convicted of a traffic offense, the court submits an abstract of judgment to ODOTaposs Driver and Motor Vehicle Services Division (DMV). DMV adds the conviction information to the personaposs driver history. No information is provided about how cases are processed in justice and municipal courts. Municipal and justice courts are quotlocalquot courts outside the State-funded court system with jurisdiction limited to violations, lesser crimes, and some other less serious cases. Oregon Revised Statutes (ORS) 153.800 allows any court in Oregon | |

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| | | including municipal and justice courts to establish a Violations Bureau. ORS 810.370 mandates all courts (including municipal and justice courts) to forward all convictions related to the operation of motor vehicles on streets and highways to the Department of Transportation within 24 hours of the time the defendant was sentenced by the court. The information provided does not indicate whether the State has any requirements for dismissals or other dispositions to be sent to the Department of Transportation. The answer is incomplete because it does not explain if the dismissals and deferrals are included in the definition of the required quotconvictionsquot and, therefore, reported. | |

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| Are final dispositions (up to and including the resolution of any appeals) posted to the driver data system? | Partially Meets | Oregon statute requires courts (includes circuit, justice, and municipal courts) to notify the Department of Transportationaposs Driver and Motor Vehicle Services Division (DMV) within 24 hours of sentencing a defendant for a traffic offense. No requirement is stated about the reporting of dismissals, not guilty findings or any type of deferral action. Circuit Courts submit an abstract of judgment to DMV, and DMV posts information about the conviction to the defendantaposs driving record. Courts do not notify DMV if the violation is appealed. A flow chart for the different courts would complete the answer. | |
| Do the appropriate portions of the citation and adjudication systems adhere to the National Incident-Based Reporting System (NIBRS) guidelines? | Partially Meets | The State is adherent as to crime reporting of citation data--some at the UCR level and others at the NIBRS level. Still others report at O-NIBRS level, a superset of data. Without the requested narrative statement detailing the systems and their adherence to the NIBRS guidelines, status is unclear as to all State and local agencies. | |

| Assessment Question | Rating | Assessor Conclusion | Timeline |
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| Citation/Adjudication | | | |

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| Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Information Network (LEIN) guidelines? | Does Not Meet | No information or documentation of how the records might adhere to the National Law Enforcement Information Network (LEIN) guidelines is provided. | |
| Do the appropriate portions of the citation and adjudication systems adhere to the Functional Requirement Standards for Traffic Court Case Management? | Partially Meets | The new Oregon eCourt system includes all of the functions identified in NCSCaposs Functional Requirement Standards for Traffic Court Case Management Systems. Currently, 26 out of the 36 Circuit Courts are on the new system. All Circuit Courts will convert to Oregon eCourt by June 2016. However, no information is provided about the local court records and whether the local courts will be on the eCourt system. | |
| Do the appropriate portions of the citation and adjudication systems adhere to the NIEM Justice domain guidelines? | Does Not Meet | The State has indicated that data sent from the Judicial Department to the State Police is not NIEM compliant; however, code is currently being updated contemplating the NIEM standards. The State did not provide a narrative statement detailing the other systems (local courts) and their adherence to the NIEM Justice domain guidelines. | |

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| Does the State use the National Center for State Courts guidelines for court records? | Partially Meets | The Circuit Courts have deployed or will deploy the eCourt system which meets the guidelines by June 2016. There is no narrative explanation about the local court record-keeping and their adherence to NCSC guidelines for court records or if a comparable guideline is being used. | |
| Does the State use the Global Justice Reference Architecture (GRA)? | Does Not Meet | The State does not use the Global Justice Reference Architecture (GRA). | |

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| Does the State have an impaired driving data tracking system that meets the specifications of NHTSAaposs Model Impaired Driving Records Information System (MIDRIS)? | Does Not Meet | The Oregon eCourt system does have several MIDRIS components. Law enforcement agencies from around the State, including some of the largest agencies (Oregon State Police and Portland Police Bureau) electronically file citations with circuit courts. The citing agency transmits the citation information (including an image of the citation) to circuit courts on a daily basis.Additionally, district attorney offices, law enforcement agencies, and members of the State Bar are able to access case information (i.e., view case docketing information and documents filed in the case) online. It is not clear whether the local courts handle traffic cases and how the records are integrated into the State record system. In summary: The State does not have a single statewide impaired driving data tracking system that meets the specifications of NHTSAaposs Model Impaired Driving Records Information System (MIDRIS).The Oregon eCourt system does have several MIDRIS components. Law enforcement agencies from around the State, including | |

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| | | some of the largest agencies (Oregon State Police and Portland Police Bureau) electronically file citations with circuit courts. The citing agency transmits the citation information (including an image of the citation) to circuit courts on a daily basis.Additionally, district attorney offices, law enforcement agencies, and members of the State Bar are able to access case information (i.e., view case docketing information and documents filed in the case) online. It is not clear whether the local courts handle traffic cases and how the records are integrated into the State record system. In summary: The State does not have a single statewide impaired driving data tracking system that meets the specifications of NHTSAaposs Model Impaired Driving Records Information System (MIDRIS). | |
| Do the courtsapos case management system data dictionaries clearly define all data fields? | Partially Meets | A sample of the data dictionary used by the Departmentaposs case management system is provided. No information is given as to what the local (justice and municipal) courts use to process their cases. | |

| Assessment Question | Rating | Assessor Conclusion | Timeline |
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| Citation/Adjudication | | | |
| Do the courtsapos case management system data dictionaries indicate the data fields populated through interface linkages with other traffic records system components? | Does Not Meet | The Judicial Department's Enterprise Technology and Services Division in the Office of the State Court Administrator indicates two data dictionary integrations – one with the State Police and one with the City of Portland which supplies traffic citation data to Odyssey (the Departmentaposs case management system) to create traffic violation cases only. However, the courtsapos case management system data dictionaries do not indicate the data fields populated through interface linkages with other traffic records system components. | |
| Do the prosecutorsapos information systems have data dictionaries? | Does Not Meet | The State reports a dictionary of sorts from Law Enforcement Data System, and provided a sample from the Oregon Judicial Information system. No information about the types or number of prosecutor data systems are in use and no data dictionary was provided. | |

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| Does the State measure compliance with the process outlined in the citation lifecycle flow chart? | Partially Meets | The narrative describes how the State measures compliance with the citation lifecycle process specified in the flow chart in the Circuit Courts and some law enforcement agencies. This is not statewide nor are all courts included.Although the State has acknowledged that there is no single agency that measures compliance for all stages of the lifecycle of a citation, the State has described a system whereby responsible agencies are connected (either electronically or through manual process) and provide checks against one another to ensure compliance with the citation process.The narrative describes how the State measures compliance with the citation lifecycle process specified in the flow chart in the Circuit Courts and some law enforcement agencies. This is not statewide nor are all courts included.Although the State has acknowledged that there is no single agency that measures compliance for all stages of the lifecycle of a citation, the State has described a system whereby responsible agencies are connected (either electronically or | |

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| | | through manual process) and provide checks against one another to ensure compliance with the citation process. | |
| Does the State distinguish between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances? | Partially Meets | The Circuit Courts appear to meet the ideal. A written business process, which documents that the Departmentaposs system tracks how the case was resolved, is provided. No information is provided as to the local courts. A fair rating for the State cannot be provided without information about the local courts. | |
| Are the security protocols governing data access, modification, and release officially documented? | Partially Meets | The answer is quite extensive as to the Circuit Court official security protocols governing data access, modification, and release. The protocols are being updated and it is likely that they will meet the Advisory ideal. The information provided for the local courts or other agencies is that they are governed by Oregon public records law. The information as to the local courts is incomplete. | |
| Is citation data linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock)? | Does Not Meet | Citation data is not linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock). | |

| Assessment Question | Rating | Assessor Conclusion | Timeline |
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| Citation/Adjudication | | | |
| Is adjudication data linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates and supervision)? | Does Not Meet | Adjudication data is not linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates and supervision). | |
| Is citation data linked with the crash file to document violations and charges related to the crash? | Does Not Meet | The State has indicated that citation data is linked with the crash file to document violations and charges related to the crash; however, the State did not provide the requested evidence. | |
| Is adjudication data linked with the crash file to document violations and charges related to the crash? | Does Not Meet | No results of a sample query and/or description of how the adjudication or linked information is used to document violations and charges related to the crash is provided. The State has indicated that the adjudication data is not linked with the crash file to document violations and charges related to the crash. | |
| Do the appropriate components of the citation and adjudication systems adhere to the National Crime Information Center (NCIC) data guidelines? | Partially Meets | The State has indicated adherence to NCIC data guidelines but has not provided the required narrative statement detailing the systems and their adherence to the NCIC guidelines. | |
| EMS/Injury Surveillance | | | |

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| Does the injury surveillance system include EMS data? | Partially Meets | EMS data is available on a large subset of EMS transports in the State and the information collected is submitted to the NEMSIS Technical Assistance Center. However, that data only applies to patients treated at a trauma center, not all motor vehicle crash victims receiving EMS treatment. From this data, there were approximately 6,800 responses related to motor vehicle crashes in 2014. | |
| Does the injury surveillance system include emergency department (ED) data? | Partially Meets | Emergency department data is available, but only for patients that presented at a trauma level hospital and not all motor vehicle crash victims treated in any emergency department. | |
| Is the hospital discharge data available for analysis and used to identify problems, evaluate programs, and allocate resources? | Partially Meets | Hospital discharge data is available for analysis both internally and to external parties. A process has been implemented to obtain access for use by outside parties; however, no examples of its use for highway safety projects were available. | |

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| Is the trauma registry data available for analysis and used to identify problems, evaluate programs, and allocate resources? | Partially Meets | The trauma registry data can be used for analysis and problem identification. An analysis of pedestrian injuries was provided and the trauma registry was listed as a potential data source; however, how it was used in the development of the program was unclear. | |

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

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| Is there a process flow diagram that outlines the trauma registryaposs key data process flows, including inputs from other systems? | Does Not Meet | Process flow diagrams may be included in the documentation on the Stateaposs Trauma Registry website, but it was not available. | |
| Does the trauma registry have documented procedures for collecting, editing, error checking, and submitting data? | Does Not Meet | Documentation for supervisory responsibilities (controlling user access, system contents, etc.) is available, but information related to the collection, submission, and error-checking of the trauma data was not available. Training videos are available on YouTube but not provided in this Assessment. | |
| Are there documented procedures for returning data to the reporting emergency departments for quality assurance and improvement (e.g., correction and resubmission)? | Partially Meets | There are no documented quality control procedures for returning data to the reporting agency outside of timeliness (late submissions trigger an automated message). However, ad-hoc quality control queries are conducted by the State epidemiologist and emergency departments are contacted when decreased visit counts or other data aberrations occur. | |

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| Are there documented procedures for returning data to the reporting vital records agency for quality assurance and improvement (e.g., correction and resubmission)? | Partially Meets | There is a daily edit report generated by NCHS to allow for correction of errors. The Oregon Vital Records agency edits the records and resubmits them to NCHS. It is unclear if the original submitting agency is involved or provides the correct information to the State during this process. | |
| Are there formally documented processes for returning rejected EMS patient care reports to the collecting entity and tracking resubmission to the statewide EMS database? | Partially Meets | There is no documented process; returning patient care reports for correction is done on an informal basis. The ImageTrend software provides a process for tracking of reports through the system and quality control processes are included in the training modules. | |

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

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| Are there accuracy performance measures tailored to the needs of trauma registry managers and data users? | Does Not Meet | There are no accuracy performance measures for the trauma registry. Performance measures are established to help a State or agency track progress in their data systems. The Oregon Trauma Registry Performance Report includes comparative trends over time, but it is not clear how that information is used to evaluate system accuracy. | |
| Are there completeness performance measures tailored to the needs of trauma registry managers and data users? | Does Not Meet | There are no completeness performance measures for the trauma registry. Performance measures are established to help a State or agency track progress in their data systems. | |
| Are there uniformity performance measures tailored to the needs of trauma registry managers and data users? | Does Not Meet | There are no uniformity performance measures for the trauma registry. Performance measures are established to help a State or agency track progress in their data systems. | |
| Are there integration performance measures tailored to the needs of trauma registry managers and data users? | Does Not Meet | There are no integration performance measures for the trauma registry. Performance measures are established to help a State or agency track progress in their data systems. | |

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

| Assessment Question | Rating | Assessor Conclusion | Timeline |
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| EMS/Injury Surveillance | | | |

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

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| Are there uniformity performance measures tailored to the needs of vital records managers and data users? | Does Not Meet | Although the State follows all NCHS requirements, there are no uniformity performance measures for the vital records system. Performance measures include a goal against which a system may be evaluated regularly to determine success or need for improvement. | |
| Are there integration performance measures tailored to the needs of vital records managers and data users? | Does Not Meet | Although the State follows all NCHS requirements, there are no integration performance measures for the vital records system. Performance measures include a goal against which a system may be evaluated regularly to determine success or need for improvement. It is unclear if vital records data is integrated with any other traffic records system components. | |
| Are there accessibility performance measures tailored to the needs of vital records managers and data users? | Does Not Meet | Although the State follows all NCHS requirements, there are no accessibility performance measures for the vital records system. Performance measures include a goal against which a system may be evaluated regularly to determine success or need for improvement. | |

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

| Assessment Question | Rating | Assessor Conclusion | Timeline |
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| EMS/Injury Surveillance | | | |
| Is limited state-level correction authority granted to quality control staff working with the statewide emergency department and hospital discharge databases in order to amend obvious errors and omissions without returning the report to the originating entity? | Does Not Meet | The hospital datasets (ED and inpatient) are managed by the Oregon Hospital Association and the State is not involved in the submission and data correction processes. Although the State notes erroneous information and passes that information along to analysts, there seems to be no State-level correction authority. | |

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| Has the State established numeric goals— performance metrics—for each emergency department and hospital discharge database performance measure? | Does Not Meet | There are no performance metrics because there are no performance measures. With the implementation of the ESSENCE program, there is an opportunity to establish several numeric performance goals for the hospital databases. | |
| Is limited state-level correction authority granted to quality control staff working with the statewide trauma registry in order to amend obvious errors and omissions without returning the report to the originating entity? | Does Not Meet | Correction authority is reportedly given to the State staff maintaining the trauma registry, but no information was provided with regards to the procedures that are in place to allow this activity. | |
| Has the State established numeric goals— performance metrics—for each trauma registry performance measure? | Does Not Meet | There are no numeric goals because there are no established performance measures. Even though timely reporting and complete records were reported as performance measures, the associated numeric goals were not provided. | |

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| Is limited state-level correction authority granted to quality control staff working with vital records in order to amend obvious errors and omissions without returning the report to the originating entity? | Does Not Meet | It was stated that Oregon vital records is the originating agency of the vital records and all changes to records are completed following law and administrative rules and are completed and approved by the Oregon vital records. It is unclear, but seems that there is no correction authority granted to State quality control staff and corrections are made to a vital record by the submitting agency which is also a State entity. | |
| Are periodic comparative and trend analyses used to identify unexplained differences in the vital records data across years and agencies? | Partially Meets | Periodic trend analyses are conducted by NCHS that identify aposunknownapos levels in order to revise tolerance levels. The State conducts quarterly and annual edits of aposunknownapos levels as well, but it is unclear if other values are also evaluated or if differences are identified across agencies. | |
| Data Use and Integration | | | |
| Does the State have a data governance process? | Does Not Meet | The State does not have a governance process specifically for traffic records. The Stateaposs DOT has several data governance structures in place but little was mentioned of the other traffic safety systems, nor is there an overall structure. | |

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| Is data from traffic records component systems— excluding crash—integrated for specific analytical purposes? | Does Not Meet | While the State has a robust roadway records system that consists of multiple layers that can be linked, this does not constitute linkage of two or more of the component traffic safety systems. | |

## Traffic Records for Model Performance Measures

5.0 Demonstrated Achievement of the Quantitative Improvement in the Past Year

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

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

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

7.0 Traffic Records Deficiencies and Performance Measures

| Table 7.1 Crash System | | | |
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| Data Quality | | ReportableCrashData | |
| Deficiency | Timeliness | | A high-speed imaging and document management system for crash reports could improve the timeliness of processing for ODOT. |

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| Deficiency | Timeliness | | Delays in crash report processing while DMV builds a case file (30-90 days) are unnecessary. The CAR Unit could begin processing crash reports almost as soon as they are received by DMV rather than waiting months for the paper to be released to them. Courts, law enforcement agencies, and DMV would benefit from improved timeliness and accuracy supported by more field data collection. Current actions are addressing this issue; however, increased staffing demands need to be addressed. |
| Performance Measure | Timeliness | | Decrease the number of days until the annual statewide crash data file is available each year. |
| Performance Measure | Timeliness | | Increase the percentage of crash reports reported to FMCSA within 90 days. |
| Performance Measure | Timeliness | | C-T-1: The median or mean number of days from a) the crash date to b) the date the crash report is entered into the database. |
| Performance Measure | Timeliness | | C-T-2: The percentage of crash reports entered into the database within XX days after the crash (e.g., 30, 60, or 90 days). |

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| Deficiency | Accuracy | | Oregon does not have a formal data quality measurement program that addresses all of the data quality attributes. In particular, the data accuracy and completeness measures should be expanded. The measures should be based on initial submissions by law enforcement, not just the final data file created by the CAR unit staff. |
| Deficiency | Accuracy | | An error-tracking system that can report the number and type of errors for each law enforcement agencyaposs crash reports does not exist. |
| Deficiency | Accuracy | | There is a need to improve the Police Officer’s Instruction Manual as part of the next crash report form revision. |
| Deficiency | Accuracy | | Location data could be improved by including GPS and/or map- based location coding tools in projects for electronic crash data collection. |
| Deficiency | Accuracy | | Crash data system accuracy could be improved if system generated validations were added (hard-coded business rules.) |
| Performance Measure | Accuracy | | Increase the number of crash data elements having system generated validations within the crash database data entry screen (CDS). |

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| Performance Measure | Accuracy | | C-A-1: The percentage of crash records with no errors in critical data elements (example: crash severity). |
| Performance Measure | Accuracy | | C-A-2: The percentage of in-state registered vehicles on the State crash file with Vehicle Identification Number (VIN) matched to the State vehicle registration file. |
| Deficiency | Completeness | | Crashes are under-reported. |
| Deficiency | Completeness | | Outreach is needed to build support for law enforcement crash reporting. |
| Deficiency | Completeness | | A public report of percentage of crashes, by jurisdiction, reported by each law enforcement agency does not exist. |
| Data Quality | | ReportableCrashData | |
| Deficiency | Completeness | | State law does not require reporting of crashes by police agencies and it is suspected that the state is missing 30-35% of all reportable crashes. Crash location data is often inaccurate on an operator's report and the source of approximately two-thirds of the data is provided from operator reports. |
| Deficiency | Completeness | | Missing location data from the crash form. |
| Performance Measure | Completeness | | Increase the percentage of crash reports submitted by law enforcement officers. |

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|---|---|---|---|
| Performance Measure | Completeness | | Increase the percentage of fatal and injury crash reports (no property damage only) submitted by law enforcement officers. |
| Deficiency | Completeness | | Missing MMUCC data elements on the crash form. |
| Performance Measure | Completeness | | Increase the number of MMUCC collected data elements present on the crash form. |
| Deficiency | Completeness | | Missing location data from the crash form. |
| Performance Measure | Completeness | | Increase the percentage of crashes coded with a geospatial coordinate value. |
| Performance Measure | Completeness | | C-C-1: The percentage of crash records with no missing critical data elements. |
| Performance Measure | Completeness | | C-C-2: The percentage of crash records with no missing data elements. |
| Performance Measure | Completeness | | C-C-3: The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value. |
| Deficiency | Uniformity | | The number of MMUCC data elements entered into the crash database or obtained via linkage to other databases. |
| Performance Measure | Uniformity | | C-U-1: The number of MMUCC-compliant data elements entered into the crash database or obtained via linkage to other databases. |

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| Deficiency | Integration | | Web-based crash reporting for both operator reports and law enforcement reports is lacking. Web reporting will help agencies with no automation to submit their reports electronically and reduce the amount of data entry and delay in both DMV and the CAR unit. |
| Deficiency | Integration | | Electronic data transfer of crash data from law enforcement is non-existent. Failure to accept electronic data is inevitably going to cause resistance among law enforcement agencies and could have a deleterious effect on the ongoing efforts to increase the proportion of crashes they investigate. |
| Deficiency | Integration | | Subsidies for law enforcement field data collection equipment and software should be based on the proportion of crash reports submitted by that agency in their jurisdiction. |
| Deficiency | Integration | | Law enforcement agenciesapos ongoing budget may not include the cost of vehicle replacements, including field data collection hardware and software maintenance. |

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| Deficiency | Integration | | ODOT is unable to share crash report images simultaneously with the Crash Analysis and Reporting Unit and the DMV, or with other legitimate users. |
| Deficiency | Integration | | ODOT's crash database cannot currently accept data electronically submitted from other sources, whether law enforcement or operator reports. |
| Performance Measure | Integration | | Increase the number of law enforcement officers that utilize a system that links local citation database to court data system electronically to send citations to courts. |
| Performance Measure | Integration | | C-I-1: The percentage of appropriate records in the crash database that are linked to another system or file (examples: Crash w/in |
| Data Quality | | ReportableCrashData | |
| Deficiency | Accessibility | | A method of generating crash report images from electronically submitted crash reports does not exist. |
| Deficiency | Accessibility | | Oregon is unable to generate crash images to serve the need for DMV, TDD, regional engineers, and others access to crash reports. |
| Deficiency | Accessibility | | Direct access to crash report images (when available) through the GIS is unavailable. |

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| Deficiency | Accessibility | | Limited crash analysis available on the Internet via TransGIS and TransViewer, however, analysis and data extracts are available for up to 22 years of crash data through the CAR Unit. |
| Performance Measure | Accessibility | | Increase the percentage of law enforcement agencies using on-line crash data system for data retrieval and statistical reports. |
| Performance Measure | Accessibility | | Increase the number of ODOT region staff, as well as city and county users, accessing on-line collision diagramming tools for specific corridor segments. |
| Performance Measure | Accessibility | | C-X-1: To measure accessibility: Identify the principal users of the crash database, query the principal users to assess a) their ability to obtain the data or other services requested and b) their satisfaction with the timeliness of the response to their request, document the method of data collection and the principal users' responses. |
| Table 7.2 Roadway System | | | |
| Data Quality | | Roadway Data | |
| Deficiency | Timeliness | | Delays between a) the date a roadway project is completed to b) the date the updated critical data elements are entered into the database. |

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| Performance Measure | Timeliness | | R-T-1: The median or mean number of days from a) the date a periodic collection of a critical roadway data element is complete (e.g., Annual Average Daily Traffic) to b) the date the updated critical roadway element is entered into the database. |
| Performance Measure | Timeliness | | R-T-2: The median or mean number of days from a) the date a roadway project is completed to b) the date the updated critical data elements are entered into the database. |
| Deficiency | Accuracy | | Roadway segment records may contain errors in critical data elements (example: Surface/Pavement). |
| Performance Measure | Accuracy | | R-A-1: The percentage of all roadway segment records with o errors in critical data elements (example: Surface/Pavement). |
| Deficiency | Completeness | | There is no statewide central source where all county roadway inventory and traffic count data are captured. The ODOT Asset Management System will have the capability of including local roadway data; however, a common location coding method must be implemented before this becomes practical. |
| Performance Measure | Completeness | | Increase the percentage of traffic count data contained within the ODOT Asset Management System (one statewide source). |

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| Performance Measure | Completeness | | R-C-1: The percentage of road segment records with no missing critical data elements. |
| Performance Measure | Completeness | | R-C-2: The percentage of public road miles or jurisdictions identified on the State’s basemap or roadway inventory file. |
| Performance Measure | Completeness | | R-C-3: The percentage of roadway unknowns or blanks in critical data elements for which unknown is not an acceptable value. |
| Data Quality | | Roadway Data | |
| Performance Measure | Completeness | | C-4: The percentage of total roadway segments that include location coordinates, using measurement frames such as a GIS basemap. |
| Deficiency | Uniformity | | There is no statewide central source where all county roadway inventory and traffic count data are captured. The ODOT Asset Management System will have the capability of including local roadway data; however, a common location coding method must be implemented before this becomes practical. |
| Deficiency | Uniformity | | State highway referencing need to eliminate multiple occurrences of the same mile point on a single route. A pilot project on OR 140 is underway to demonstrate any resulting efficiencies. |

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| Performance Measure | Uniformity | | Decrease the number of instances where there are multiple occurrences of the same mile marker on a single route. |
| Performance Measure | Uniformity | | R-U-1: The number of Model Inventory of Roadway Elements (MIRE)-compliant data elements entered into a database or obtained via linkage to other databases. |
| Deficiency | Integration | | There is a need to create necessary translation mechanisms between coordinate-based and other location coding methods used by ODOT to support ongoing analyses and to support spatial analysis of routes and areas in addition to specific points on the roadway. Beginning with 2007 crash data, coordinates are available for all jurisdictions of roadway. |
| Performance Measure | Integration | | R-I-1: The percentage of appropriate records in a specific file in the roadway database that are linked to another system or file (example: Bridge inventory linked to roadway basemap). |
| Deficiency | Accessibility | | Limited roadway data is available for on-line spatial reporting in TransGIS and Internet road inventory reporting in TransViewer. |

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| Performance Measure | Accessibility | | Increase the percentage of roadway data that is available for on-line spatial reporting (TransGIS). |
| Performance Measure | Accessibility | | R-X-1: To measure accessibility of a specific file within the roadway database: Identify the principal users of the roadway file, query the principal users to assess a) their ability to obtain the data or other services requested and b) their satisfaction with the timeliness of the response to their request, document the method of data collection and the principal users' responses. |
| Table 7.3 Vehicle System | | | |
| Data Quality | | Vehicle Data | |
| Deficiency | Timeliness | | Delays between a) the date of a critical status change in the vehicle record to b) the date the status change is entered into the database. |
| Performance Measure | Timeliness | | Decrease the number of days until vehicle registration and title information is available through the Law Enforcement Data System (LEDS) network. |
| Performance Measure | Timeliness | | V-T-1: The median or mean number of days from a) the date of a critical status change in the vehicle record to b) the date the status change is entered into the database. |

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| Performance Measure | Timeliness | | V-T-2: The percentage of vehicle record updates entered into the database within XX days after the critical status change (e.g., 1, 5, or 10 days). |
| Deficiency | Accuracy | | Verifying VIN and make/model between the insurance and registration databases has identified some data quality concerns. |
| Performance Measure | Accuracy | | Decrease the number of errors received when verifying VIN and make/model between the insurance and registration databases. |
| Data Quality | | Vehicle Data | |
| Performance Measure | Accuracy | | Maintain 100% of inspection records reported over a 12-month period that were matched to a company registered in MCMIS. |
| Performance Measure | Accuracy | | V-A-1: The percentage of vehicle records with no errors in critical data elements (example: VIN). |
| Deficiency | Completeness | | Increase the percentage of vehicle records with no missing critical data elements. |
| Performance Measure | Completeness | | Increase the percentage of fatal and non-fatal crash records in the MCMIS database with complete vehicle information (i.e., the number of crash records with complete vehicle information divided by the number of crash records reported) over a 12-month time period. |

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| Performance Measure | Completeness | | V-C-1: The percentage of vehicle records with no missing critical data elements. |
| Performance Measure | Completeness | | V-C-2: The percentage of vehicle records with no missing data elements. |
| Performance Measure | Completeness | | V-C-3: The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value. |
| Performance Measure | Completeness | | V-C-4: The percentage of vehicle records from large trucks and buses that have all of the following data elements: Motor Carrier ID, Gross Vehicle Weight Rating/Gross Combination Weight Rating, Vehicle Configuration, Cargo Body Type, and Hazardous Materials (Cargo Only). |
| Deficiency | Uniformity | | Increase the number of standards-compliant data elements entered into a database or obtained via linkage to other databases. |
| Performance Measure | Uniformity | | V-U-1: The number of standards-compliant data elements entered into a database or obtained via linkage to other databases. |
| Deficiency | Integration | | Data collection using machine-readable features of registration documents is not available. |

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| Deficiency | Integration | | Older technology is the primary barrier to data linkage between the crash and vehicle databases. Legislation would be required in Oregon in order to use the link between driver and vehicle data to support blocking registrations for suspended or revoked drivers who are vehicle owners. |
| Performance Measure | Integration | | Increase the percentage of vehicle owners and operators that can be linked to the driver database. |
| Performance Measure | Integration | | Increase the percentage of vehicle owners and operators that can be linked to the crash database. |
| Performance Measure | Integration | | V-I-1: The percentage of appropriate records in the vehicle file that are linked to another system or file (example: Vehicle registration linked to Driver file). |
| Deficiency | Accessibility | | Law enforcement officers have access to the vehicle registration and title information through the Law Enforcement Data System (LEDS) network. Oregon is not a participant in the National Motor Vehicle Title Information System (NMVTIS). |

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| Performance Measure | Accessibility | | Increase the percentage of active titles and brands updated to the National Motor Vehicle Title Information System (NMVTIS) Vehicle Identification Number (VIN) pointer and brand files (currently 0%). |
| Performance Measure | Accessibility | | V-X-1: To measure accessibility: Identify the principal users of the vehicle database, query the principal users to assess a) their ability to obtain the data or other services requested and b) their satisfaction with the timeliness of the response to their request, document the method of data collection and the principal users' responses. |
| Table 7.4 Driver System | | | |
| Data Quality | | Driver Data | |
| Deficiency | Timeliness | | There are delays between receiving crash reports at DMV and posting on the driver record. |
| Performance Measure | Timeliness | | Increase the percentage of crash occurrences posted on the driver record within less than 25 days following the crash. |
| Deficiency | Timeliness | | The state is unable to meet the Federal requirement for reporting commercial driver convictions in 10 days. DMV receives only limited information electronically. |

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| Performance Measure | Timeliness | | Increase the percentage of commercial driver convictions reported within 10 days. |
| Performance Measure | Timeliness | | D-T-1: The median or mean number of days from a) the date of a driveraposs adverse action to b) the date the adverse action is entered into the database. |
| Performance Measure | Timeliness | | D-T-2: The median or mean number of days from a) the date of receipt of citation disposition notification by the driver repository to b) the date the disposition report is entered into the database. |
| Deficiency | Accuracy | | Centralized issuance and facial recognition software are planned to decrease the chances of license fraud. |
| Performance Measure | Accuracy | | Decrease the percentage of duplicate records for individuals. |
| Performance Measure | Accuracy | | D-A-1: The percentage of driver records that have no errors in critical data elements (example: Date of Birth). |
| Performance Measure | Accuracy | | D-A-2: The percentage of records on the State driver file with Social Security Numbers (SSN) successfully verified using Social Security Online Verification (SSOLV) or other means. |

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| Deficiency | Completeness | | Histories of serious offenses when licensing drivers from other states for non-commercial drivers are not recorded, as is done for commercial drivers in compliance with CDLIS. |
| Deficiency | Completeness | | Oregon is lacking a statewide citation tracking system. |
| Deficiency | Completeness | | Not all traffic cases result in a disposition, so not all convictions are reported to the DMV. |
| Performance Measure | Completeness | | Increase the percentage of convictions reported to the DMV. (Currently, not measurable.) |
| Performance Measure | Completeness | | Increase the percentage of fatal and non-fatal crash records in the MCMIS database with complete driver information (i.e., the number of crash records with complete driver information divided by the number of crash records reported) over a 12-month time period. |
| Performance Measure | Completeness | | D-C-1: The percentage of driver records with no missing critical data elements. |
| Performance Measure | Completeness | | D-C-2: The percentage of driver records with no missing data elements. |
| Performance Measure | Completeness | | D-C-3: The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value. |

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| Deficiency | Uniformity | | Increase the number of standards-compliant data elements entered into the driver database or obtained via linkage to other databases. |
| Data Quality | | Driver Data | |
| Performance Measure | Uniformity | | Increase the percentage of Social Security Numbers (SSNs) and immigration documents verified. (Note: DMV is currently verifying SSNs for all licenses, ID cards, and driver permits. DMV began using the Federal Systematic Alien Verification for Entitlements (SAVE) system to verify immigration status in January 2010.) |
| Performance Measure | Uniformity | | D-U-1: The number of standards-compliant data elements entered into the driver database or obtained via linkage to other databases. |
| Deficiency | Integration | | Electronic receipt of citation records from courts is lacking. |
| Deficiency | Integration | | The driver records database is currently not capable of supporting linkage with crash and other databases. |

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|---|---|---|---|
| Deficiency | Integration | | DMV receives only failure-to-appear and suspension orders from Circuit Courts electronically, even though many courts transmit convictions electronically through the Oregon Justice Information Network (OJIN). Driver file includes a notation of crash involvement that is placed on the file manually at DMV. There is no easy way to generate a merged crash/driver dataset for analytic use. |
| Performance Measure | Integration | | Increase the percentage of conviction records submitted to the DMV electronically. |
| Performance Measure | Integration | | Increase the percentage of DMV driver records in which the notation of crash involvement is placed automatically (versus manually). |
| Performance Measure | Integration | | D-I-1: The percentage of appropriate records in the driver file that are linked to another system or file (example: Driver in crash linked to adjudication file). |
| Deficiency | Accessibility | | No reported deficiencies. |

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| Performance Measure | Accessibility | | D-X-1: To measure accessibility: Identify the principal users of the driver database, query the principal users to assess a) their ability to obtain the data or other services requested and b) their satisfaction with the timeliness of the response to their request, document the method of data collection and the principal usersapos responses. |
| Table 7.5 Citation/Adjudication System | | | |
| Data Quality | | Citation/Adjudication Data | |
| Deficiency | Timeliness | | Courts, law enforcement agencies, and DMV would benefit from improved timeliness and accuracy supported by more field data collection of citation information. |
| Performance Measure | Timeliness | | Increase the percentage of citations sent to courts within 10 days. |
| Performance Measure | Timeliness | | Increase the percentage of convictions sent to the DMV within 10 days of conviction. |
| Performance Measure | Timeliness | | C/A-T-1: The median or mean number of days from a) the date a citation is issued to b) the date the citation is entered into the statewide citation database, or a first available repository. |

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| Performance Measure | Timeliness | | C/A-T-2: The median or mean number of days from a) the date of charge disposition to b) the date the charge disposition is entered into the statewide adjudication database, or a first available repository. |
| Deficiency | Accuracy | | A quality control program for citation/adjudication data with measurable attributes does not exist. |
| Data Quality | | Citation/Adjudication Data | |
| Deficiency | Accuracy | | Very limited electronic citation issuance statewide. Lack of DMV systems and documents (license and registration) using data linkage and automatic form completion possibilities for law enforcement officers in the field. |
| Performance Measure | Accuracy | | Increase the percentage of citation locations that match statewide location coding. |
| Performance Measure | Accuracy | | Decrease the percentage of errors found during citation data audits of critical data elements. |
| Performance Measure | Accuracy | | C/A-A-1: The percentage of citation records with no errors in critical data elements (example: time citation issued). |
| Performance Measure | Accuracy | | C/A-A-2: The percentage of charge disposition records with no errors in critical data elements (example: citation reference number). |

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|---|---|---|---|
| Deficiency | Completeness | | Increase the percentage of citation records with no missing critical data elements. |
| Performance Measure | Completeness | | C/A-C-1: The percentage of citation records with no missing critical data elements. |
| Performance Measure | Completeness | | C/A-C-2: The percentage of citation records with no missing data elements. |
| Performance Measure | Completeness | | C/A-C-3: The percentage of unknowns or blanks in critical citation data elements for which unknown is not an acceptable value. |
| Deficiency | Uniformity | | There is no statewide repository for citations and there is no way to track how many cases are deferred statewide or how many convictions fail to make it to DMV. There is no single numbering system for citation forms. |
| Performance Measure | Uniformity | | Increase the percentage of citations contained within a single statewide data repository. |
| Performance Measure | Uniformity | | C/A-U-1: The number of Model Impaired Driving Record Information System (MIDRIS)-compliant data elements entered into the citation database or obtained via linkage to other databases. |

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|---|---|---|---|
| Performance Measure | Uniformity | | C/A-U-2: The percentage of citation records entered into the database with common uniform statewide violation codes. |
| Deficiency | Integration | | Oregon does not have a statewide Citation Tracking System to contain data on the life cycle of all citations issued and adjudicated in the state. |
| Deficiency | Integration | | Oregon Judicial Information Network (OJIN) requires improvement with an up-to-date case management system (CMS). All courts in Oregon should use the upgraded CMS to transfer citations electronically to the driver file. |
| Deficiency | Integration | | Oregon is lacking the linkage between the Citation/Adjudication Data Component and other components of the State's Traffic Record System. |
| Deficiency | Integration | | Oregon is lacking an interface between DMV and courts to receive electronic convictions. |
| Deficiency | Integration | | Very limited electronic citation issuance statewide. Lack of DMV systems and documents (license and registration) using data linkage and automatic form completion possibilities for law enforcement officers in the field. |
| Deficiency | Integration | | Very few agencies are able to send data electronically to the courts. |

| | | | |
|---|---|---|---|
| Performance Measure | Integration | | Increase the number of citations that are distributed from law enforcement agencies to local courts electronically. |
| Performance Measure | Integration | | C-I-1: The percentage of appropriate records in the citation file that are linked to another system or file (example: DWI citation linked to Adjudication file). |
| Deficiency | Accessibility | | Outreach is needed to educate judges on how to access the state's driver file. |

## State traffic records strategic plan

**Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:**

**Planned activities that implement recommendations:**

| Unique Identifier | Planned Activity Name |
|---|---|
| TR-TSD-09 | eCrash/eCitation Expansion |
| TR-TSD-07 | Local Data Entry Device/Training |
| TR-TSD-06 | Multi Agency Computer Aided Dispatching |
| TR-TSD-01 | TRCC projects for quantifiable improvements to highway safety data/database |
| TR-TSD-04 | Use Capacity Building |
| TR-TSD-05 | Vehicle Operator Education Module |
| TR-TSD-08 | Vision Zero Software Pilot |

## Quantitative and Measurable Improvement

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

## State Highway Safety Data and Traffic Records System Assessment

**Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:**

Date of Assessment: 11/Jan,2016

### Requirement for maintenance of effort

**ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015**

## 405(d) Impaired driving countermeasures grant

### Impaired driving assurances

Impaired driving qualification: Mid-Range State

**ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).**

**ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.**

### Impaired driving program assessment

**Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted:**

Date of Last NHTSA Assessment:

### Authority to operate

**Direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.**

### Authority and Basis of Operation

Oregon’s GAC on DUII Executive Order

The Governor’s Advisory Committee (GAC) on Driving Under the Influence of Intoxicants (DUII) was created by Executive Order No. EO-83-20 on December 13, 1983. The main purpose and role of the Committee is to advise the Governor and other statutorily created agencies on the problems and issues relating to driving under the influence of intoxicants in Oregon.

Charles E. Hayes, Chair - International Association Chiefs of Police

Cate Duke, Vice-Chair - MADD Statewide Volunteer Coordinator

Teresa A. Douglas - Pioneer Evaluation Services, Clackamas County

Lois E.J. Harvick - Victim Impact Panel Coordinator, Lane County

John T. Mercer - Pro Tem Judge, City of Keizer

Rep. Ron Noble - Oregon State Representative

Joshua Wilson - Oregon State Sheriffs Association representative

Jason Malloy - Chief of Police, City of Newport/ OACP representative

Date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: 4/6/2018

Governor’s Advisory Committee (GAC) on DUII Guidelines and Objectives

I. Purpose and Scope

The Governor’s Advisory Committee (GAC) on Driving Under the Influence of Intoxicants (DUII) was created by Executive Order No. EO-83-20 on December 13, 1983. The main purpose and role of the Committee is to advise the Governor and other statutorily created agencies on the problems and issues relating to driving under the influence of intoxicants in Oregon.

Objectives

The Committee objectives are to:

(a) Heighten public awareness of the seriousness of DUII;

(b) Assist in the effort to end the impaired driving problem in an organized and systematic manner;

(c) Generate public support for increased enforcement of state and local DUII laws; and

(d) Educate the public as to the dangers of impaired driving and its effects.

Plan Approval

The GAC on DUII met on March 2, 2018, to discuss impaired driving issues in the State and to develop this Plan. The membership subsequently approved the final version of the Plan on April 6, 2018.

### Key Stakeholders

Oregon GAC on DUII Members

Charles E. Hayes, Chair - International Association Chiefs of Police

Cate Duke, Vice-Chair - MADD Statewide Volunteer Coordinator

Teresa A. Douglas - Pioneer Evaluation Services, Clackamas County

Lois E.J. Harvick - Victim Impact Panel Coordinator, Lane County

John T. Mercer - Pro Tem Judge, City of Keizer

Rep. Ron Noble - Oregon State Representative

Joshua Wilson - Oregon State Sheriffs Association representative

Jason Malloy - Chief of Police, City of Newport/ OACP representative

**Date that the Statewide impaired driving plan was approved by the State's task force.**

Date impaired driving plan approved by task force: 06/Apr,2018

### Strategic plan details

**State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.**

Continue to use previously submitted plan: Yes

**ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.**

## 405(d) Alcohol-ignition interlock law grant

## 405(d) 24-7 Sobriety programs grant

## 405(e) Distracted driving grant

### Sample Questions

### Legal citations

**The State’s texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.**


Is a violation of the law a primary or secondary offense?: Primary Offense

Date enacted: 01/Oct,2007

Date amended: 16/Mar,2018

| Requirement Description | State citation(s) captured |
|---|---|
| Prohibition on texting while driving. | No |
| Prohibition on texting while driving. | Yes |
| Definition of covered wireless communication devices. | Yes |
| Minimum fine of at least $25 for an offense. | Yes |

## Citations

Legal Citation Requirement: Prohibition on texting while driving.

Legal Citation: ORS 811.507

Amended Date: 16/Mar,2018

## Citations

Legal Citation Requirement: Definition of covered wireless communication devices.

Legal Citation: ORS 811.507

Amended Date: 16/Mar,2018

## Citations

Legal Citation Requirement: Minimum fine of at least $25 for an offense.

Legal Citation: ORS 811.507

Amended Date: 16/Mar,2018

**Legal citations for exemptions to the State's texting ban:**

## Citations

Legal Citation Requirement:

Legal Citation: ORS 811.507

Amended Date: 16/Mar,2018

**The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.**

Is a violation of the law a primary or secondary offense?: Primary Offense

Date enacted: 01/Oct,2007

Date amended: 16/Mar,2018

| 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: 16/Mar,2018

### Citations

Legal Citation Requirement: Definition of covered wireless communication devices.

Legal Citation: ORS 811.507

Amended Date: 16/Mar,2018

### Citations

Legal Citation Requirement: Minimum fine of at least $25 for an offense.

Legal Citation: ORS 811.507

Amended Date: 16/Mar,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: 16/Mar,2018

## 405(f) Motorcyclist safety grant

### Motorcycle safety information

**To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:**

Motorcycle rider training course: Yes

Motorcyclist awareness program: Yes

Reduction of fatalities and crashes: No

Impaired driving program: No

Reduction of impaired fatalities and accidents: No

Use of fees collected from motorcyclists: Yes

### Motorcycle rider training course

**Name and organization of the head of the designated State authority over motorcyclist safety issues:**

State authority agency: Oregon Department of Transportation - Transportation Safety Division

State authority name/title: Troy E. Costales, Administrator, Governor's Representative for Highway Safety TSD

**Introductory rider curricula that has been approved by the designated State authority and adopted by the State:**

Approved curricula: (ii) TEAM OREGON Basic Rider Training

Other approved curricula:

**CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.**

**Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.**

| County or Political Subdivision | Number of registered motorcycles |
|---|---|
| Baker | 744 |
| Benton | 2,748 |
| Clackamas | 14,280 |
| Clatsop | 1,592 |
| Coos | 2,694 |
| Deschutes | 9,656 |
| Douglas | 4,488 |
| Jackson | 8,980 |
| Josephine | 4,608 |
| Klamath | 2,542 |
| Lane | 12,065 |
| Linn | 4,840 |
| Malheur | 595 |
| Marion | 9,493 |
| Multnomah | 20,001 |
| Sherman | 90 |
| Tillamook | 1,107 |
| Umatilla | 2,621 |
| Union | 949 |
| Washington | 14,814 |
| Yamhill | 3,488 |

**Total number of registered motorcycles in State.**

Total # of registered motorcycles in State: 136,442

## Motorcyclist awareness program

**Name and organization of the head of the designated State authority over motorcyclist safety issues.**

State authority agency: Oregon Department of Transportation

State authority name/title: Troy E. Costales, Administrator, Governor's Representative for Highway Safety TSD

CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

| Fiscal Year | Performance measure name | Target Period | Target Start Year | Target End Year | Target Value | Sort Order |
|---|---|---|---|---|---|---|
| 2020 | C-7) Number of motorcyclist fatalities (FARS) | Annual | 2020 | 2020 | 56 | 7 |
| 2020 | C-8) Number of unhelmeted motorcyclist fatalities (FARS) | Annual | 2020 | 2020 | 3 | 8 |

Counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

| County or Political Subdivision | # of MCC involving another motor vehicle |
|---|---|
| Baker | 6 |
| Benton | 19 |
| Clackamas | 60 |
| Clatsop | 16 |
| Coos | 13 |
| Deschutes | 45 |
| Douglas | 24 |
| Jackson | 49 |
| Josephine | 21 |
| Klamath | 15 |
| Lane | 72 |
| Linn | 15 |
| Malheur | 7 |
| Marion | 67 |
| Multnomah | 167 |
| Sherman | 1 |
| Tillamook | 8 |
| Umatilla | 17 |
| Union | 1 |
| Washington | 77 |

| | |
|---|---|
| Yamhill | 26 |

**Total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle:**

Total # of MCC crashes involving another motor vehicle: 820

**Countermeasure strategies and planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest.**

| Countermeasure Strategy |
|---|
| Training and Education for Motorcycle Safety |

| Unique Identifier | Planned Activity Name |
|---|---|
| MS-4-02 | MS Communications and Outreach: Other Driver Awareness of Motorcyclists |

## Use of fees collected from motorcyclists for motorcycle programs

**Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.**

Use of fees criterion: Law State

**Legal citations for each law state criteria.**

| Requirement Description | State citation(s) captured |
|---|---|
| The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. | Yes |
| The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs. | Yes |

## Citations

Legal Citation Requirement: The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal Citation: ORS 802.320

Amended Date: 21/May,2015

## Citations

Legal Citation Requirement: The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal Citation: ORS 802.340

Amended Date: 01/Jan,1994

### Citations

Legal Citation Requirement: The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal Citation: ORS 802.320

Amended Date: 21/May,2015

### Citations

Legal Citation Requirement: The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal Citation: ORS 802.340

Amended Date: 01/Jan,1994

## 405(g) State graduated driver licensing incentive grant

## 405(h) Nonmotorized safety grant

**ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).**

## 1906 Racial profiling data collection grant

### Racial profiling data collection grant

Application Type: Official documents

### Official documents

**Official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.**

Law: Yes

Regulation: No

Binding policy directive: No

Letter from the Governor: No

Court order: No

Other: No

Enter other document type:

**Each requirement below provides legal citations to demonstrate that the State statute meets the requirement:**

| Requirement Description | State citation(s) captured |
|---|---|

| | |
|---|---|
| Law(s) that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads. | Yes |

### Citations

Legal Citation Requirement: Law(s) that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Legal Citation: HB2355

Amended Date: 15/Aug,2017

**Official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.**

| Supporting Documents |
|---|
| HB 2355 Enrolled.pdf |
| Attachment B.pdf |
| application page.pdf |

## Certifications, Assurances, and Highway Safety Plan PDFs

**Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.**

| Supporting Documents |
|---|
| Final_2020 HSP for NHTSA (July 2019).pdf |
| CertsAssurances_signed.pdf |