

Oregon  
FFY 2022 Annual Report  
Highway Safety Plan

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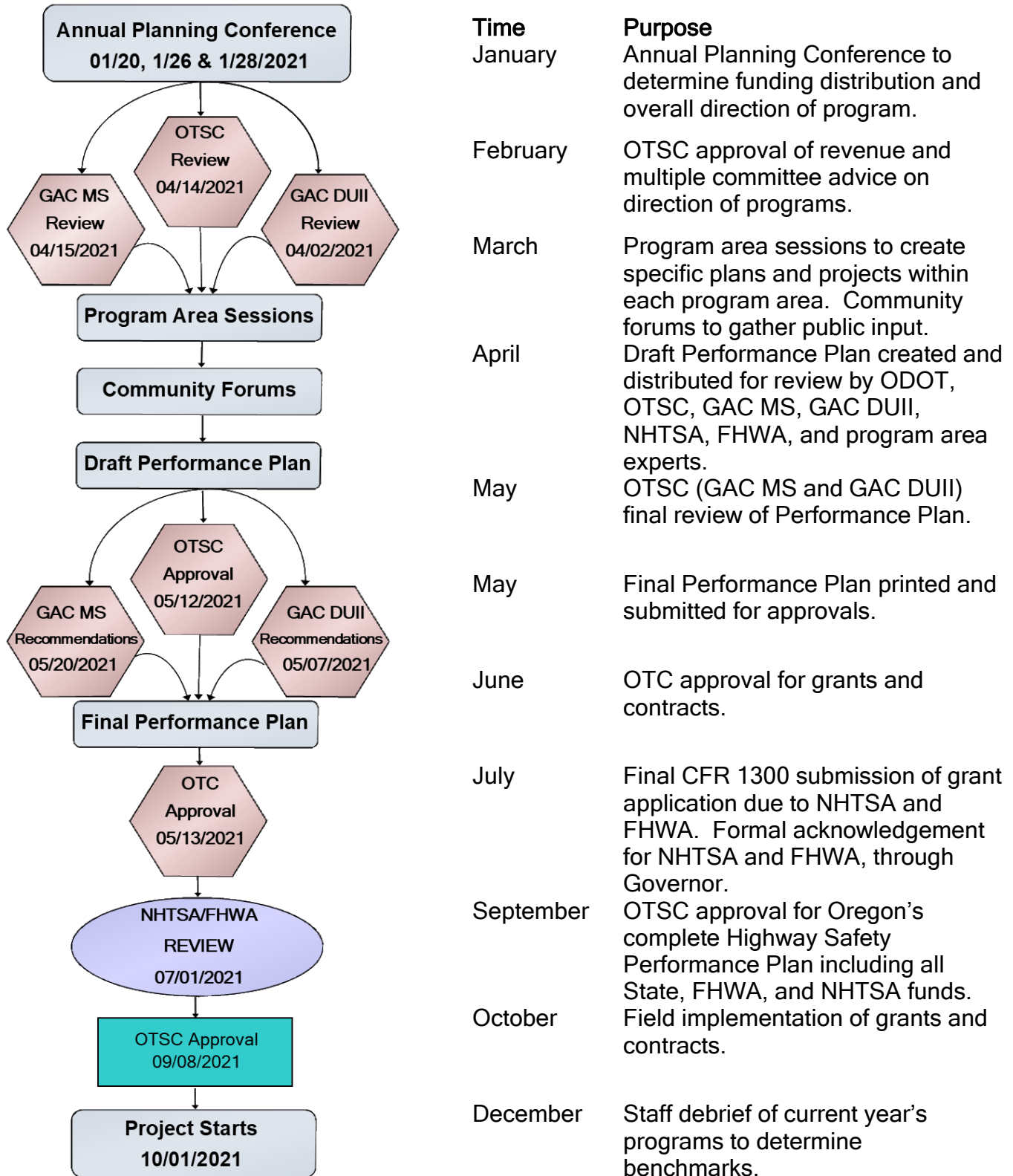
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## Highway Safety Plan

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

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

# Overview of Highway Safety Planning Process



## Data Sources and Processes

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

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

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

## **Process for Establishing Performance Goals**

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

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

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

## Processes Participants

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

## HSP development process Organizations and Committees

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

## Description of Highway Safety Problems

The geography in Oregon is quite diverse and also reflects its economy and culture. Main industries include construction, farming, technology, fishing, hydroelectric energy, and tourism. Its climate is generally mild. Oregon's metropolitan areas include Portland, Salem and Eugene, which have the typical congestion and traffic issues of any urban city. The remainder of the state is fairly rural, even considered 'frontier'. The state's geography is a diverse mix of, from west to east, the Pacific coastline, bountiful Willamette Valley, Cascade Mountain Range, and high desert terrain.

Oregon's culture is as diverse as its geography. It's population was 4.2 Million in 2020, up 10.6% from 2010. According to the [Census Bureau](#), the state's population grew by 5.2% between 2010 and 2015 alone and continues to grow with a current population of 4,237,291. With the legalization of recreational marijuana in 2016; the decriminalization of single use possession of multiple controlled substances in 2020; and legalized use of psilocybin for medicinal purposes in 2021; Oregon continues to experience an influx of people moving into and visiting the state; vehicle miles traveled have also subsequently increased on Oregon roadways. A significant increase in the state's homeless populations has also affected the safety of pedestrians, bicyclists, and motorists alike, as many of them are camped out along major freeways and arterials, leading to an increase in risk for all modes of travel, and a threat to the safety of those experiencing homelessness.

Oregon's Caucasian population represents 86% of the total population, followed next by Hispanic or Latino origins at 14%, and Asians at 5 percent. Foreign born persons serve as 10% of Oregon's total population as well. This, along with the increased migration to Oregon from other states, continues to have a significant impact on traffic safety, law enforcement, health, and judiciary needs in educating the public and enforcing traffic laws. The recent pandemic, and current trifecta incidences of COVID, PRV, and the flu, has had and continues to significantly affect the safety of Oregon's highways due to increased travel speeds, aggressive driving, and lack of public resources to effectively enforce traffic laws (a proven countermeasure for risky driving behaviors).

Nationally, motor vehicle fatalities have slowly been increasing from prior years. The lowest number of Oregon fatalities ever recorded was 233 in 1943, where the highest was 737 fatalities in 1972; the fourth lowest number of fatalities ever recorded for Oregon was as recent as 313 in 2013; however, final 2020 state data indicated 507 motor vehicle fatalities for Oregon.

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

All priorities found in the HSP are aligned with TSAP priorities, recommended strategies, and long and short-term action items, where projects funded by TSO 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, where impaired driving fatal crashes represent approximately one third of all roadway fatalities. Key programs include high visibility enforcement, enhanced accountability for offenders, specialty/treatment courts, DUII training for officers and prosecutors, Drug Recognition Expert (DRE) training, and community awareness campaigns to promote safety and good decision-making when it comes to use of impairing substances and driving. Oregon legalized both the medicinal as well as recreational use of marijuana which added to the impaired driving crash problem. In its recent Special



Legislative Session of 2020, the state also legalized therapeutic usage of psilocybin, or what's commonly referred to as 'mushrooms, a hallucinogenic plant; and Ballot Measure 110, which decriminalized personal usage amounts of controlled substances like heroine, meth, and cocaine (the violator either pays a \$100 fine or agrees to go into a treatment program; effects of the roll-out of this law are still being evaluated, but not looking positive with reports of only 1% of offenders pursuing treatment. As a result, the state is experiencing more poly-drug use in DUII crashes than ever before and continues to work on this fairly new challenge to safe driving behavior.

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

Oregon's Transportation Safety Office is also committed to comprehensive driver education, and increased awareness of safety best practices and traffic laws for young motorists. The Driver Education program is nationally recognized and continually strives to educate teen drivers on safe driving habits, where its mission lies in providing quality driver education to every novice driver in the state (under the age of 18).

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

Oregon law enforcement agencies continue to pursue technology and equipment, when pre-approved through NHTSA, to enhance the electronic transfer of crash reporting and citations issued to integrate with state and other databases for analysis. With declining enforcement resources, these advances in technology provide valuable actionable information to Oregon law enforcement and the Transportation Safety Office for analysis. Citation numbers and overtime enforcement hours worked declined significantly in 2020 (and 2021) due to the COVID pandemic and other more pressing priorities, further influenced by 'the great resignation' of law enforcement officers across the nation, and in Oregon. Resources are strapped. This is a concern as enforcement of traffic laws is one of the strongest countermeasures against risky driving behaviors.

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

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

Since 2013, traffic fatalities and serious injuries have generally increased in Oregon, for nearly every type of crash and in every ODOT region. More than 500 residents and visitors were killed on Oregon roadways (with preliminary numbers indicating in excess of 600 in 2021).

The [Oregon Transportation Safety Action Plan \(TSAP\)](#) demonstrates the State's commitment to the safety of all road users. It is a data-driven, statewide, multi-year, comprehensive plan that provides long-term goals, policies, strategies, and near-term actions to eliminate deaths and life-changing injuries on Oregon's transportation system by 2035. The TSAP addresses all modes of transportation on all public roads in Oregon. This plan was developed under the leadership of ODOT, but its success depends on a large group of committed stakeholders to take action including: all residents, cities, counties, metropolitan planning organizations (MPOs), Tribal governments, and affected State agencies in Oregon.

The Oregon Transportation Commission (OTC) adopted the most recent update to the TSAP in October 2021. It provides the long-term vision of zero deaths and life-changing injuries and provides goals, policies, and strategies to work toward this vision. The long-term elements of the Plan provide guidance to policymakers, planners, and designers about how to proactively develop a transportation system with fewer fatalities and serious injuries.

The TSAP Implementation Work Program describes a framework for implementing the Emphasis Area (EA) actions: specific programs, policies, projects, and potential future legal policy changes for implementing the EAs over the next five years. ODOT ensures that its Highway Safety Plan is in alignment with the TSAP (aka SHSP, or Strategic Highway Safety Plan, an FHWA requirement of the states).

## **The Problem**

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

## **Methods for Project Selection**

The following is a summary of the current process by the Transportation Safety Office (TSO) 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 TSO directly (on behalf of the State) that can then award contracts to private agencies, or manage multiple sub-grant projects. Self-awarded TSO grants help supplement basic programs to provide more effective statewide services involving a variety of agencies and groups working within traffic safety programs.

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

## **List of Information and Data Sources**

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

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

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

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

## Description of Outcomes

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

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

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

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

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

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

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

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

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

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

Oregon’s Highway Safety Plan is in close alignment with the state’s SHSP (Oregon’s TSAP), HSIP (Highway Safety Improvement Plan-FHWA), and other state transportation safety plans for specialized areas, like Bicycle and Pedestrian Safety and other vulnerable road users.

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

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

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

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

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

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

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

## Performance report

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

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

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

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

Progress: **In Progress**

Program-Area-Level Report

**2021 Performance Report**

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

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

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

Progress: **In Progress**

Program-Area-Level Report

**2021 Performance Report**

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

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



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

Progress: **In Progress**

Program-Area-Level Report

**2021 Performance Report**

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

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

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

Progress: **In Progress**

Program-Area-Level Report

**2021 Performance Report**

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

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

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

Progress: **In Progress**

Program-Area-Level Report

**2021 Performance Report**

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

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

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

Progress: **In Progress**

[Program-Area-Level Report](#)

**2021 Performance Report**

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

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

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

Progress: **In Progress**

[Program-Area-Level Report](#)

**2021 Performance Report**

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

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

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

Progress: **In Progress**

[Program-Area-Level Report](#)

**2021 Performance Report**

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

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

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

Progress: **In Progress**

Program-Area-Level Report

**2021 Performance Report**

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

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

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

Progress: **In Progress**

Program-Area-Level Report

**2021 Performance Report**

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

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

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

Progress: **In Progress**

Program-Area-Level Report

**2021 Performance Report**

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

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

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

Progress: **In Progress**

Program-Area-Level Report

**2021 Performance Report**

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

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

Performance Measure: number of circuit court judges attending training

Progress: **In Progress**

Program-Area-Level Report

**2021 Performance Report**

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

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

Performance Measure: Number of Impaired Driving drug-only fatalities

Progress: **In Progress**

Program-Area-Level Report

**2021 Performance Report**

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

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

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

Progress: **In Progress**

Program-Area-Level Report

**2021 Performance Report**

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

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

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

Progress: **In Progress**

Program-Area-Level Report

**2021 Performance Report**

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

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

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

Progress: **In Progress**

Program-Area-Level Report

**2021 Performance Report**

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

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

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

Progress: **In Progress**

Program-Area-Level Report

**2021 Performance Report**

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

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

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

Progress: **In Progress**

Program-Area-Level Report

**2021 Performance Report**

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

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

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

- State Driver Education Funds: statutorily created, funds from driver licensing fees are collected and utilized for novice driver education training statewide; Oregon’s DE program is nationally recognized as one of the most effective, and is sought after by other states. Evaluation of data includes comparisons of crashes caused by young drivers who took the Driver Education course vs those who did not complete the course, where there is a significant difference.
- State Motorcycle Safety Funds: statutorily created, and mandatory for obtaining an Oregon motorcycle endorsement, funds from motorcycle registration fees are collected and utilized for the required training courses/provider, including funds for range maintenance, fleet purchases, and motorist awareness of motorcycles on the road. These funds also support the Governor’s Advisory Committee on Motorcycle Safety, or GAC-MS.
- Other State Funds: ODOT-TSO also manages state-funded grant projects for crossing guard training for the Oregon Department of Education; Trauma Nurses Talk Tough, a group of trauma nurses that conduct presentations to youth and teens about the consequences of poor decision-making while driving or riding in a motor vehicle; and subsidizing some of the costs of state training requirements.
- FHWA/HSIP Funds: The leading fatality crash type in Oregon is from roadway departure. ODOT’s Traffic Roadway Safety division awards funds to ODOT-TSO to sub-award to law enforcement agencies to conduct traffic enforcement in these high crash locations.
- FHWA/SRTS Funds (and State SRTS Funds): Oregon’s HB 2017 of its 2017 Legislative Session provided for significant SRTS funding for both infrastructure, and non-infrastructure programmatic work which includes education, encouragement, and until recently, enforcement. [SRTS National removed the 6th “E” of enforcement from their countermeasure approach in June 2021]. ODOT-TSO and the ODOT-Public Transportation Division (PTD) work in tandem in managing the statewide program, where PTD and TSO put out ‘open-call’ applications for



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

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

## Performance Plan

Please review each program section for the most recent information and data available per 23 CFR 1300.35).

\*C-3 2020 fatalities rate was incorrectly reported as 1.37. A correction as been made to properly reflect the rate of 1.57 which is consistent with State and FARS data.

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value	2020 final data update
1	C-1) Number of traffic fatalities (FARS)	5 Year	2018	2022	468	508
1	Number of traffic fatalities ( <i>State crash data files</i> ) (SHSP)	5 Year	2018	2022	444	508
2	C-2) Number of serious injuries in traffic crashes (State crash data files) (SHSP)	5 Year	2018	2022	1,722	1,590
3	C-3) Fatalities/VMT ( <b>FARS</b> )	5 Year	2018	2022	1.46	1.57
3	Fatalities/VMT ( <i>State crash data files</i> ) (SHSP)	5 Year	2018	2022	1.46	1.57
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Annual	2022	2022	73	94
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Annual	2022	2022	153	191
6	C-6) Number of speeding-related fatalities (FARS)	Annual	2022	2022	140	124
7	C-7) Number of motorcyclist fatalities (FARS)	Annual	2022	2022	63	68
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2022	2022	4	4

9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Annual	2022	2022	50	59
10	C-10) Number of pedestrian fatalities (FARS)	Annual	2022	2022	72	71
11	C-11) Number of bicyclists fatalities (FARS)	Annual	2022	2022	9	14
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2022	2022	97	94.6
13	OR-1) Number of judges participating in annual transportation safety related judicial training programs	Annual	2022	2022	72	56
14	OR-2) number of officers trained statewide through a traffic safety training conference	Annual	2022	2022	357	148
15	OR-3) Number of impaired (alcohol and/or drug) driving and riding fatalities	Annual	2022	2022	226	252
17	OR-4) Number of number of fatalities and injuries due to defective / inadequate brakes, or total loss of brakes	Annual	2022	2022	206	157
18	OR-5) number of traffic records performance measures identified in Traffic Records Strategic Plan	Annual	2022	2022	1	1
19	OR-6) number of motor vehicle fatalities and serious injuries for drivers 65 years of age and older	Annual	2022	2022	342	351
20	OR-7) number of EMS training courses (and/or online training opportunities) for rural EMS personnel	Annual	2022	2022	84	34
21	OR-8) number of distracted driving fatalities related to mobile electronic devices	Annual	2022	2022	3	7

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

### Performance Target details

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

### Performance Target Justification

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

### **[In 2020, there were 508 traffic fatalities.]**

(This measure indicates an increase and did not meet the performance target. Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035 and continues its educational and other "E" efforts from Oregon's TSAP (aka the state's SHSP). Oregon recently updated its TSAP 2021 for the next five years, approved October 2021. The TSAP Implementation Work Program has been written to make advancements towards the vision: six goal areas provide specificity for ODOT (improving safety culture, infrastructure, facilitate healthy and livable communities, using best available technologies, communicate and collaborate, and investing strategically), stakeholder agencies, and the public to focus efforts and resources.)

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

**Performance Target details**

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

Performance Target Justification

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

**[In 2020, there were 1,590 serious traffic injuries.]**

(This measure indicates a decrease in traffic serious injuries from the 2015-2019 average, and more than met the target value of 1,722 serious injuries. Education and outreach on the consequences of risky driving behavior will be continued for the general motoring public, teen driver education training, and over-represented group demographics. The state will continue both its statewide and grass roots efforts to educate on the financial, emotional, and societal issues and costs that result from a roadway serious injury, and in some cases can be more debilitating than a fatality; along with continuing its statewide TSEP, or HVE program in training law enforcement, and providing them needed resources to enforce traffic laws.)

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

**Performance Target details**

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

Performance Target Justification

Oregon’s population has grown in recent years to well over 4 million people and this growth translates into higher levels of travel. Oregon’s VMT increased by 9.8 percent (more than 3 million more miles of travel) from 2008-2017. Historically, transportation-related fatalities and serious injuries in Oregon had trended downwards. Since 2013, however, there has been a steady annual increase in Oregon. We anticipate this past year’s pandemic effects on VMT and traffic volumes to reflect an anomaly in this

measure in the coming years. The increase in fatalities and serious injuries is common across the country, creating a need and intention to eliminate these fatalities and serious injuries as people travel on all public roads.

**[In 2020, the traffic fatality rate was 1.57.]**

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

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

**Performance Target details**

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

Performance Target Justification

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

(The performance measure was not met this grant year. In FY 2022 sixty-seven police agencies as well as the Oregon State Police were awarded Seat Belt OT High Visibility Enforcement (HVE) grants. Many of the agencies this year were struggling with low staffing levels and injuries or illness keeping the agencies from working the amount of HVE hours that they have worked before the pandemic. Total citations/warning written during the seat belt overtime efforts was 2,724 for seat belts and 52 for child restraints. In the 2023 grant year, law enforcement agencies should hopefully be able to build up staffing levels so that they can participate in more high visibility enforcement events to help decrease the number of unrestrained occupant fatalities.)

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

**Performance Target details**

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

Performance Target Justification

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

**[In 2020 there were 191 fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.]**

(Oregon’s impaired driving fatalities are continuing to trend in an upward direction. This has been attributed to a number of causal factors, to include reductions in law enforcement staffing, low morale in law enforcement ranks leading to reduced proactive enforcement efforts, an increase in risky driving behaviors during the COVID pandemic era, and an increase in drug-impaired driving incidences following the legalization of recreational cannabis in 2015 and the decriminalization of possession of “hard” drugs such as cocaine, methamphetamine, heroin and others in 2021. Going forward, we are striving to increase public awareness of the dangers of drug and poly-substance impaired driving, and to increase access to ride share and similar safe ride alternatives. Steps are also being taken to focus law enforcement attention to the significance of Oregon’s impaired driving crisis, especially as it relates to vulnerable roadway users such as motorcyclists and pedestrians.)

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

### Performance Target details

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

### Performance Target Justification

Consistently within Oregon, serious injury and fatal crashes resulting from speed remains in the top three contributing factors. Speeding is a difficult behavior to change; we have not discovered any innovative countermeasures to change the driving behavior and find that enforcement remains the most effective deterrent. In 2020, 124 people were killed in speed related traffic crashes, which is a decrease from 2019. In FY 2022 seventy-eight police agencies as well as the Oregon State Police were awarded Speed OT High Visibility Enforcement (HVE) grants. Agencies participating in Speed HVE activities increased public awareness statewide of the dangers of speeding by providing increased enforcement and through social media releases. A total of 5,324 citations for speeding were written during grant related activities.

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

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

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

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

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

there will be a decrease overall in traffic fatalities, including those speed related, as the reason for the decline. Data determining the outcome won't be available until 2023.

**[In 2020, 124 of speeding-related fatalities.]**

(The performance measure was met this year. In FY 2022 seventy-eight police agencies as well as the Oregon State Police were awarded Speed OT High Visibility Enforcement (HVE) grants. Agencies participating in Speed HVE activities increased public awareness statewide of the dangers of speeding by providing increased enforcement and through social media releases. A total of 5,324 citations for speeding were written during grant related activities.)

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

**Performance Target details**

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

**Performance Target Justification**

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

**[In 2020, there were 68 motorcyclist fatalities.]**

(The goal maintaining motorcyclist fatalities at the average of 63 was not met. What appears to be a general cultural shift away from compliance with traffic safety laws (not limited to riders) seems to be contributing to elevated fatalities on our transportation system. The program continued to fund mandatory training (which includes information about sober riding, compliance with laws, risk reduction strategies, etc.) and will continue to fund it in 2023. Partnerships with peer programs are planned for 2023 to compliment program efforts and amplify parallel messaging efforts with the intent of reducing preventable rider deaths. Motorist Awareness media messaging is planned for 2023 to reduce right of way violation- related crashes. Mandatory training will continue to be delivered (State funded activity) to people seeking motorcycle or moped rider endorsements with an expectation that the training leads to safer riders and fewer fatal crashes. New messaging and training ideas are being considered to further impact this performance measure.)



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

Performance Target details

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

Performance Target Justification

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

**[In 2020, there were 4 unhelmeted motorcyclist fatalities.]**

(This goal appears to have been met. This reduction is not expected to continue based on what appears to be a general cultural shift in compliance with legal requirements. Mandatory training will continue to be delivered (State funded activity) to people seeking motorcycle or moped rider endorsements with an expectation that the training leads to safer riders and fewer fatal crashes. Potential legislative updates being discussed for the 2023 by the Governor's Advisory Committee on Motorcycle Safety may also impact this performance measure in 2023.)

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

Performance Target details

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

Performance Target Justification

The statistics on teen crashes are fluid and fatalities are not following any particular trend. Teens in Oregon fall in two categories; those that take driver education and those that do not. We need to take into account the overwhelming presence of non-driver educated teens, along with those that do not have access

to Oregon's Driver Education program. The State's Driver Education Program (state fund) continues to fund both geographical expansion of accessibility, as well as alternative strategies to recruit, train and evaluate instructors, provide different formats of the curriculum (online, etc.), streamline the licensing process with DMV for passing students, and provide subsidies for low- or no-income families and foster children. Oregon hosts an annual Driver Education conference to provide continuing education and other updates to instructors, offering neighboring state Washington and other state driver education programs to participate in what's generally called the Pac-NW (Pacific Northwest) Driver Education conference.

**[In 2020, there were 59 fatalities involving drivers age 20 or younger involved in fatal crashes.]**

(This is a decrease of 1.7% from 2019 and this performance measure will most likely not be met by December 31, 2022. The number of drivers, ages 15-20, involved in fatal crashes continues to rise in Oregon. Efforts to expand safety messaging in advertising is anticipated to decrease the number of teen driver fatalities. The media contract was not initially in place early in the grant year and limited Oregon's ability to effectively communicate the teen safe driving message. Lingering effects of the COVID-19 pandemic include instructor shortages and driver education providers who closed or had to limit the number of students they could teach. Program efforts in the coming year will include instructor recruitment and raising awareness of risks associated with teen driving (speed, distraction, inexperience).

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

**Performance Target details**

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

**Performance Target Justification**

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

**[In 2020, there were 71 pedestrian fatalities.]**

(This meets the target goal; however, the caveat is that 2020 was an anomaly year due to Covid-19 stay at home requirements. Preliminary 2021 and 2022 state data suggest that the increasing pedestrian fatality numbers are still a concern.) *Projects funded to meet this performance measure were:*

- Pedestrian Safety Statewide Services (Statewide education materials and media campaign aimed at bicyclist safety education and awareness of best practices for all road users)

- Pedestrian Enforcement and Training (PSE) (Funding and Training law enforcement pedestrian safety operations)
- Oregon Friendly Driver Class (Statewide class for drivers to learn about sharing the road with pedestrians and bicyclists)

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

**Performance Target details**

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

Performance Target Justification

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

**[In 2020 there were 14 bicyclist fatalities.]**

(Given this increase from 11 fatalities in 2019, the decrease in the moving average has not been met. Projects funded to meet this performance measure were:

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

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

**Performance Target details**

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

Performance Target Justification

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

**[In 2022, the statewide observed seat belt use rate among front seat outboard occupants in passenger vehicles, as determined by the NHTSA compliant survey was 96.52 percent.]**

(This is a huge step up in usage from the 2021 usage rate of 94.93 percent. All of the work done by law enforcement agencies participating in the TSEP program and the safety media messages that were released to the public over the last year have really helped to improve the seat belt usage rate in Oregon.)

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

**Performance Target details**

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

Performance Target Justification

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

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

create challenges with resulting case law.

**[In 2022, a total of 56 judges participated in annual transportation related judicial training hosted by TSO.]**

(The performance measure was not achieved (numerically) in 2022 largely due to Covid 19 concerns for health impacts to potential participants or from employer limitations on travel due to Covid 19 restrictions in place prior to the conference. Feedback from those in attendance was very positive. The dialogue between attendees and presenters as well as between attendees themselves was significant. Attendees clearly appreciated the opportunity to receive a variety of updates/presentations. Specifically, this included information on citations, interpretation of case law, DMV services and practices related to traffic citations and license suspensions, legislative updates, and judicial ethics. Throughout the conference the presentations ended up serving as opportunities for judges to share how their courts were handling transportation safety related issues and interpretations of specific transportation safety related statutes. Many judges also shared unique sentences they had/are handing down to defendants in an effort to change driving behavior before it results in a crash, injury or fatality. Newly elected or assigned judges took advantage of the “New Judges” mini course delivered by Judge Steven Todd on the morning of the first day. Rounding out the conference, presentations on the IID program related to challenges and compliance with the IID requirements, along with a presentation regarding a victims’ personal story related to life impacts from impaired driving traffic violence, allowed for a good example of the challenges the judiciary faces along with the importance of the work they do. Early planning for the 2023 conference is underway, with a change of venue already being reserved and initial discussions related to the agenda being held. With the travel restrictions related to Covid 19 being suspended, conference attendance is anticipated to meet or exceed the performance measure set for 2023.)

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

**Performance Target details**

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

**Performance Target Justification**

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

**[In 2022, there were 148 officers trained through a traffic safety training conference.]**

(In 2022, there was a Police Traffic Safety Conference held in Bend. Due to limited availability of conference space, the event was held in August, which negatively affected attendance, and roughly 145 law enforcement officers received training. We anticipate training attendance will continue to improve in

coming years as the COVID pandemic wanes and agencies are more willing to allow their staff to attend large in-person gatherings. The other significant limiting factor has been staffing shortages at law enforcement agencies throughout the state, which have also limited those agencies' ability to maintain operations while officers are away for training. As law enforcement leaders adapt to the new recruiting and retention environment, we anticipate this will also become less of a hardship when officers want to attend training. Feedback from those who were able to attend the conference was very positive, which should help executives see the value of this important training in the future.)

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

**Performance Target details**

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

**Performance Target Justification**

Oregon has seen steep increases in impaired fatal crashes, along with significant correlating drops in law enforcement capacity statewide and trends to focus existing law enforcement on generalized patrol and away from specialized traffic units. With many departments short-staffed, it is increasingly difficult to encourage or incentivize participation in overtime HVE grants focused specifically on key problems such as impaired driving. This target goal accounts for the realities and challenges faced by city, county and statewide law enforcement and their abilities to reduce fatal crashes through enforcement. When Oregon legalized recreational marijuana in 2015, a rise in drug-impaired fatalities was expected. In the first six months following legalization, Oregon saw a 163% increase in marijuana DUII arrests, compared to the previous six months. Various studies are showing that Oregon, while leading the nation in marijuana use previously, is now showing increased marijuana consumption in both adult and youth demographics. According to post-fatal crash driver toxicology, cannabis is far and beyond the most common impairing substance detected. All these indicators are showing that drug-related driving fatalities will likely trend upward unless addressed with a strong combination of coordinated enforcement, education and prevention efforts. Given data trajectory and law enforcement and prosecutorial capacity, the traditional three percent target goal reduction is unlikely to be met. However, we believe it is within our ability to reduce the projected trajectory of the expected increases to a five-percent increase and flatten the growth curve by 2025.

**[In 2020, there were 252 impaired (alcohol and/or drug) driving and riding fatalities]**

(Oregon continues to face significant challenges related to impaired driving and related crashes, and 252 people were killed in impaired driving crashes (alcohol or drug) in 2020. In recent years, the few law enforcement agencies in the state with dedicated traffic teams have largely cannibalized them to meet minimum staffing requirements for their patrol operations. Officers statewide report being overworked due to mandatory overtime, and local and national events have significantly lowered the morale of many officers. As a result, officers have reported shying away from proactive enforcement to reduce exposure to civil and criminal liability. These factors, combined with an ever-growing societal acceptance of drug use in Oregon, have led to undesirable upward trends in DUII fatalities and serious injury events. As with the traffic outcomes that followed the legalization of recreational cannabis use in Oregon in 2015, the 2021 decriminalization of “hard” drugs such as cocaine, methamphetamine, and opioids such as heroin has immediately preceded a significant increase in drug-impaired driving events. Going forward, efforts are being made to strengthen education and outreach about the dangers of drug and of poly-substance use

before driving. Additional resources will also be directed to the Oregon State Police Crime Lab to conduct toxicology testing for impaired driving cases so offenders can be held accountable. We will also be considering grant-funding support for agencies who conduct blood draws to bolster cases in which suspects refuse to provide samples as required by the State’s Implied Consent laws.)

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

**Performance Target details**

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

**Performance Target Justification**

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

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

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

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

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

**[In 2020, there were 157 fatalities and injuries due to defective / inadequate brakes, or total loss of brakes.]**

(This performance measure was achieved. Covid 19 Pandemic continued to reduced travel resulting in reduced exposure, overall vehicle usage being down due to the modern work environment, and possibly more discretionary income being available for vehicle maintenance due to reduced alternative expenditures (travel, large purchases due to shipping, etc.). Addressing customer questions through direct contact, Ask ODOT, DMV Call Centers, legislative staff inquiries, and media request fulfillment continued. The “Towing a Trailer in Oregon” publication continued to be available for free distribution through the ODOT Storeroom. ODOT –TSO continued to maintain access to the SAE Standards through the purchase of a subscription package with SAE. This subscription ensures ODOT’s ability to provide excerpts of the standards relevant to customers’ questions when the SAE standards are incorporated by



reference in the Federal Motor Vehicle Safety Standards. ODOT will continue to update its vehicle safety equipment webpage with relevant information to assist customers maintain compliance with vehicle safety equipment laws. ODOT will continue to identify partnerships and projects that further expand customer awareness on the subject of required safety equipment as well as maintain current program activities to address day to day program demands.)

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

Performance Target details

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

Performance Target Justification

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

This performance measure addresses the need to implement the Oregon Traffic Records Strategic Plan. One or more performance measures will be improved incrementally. The Plan was just recently updated (alongside the TSAP).

**[In 2020, Oregon continues to report one or more traffic record performance measure showing improvement year over year in compliance with the NTHSA requirements. For the data period, we showed data improvements on the vehicle file.]**

(We anticipate there will be improvement in the driver file shown, as well as improvement in NEMSIS reporting, and Traffic Count Monitoring systems in future periods as we are able to display future years.)

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

Performance Target details



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

**Performance Target Justification**

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

**[In 2020, there were 351 motor vehicle fatalities and serious injuries for drivers 65 years of age and older.]**

(This is a decrease of 21.5% from 2019. In 2023, TSO is offering aging road users’ courses to continue the decrease this. In 2022, we created an Aging Road Users TV PSA to assist in decreasing this average through media education and identification of resources. This PSA will be aired December 2022– January 2023.TSO will also be offering Aging Road Users training statewide during 2023 to assist in this continued decrease.)

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

**Performance Target details**

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

**Performance Target Justification**

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

conferences. A well-trained workforce helps to reduce response times and level of injury severity.

**[In 2020, EMS training courses (PHTLS) were delivered to 34 rural EMS personnel responding to motor vehicle crashes, making two participants into instructors.]**

(TSO was unable to support the three annual EMS conferences, Oregon EMS Conference did not have their non-profit status in place, the Eastern Oregon Conference did not follow grant requirements, therefore, were unable to be reimbursed, the State of Jefferson EMS Conference was cancelled due to COVID-19, and the ice storms, they were unable to go virtual. TSO was able to fund a rural EMS responder training, PHTLS training, to try to reduce this, but we were only able to train 34 rural EMS personnel that respond to motor vehicle crashes. This training did create two new instructors.

TSO intends to support all conferences for rural emergency responder training and offer rural PHTLS classes statewide during 2023 to improve this.)

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

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

**Performance Target Justification**

Distracted driving fatalities have been on the rise statewide and nationally. Distracted driving crashes, with the use of mobile electronic devices, are generally under-reported. Oregon Legislation addressed distracted driving in 2017 and 2018 to upgrade Oregon’s law, making it more enforceable and convictable regarding mobile electronic device usage. As improvements to legislation surrounding distracted driving are made and improvements to data collection, Oregon initially saw an increase in the number of distracted driving crashes. By proactively addressing distracted driving issues, we have worked hard to reduce the levels of injuries related to distracted driving.

**[In 2020, there were 7 distracted driving fatalities related to mobile electronic devices.]**

(TSO is going to increase media, education, presentations, and enforcement to decrease this average throughout 2023. TSO got a late start on this as the media contract was not in place until 12/3/22. Law enforcement should also increase, as they were told not to enforce to prevent the spread of Covid. This should be lifting, but it has left our law enforcement lacking in workforce or the ability to enforce, hopefully this will improve as well.)

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

I certify:       **Yes**

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

Seat belt citations:       **2,276**

Fiscal Year A-1:       **2020**

**In 2021 there were 2,858**

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

Impaired driving arrests:       **468**

Fiscal Year A-2:       **2020**

**In 2021 there were 536**

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

Speeding citations:       **4,489**

Fiscal Year A-3:       **2020**

**In 2021 there were 7,247**

## Program Area: Community Traffic Safety Program

### Description of Highway Safety Problems

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

### Associated Performance Measures

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

### Performance Target Justification

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

### [In 2022. Oregon maintained at 52 active local transportation safety groups.]

(In spite of significant headwind from COVID and changes in volunteerism, we are maintaining at 52 groups, with some possibility that next year we will see an increase, with the startup work getting some new groups off the ground.)

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Local Safety Action Plans

### Countermeasure Strategy: Local Safety Action Plans

Program Area: Community Traffic Safety Program

### Project Safety Impacts

This project provides transportation safety coordination and services by providing information and education on a variety of transportation safety related issues, coordinating traffic safety activities, and working with local traffic safety organizations. Communities that develop performance measures and

plans to reduce crashes and deaths from motor vehicles have shown a reduction of fatal and serious injury crashes than communities who have not made such plans.

**Linkage Between Program Area**

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

**Rationale**

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

**Planned activities in countermeasure strategy**

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

**Planned Activity: Safe Communities – Clackamas County**

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

**Intended Subrecipients**

Local Cities/Counties/Non-Profit Organizations

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Local Safety Action Plans

Funding sources

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

Planned Activity Reporting

SA-22-25-02		Awarded	Expended
Section 402	Clackamas Safe Community	\$50,000	\$46,760

The project worked 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 worked to adapt and implement strategies from Montana State research on culture change regarding organizational and highway safety. The project utilized NHTSA’s “Countermeasures That Work” and FHWA’s “Proven Safety Strategies” to guide messaging developed based on work done in Washington State and adapted for use in Clackamas County. Due to the COVID-19 pandemic, the grantee was not able to make significant progress on certain elements of its overall safety action plan, specifically enforcement efforts were subdued by headwinds.

Paid Media

The project SA-22-25-02 placed social media messages regarding impairment \$43,750 for consultant work and placement.

Planned Activity: Safe Communities – Deschutes County

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

Primary Countermeasure Strategy ID:

Planned Activity Description

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

## Intended Subrecipients

Local Cities/Counties/Non-Profit Organizations

## Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Local Safety Action Plans

## Funding sources

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

## Planned Activity Reporting

SA-22-25-03		Awarded	Expended
Section 402	Deschutes Safe Community	\$95,000	\$0

This project coordinated and implemented portions of the new Deschutes County and City of Bend level Transportation Safety Action Plans using existing staff and resources to establish a Central Oregon Area Transportation Safety Committee. This project worked to establish new relationships that will speed integration of elements of the Safe Community concept within Deschutes County. The project developed new relationships that encourage partnerships among county government and local cities not just within the county, but within the region. The project used local staff match hours to coordinate meetings designed to stimulate eventual activities that will 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. The project engaged nearby counties on the COACT to promote safety region wide. Interestingly, while no NHTSA funds were expended, significant work occurred.

## Planned Activity: Safe Communities – Lane County

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

Primary Countermeasure Strategy ID:

## Planned Activity Description

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

## Intended Subrecipients

Local Cities/Counties/Non-Profit Organizations

## Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Local Safety Action Plans

## Funding sources

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

## Planned Activity Reporting

SA-22-25-04		Awarded	Expended
Section 402	Lane Safe Community	\$95,000	\$95,000

The project staff and volunteers coordinated locally and with state resources to continue implementing important portions of the new county and city level Transportation Safety Action Plans. This project focused on impairment and continues to work to integrate the elements of the Safe Community concept within Lane County and its cities. The project has specifically encouraged partnerships within the county government, and with groups like Better Eugene Springfield Transportation, in addition to cities outside the MPO boundaries within the county. The project provided staff hours for coordination of ancillary staff and volunteer hours that resulted in activities that raise awareness or implement actions like enforcement and have helped to initiate culture change over time inside and outside city and county government. The project and staff have steadily been moving the community toward a zero acceptable deaths approach to managing motor vehicle traffic and safety for all modal users in partnership with the ODOT Lane Area Commission on Transportation, Eugene Vision Zero/planning staff, and county planning

## Planned Activity: Safe Communities – Safe Communities Services

Planned activity number: **SA-22-25-20**

Primary Countermeasure Strategy ID:

## Planned Activity Description

SA-22-25-20 - The project will provide webinar and direct training, mentoring, and technical assistance to promote traffic safety volunteer efforts that mirror NHTSA’s “Countermeasures That Work” and other proven efforts. This project with Oregon Impact will continue to offer local traffic safety advocates access to technical assistance via a weekday 1-800 “warm” line, and a project directed electronic newsletter featuring traffic safety resources, ideas, and recognition for successful programs. This project will make phone contact with 100% of the recognized local traffic safety committees in Oregon during the fiscal year, and work with ODOT region staff to ensure that 100% of the recognized communities receive at



least one in-person visit during the grant period. The project will be responsible to identify an effective performance measurement and realistic targets, and work to increase the number of citizens who volunteer to assist for traffic safety projects and promote local safety advocacy and activities. The project will coordinate with TSO staff to assist locals in coordinating their efforts between program topics, with an aim to develop more holistic efforts in conducting outreach and education on transportation safety best practices.

**Intended Subrecipients**

Local Cities/Counties/Non-Profit Organizations

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Local Safety Action Plans

**Funding sources**

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

**Planned Activity Reporting**

SA-22-25-20		Awarded	Expended
Section 402	Safe Community Services	\$160,000	\$141,350

The project provided both 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 including techniques tested by Montana State. This project with Oregon Impact continued 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 covering a range of topics. Twelve editions were published. This project made phone contact with 100% of the recognized local traffic safety committees in Oregon during the fiscal year and worked with ODOT region and programmatic staff to ensure that 100% of the recognized communities receive at least one visit during the grant period. In person visits were on an as requested basis due to COVID concerns. The project worked with local citizens to increase volunteerism and to assist with local traffic safety projects where practical, such as event. Project staff promoted local safety advocacy and activities. The project coordinated with TSO staff in providing assistance locals needed to successfully coordinate their efforts between and among program topics, with one strategy being to develop more holistic efforts in conducting outreach and education on transportation safety best practices.

**Planned Activity: Safe Communities –Safe Communities Assistance**

Planned activity number: **SA-22-25-21**

Primary Countermeasure Strategy ID:

## Planned Activity Description

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

## Intended Subrecipients

Local Cities/Counties/Non-Profit Organizations

## Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Local Safety Action Plans

## Funding sources

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

## Planned Activity Reporting

SA-22-25-21		Awarded	Expended
Section 402	Safe Communities Assistance	\$100,000	\$0

The project identified local communities for efforts, but due to COVID and staffing shortages at the local level encountered severe headwind in setting up new efforts, despite willingness in communities such as Klamath County. Efforts included phone calls, online meetings and correspondence. Interest in this type of project still exists but takes a great deal of time to establish proper foundation.

## Planned Activity: Safe Communities – Local Safety Action Plans

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

Primary Countermeasure Strategy ID:

## Planned Activity Description

SA-22-25-22--This project will fund awards to local governments for the development and implementation of comprehensive traffic safety plans to address fatal and injury crashes using data driven

decision making, and identify countermeasures that will impact local safety problems in an effective manner. The plans will incorporate Engineering, Education, Enforcement and EMS solutions to address the Economic impacts of transportation related fatal and serious injury crashes.

**Intended Subrecipients**

Local Cities/Counties/Non-Profit Organizations

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Local Safety Action Plans

**Funding sources**

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

**Planned Activity Reporting**

SA-22-25-22		Awarded	Expended
Section 402	Local Safety Action Plans	\$600,000	\$0

This project identified local communities for planning efforts, but due to COVID and staffing shortages encountered severe headwind in setting up new efforts, despite willingness in communities. Efforts included phone calls, online meetings and correspondence. Interest in this type of project still exists, but takes a great deal of time to establish proper foundation. At this writing, while no expenses were initiated for the grant year, Marion County and City of Klamath Falls are inking agreements for the 2023 grant year to develop plans, with other counties choosing to try the Safe Streets 4 All funding first, then will look to TSO for further resources if they are not successful.

## Program Area: Distracted Driving

### Description of Highway Safety Problems

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

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

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

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

### Associated Performance Measures

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

### Performance Target Justification

Distracted driving fatalities have been on the rise statewide and nationally. Distracted driving crashes, with the use of mobile electronic devices, are generally under-reported. Oregon Legislation addressed distracted driving in 2017 and 2018 to upgrade Oregon’s law, making it more enforceable and convictable regarding mobile electronic device usage. As improvements to legislation surrounding distracted driving are made and improvements to data collection, Oregon initially saw an increase in the number of distracted driving crashes. By proactively addressing distracted driving issues, we have worked hard to reduce the levels of injuries related to distracted driving.

**[In 2020, there were 7 distracted driving fatalities related to mobile electronic devices.]**

(TSO is going to increase media, education, presentations, and enforcement to decrease this average throughout 2023. TSO got a late start on this as the media contract was not in place until 12/3/22. Law enforcement should also increase, as they were told not to enforce to prevent the spread of Covid. This should be lifting, but it has left our law enforcement lacking in workforce or the ability to enforce, hopefully this will improve as well.)

## Countermeasure Strategies in Program Area

Countermeasure Strategies
Communication Campaign
HVE for Distracted Driving

### Countermeasure Strategy: Communication Campaign

Program Area: Distracted Driving

#### Project Safety Impacts

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

#### Linkage Between Program Area

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

#### Rationale

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

#### Planned activities in countermeasure strategy

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

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

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

Primary Countermeasure Strategy ID:

#### Planned Activity Description

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

## Intended Subrecipients

ODOT-TSO

## Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405e Comprehensive Distracted Driving	405e Public Education (FAST)	\$500,000	\$136,377	

## Planned Activity Reporting

M8PE-22-20-02		Awarded	Expended
405(e)	Distracted Driving Media	\$500,000	\$498,637

This project funded public information and education and media campaigns on Oregon’s distracted driving law and best practices. Oregon “Park Your Phone” signage was placed in Oregon airports, Facebook Ads, Instagram, Google Ads, YouTube, theater screen ads, billboards, bus transits and rest room kiosks. Geo-fenced events statewide, especially focusing on the NASCAR and Grand Prix of Portland events. OTT/Streaming TV (8% was designated for the Native American populations), cable TV and streaming audio and radio was used. Conducted a statewide distracted driving education and outreach campaign using multimedia in English and Spanish languages. Distracted driving campaigns were conducted statewide throughout the entire year and especially the month of April 2022 during the annual National Distracted Driving Awareness Campaign and the annual National Connect to Disconnect. Spanish TV PSAs were also run through Univision, the leading Spanish TV station in Oregon. This campaign got a late start as the media contract was not in place until 12/3/22, but we are already working on 2023. TSO plans to create a TV PSA that includes distracted driving, near miss of a pedestrian and roadway departure to try to decrease these crashes.

Grant adjustment one was done moving \$45,508 from the grant to M8DDLE-22-20-04 for grant disbursement to law enforcement agencies statewide (city and county) to conduct local Distracted Driving Media Campaigns. Only one LEA took advantage of this. This grant’s new total is \$500,000.

## Planned activities in countermeasure strategy

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

**Planned Activity: Communications and Outreach: Distracted Driving Statewide**

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

**Intended Subrecipients**

ODOT-TSO

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

**Funding sources**

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

**Planned Activity Reporting**

M8DD-22-20-05		Awarded	Expended
405(e) Flex	Distracted Driving Statewide Services	\$200,000	\$107,246

This project funded public information and education statewide on Oregon’s distracted driving law and best practices; and conducted other types of education and outreach on distracted driving with these more flexible funds. \$20,000 was granted to the driver education program for a Spanish language PSA. This project funded 44 Hang Up and Drive Presentations statewide to schools, employers and organizations, totaling 8,118 participants. There were some struggles with Covid variants in Oregon and Hang Up and Drive was unable to spend the entire grant, but they are already up and running for 2023.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
M8DD-22-20-01	Communications and Outreach: Safe and Courteous

**Planned Activity: Communications and Outreach: Safe and Courteous (w/o Distracted Driving)**

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

M8DD-22-20-01 - This project will fund PI and E (public information and education) and media campaigns statewide on Oregon’s Safe and Courteous programs: Drowsy Driving, Following Too Close, Stop on Red, and Lights and Swipes laws and best practices; and conduct other types of education and outreach with these more flexible funds.

**Intended Subrecipients**

ODOT-TSO

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

**Funding sources**

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

**Planned Activity Reporting**

M8DD-22-20-01		Awarded	Expended
405(e) Flex	Safe & Courteous (w/o Distracted Driving)	\$215,000	\$188,425

This project funded PI&E (public information and education) and media campaigns statewide on Oregon’s Safe & Courteous programs: Drowsy Driving, Following Too Close, Stop on Red, and Lights & Swipes laws and best practices. This program got a late start as the media contract was not signed until 12/3/22. GARD was able to run media for all programs. Radio, digital and billboards medias were used during the last quarter of the grant year. TSO is planning to run media campaigns and create a TV PSA that reflects the dangers of speed, following too close and red light running to reduce fatalities and injuries related to these crashes during 2023.



Planned activities in countermeasure strategy

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

Planned Activity: High Visibility Enforcement – DD

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

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Oregon State Police

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
HVE for Distracted Driving

Funding sources

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

Planned Activity Reporting

M8DDLE-22-20-03		Awarded	Expended
405(e)	Statewide High Visibility Enforcement – Oregon State Police	\$100,000	\$75,797

This project funded HVE (high visibility enforcement) of Oregon’s distracted driving law statewide and through all levels of enforcement. TSO partnered with the Oregon State Police to conduct sustained enforcement throughout the year, particularly during National Distracted Driving Awareness Month and participated in Connect to Disconnect. Funding was awarded to agencies based on data-driven problem

identification. Overall, there were 734.75 overtime hours worked with 1,147 vehicles stopped (average 1.56 contacts per hour). There were 192 contacts directly related to distracted driving (cell phone use). The activities reported were 68 mobile device citations, 5 DUII arrests, 166 speed citations, 44 seat belt citations, 241 other citations, 124 mobile device warnings, 376 speed warnings, 80 seat belt warnings, and 585 other warnings. Due to Covid, law enforcement did not enforce this law to reduce the spread of the pandemic. Law enforcement workforces and traffic teams have reduced statewide, TSO hopes this will rebuild in 2023.

**Planned Activity: HVE-enforcement**

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

**Intended Subrecipients**

Oregon Impact

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
HVE for DD

**Funding sources**

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

**Planned Activity Reporting**

M8DDLE-22-20-04		Awarded	Expended
405(e)	Statewide High Visibility Enforcement – Municipal (City and County Agencies)	\$545,508	\$343,621

This project funded HVE (high visibility enforcement) of Oregon’s distracted driving law across the state

through local law enforcement agencies' (city and county) enforcement. TSO partnered with local law enforcement agencies (sheriffs and chiefs of police) to conduct sustained enforcement throughout the year, particularly during National Distracted Driving Awareness Month and during the National Connect to Disconnect. Funding was awarded to Oregon Impact to manage this project, where awards to agencies were based on data-driven problem identification. Grant adjustment one added \$45,508 to this grant for law enforcement agencies to conduct their own media, only had one LEA take advantage of this opportunity. During the grant year the following results were submitted by the 79 agencies that participated. There were 1,019 shifts for a total of 3,585.75 hours. There were 2,123 citations and 1,166 warnings for Distracted Driving. In addition, there were 2,485 other citations and 3,416 other warnings, also 13 DUII/MIP drivers were arrested, and 37 Felony Warrants were served during these shifts. A total of 7,583 contacts, with an average of 2.11 contacts per hour. Due to Covid, law enforcement did not enforce this law to reduce the spread of the pandemic. Law enforcement workforces and traffic teams have reduced statewide, TSO hopes this will rebuild in 2023.

#### [Paid Media](#)

\$577,932; Earned Media: \$195,970.

## Program Area: Driver Education and Behavior

### Description of Highway Safety Problems

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

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

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

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

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

### Associated Performance Measures

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

### Performance Target Justification

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

**[In 2020, there were 59 fatalities involving drivers age 20 or younger involved in fatal crashes.]**

(This is a decrease of 1.7% from 2019 and this performance measure will most likely not be met by December 31, 2022. The number of drivers, ages 15-20, involved in fatal crashes continues to rise in Oregon. Efforts to expand safety messaging in advertising is anticipated to decrease the number of teen driver fatalities. The media contract was not initially in place early in the grant year and limited Oregon's ability to effectively communicate the teen safe driving message. Lingering effects of the COVID-19 pandemic include instructor shortages and driver education providers who closed or had to limit the number of students they could teach. Program efforts in the coming year will include instructor recruitment and raising awareness of risks associated with teen driving (speed, distraction, inexperience).

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Training for Driver Education

### Countermeasure Strategy: Training for Driver Education

Program Area: Driver Education and Behavior

#### Project Safety Impacts

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

#### Linkage Between Program Area

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

#### Rationale

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

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DE-22-20-02	Pre-Licensure Driver Education-PACNW Conference

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

Planned activity number: DE-22-20-02

Primary Countermeasure Strategy ID:

### Planned Activity Description

DE-22-20-02 - 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 strategies in this planned activity

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
2022	FAST Act NHTSA 402	Driver Education (FAST)	\$15,000	\$3,750	\$6,000

### Planned Activity Reporting

DE-22-20-02		Awarded	Expended
Section 402	Statewide Services – Supplement for Non-ODOT Providers to attend PacNW Conference	\$15,000	\$0

These funds were intended to provide support for both out of state and non-ODOT instructors to attend the annual Pacific Northwest Driver and Traffic Safety Conference in March each year. **This project was not funded in 2022.** The PacNW Driver and Traffic Safety Conference was reorganized to be a one-day in person event in March 2022 and a one-day virtual event in June 2022. With the re-organization, the cost to attend was significantly reduced and it was felt the funds were not needed in this grant year. The grant will not be funded in 2023 as well and the focus of the grant will change if pursued in 2024.

Attendees are Oregon DOT certified driver education instructors, both classroom and behind-the-wheel, and Oregon driver education program administrators, as well as instructors and administrators from other driving schools throughout Oregon and adjoining states. Non-Oregon participants in 2020 and 2021 ranged from 25-33 percent of all attendees. Topics covered during conferences have included encouraging and increasing parent involvement, recognizing visual perceptible skills in driving, identification and demonstration of new vehicle safety technologies, the use of virtual reality in driver education, and partnership presentations from organizations like Oregon Friendly Driver, who present information on

safe driving around vulnerable users like bicyclists and pedestrians and from law enforcement on teen crash causes allowing instructors to emphasize additional training in identified areas. Hands-on training is also a component with sessions on parallel & back-in parking, recognizing and teaching blind spots and reference points, and improving in-car feedback. All presentations are intended to refresh skills and help improve the quality of driver education provided by attendees when they return to their programs.

### Paid Media

The driver education program spent the following state funds in the FY22 grant year for media education and outreach activities:

- \$4,247 for instructor recruitment geo-fencing/location targeting attribution.
- \$23,745.60 for development and distribution of OTT/CTV advertisements targeting driver education participation and instructor recruitment.
- \$5,460 for social media advertising distribution targeting driver education participation and instructor recruitment.

## Program Area: Emergency Medical Services

### Description of Highway Safety Problems

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

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

### Associated Performance Measures

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

### Performance Target Justification

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

**[In 2022, EMS training courses (PHTLS) were delivered to 34 rural EMS personnel responding to motor vehicle crashes, making two participants into instructors.]**

(TSO was unable to support the three annual EMS conferences, Oregon EMS Conference did not have their non-profit status in place, the Eastern Oregon Conference did not follow grant requirements, therefore, were unable to be reimbursed, the State of Jefferson EMS Conference was cancelled due to COVID-19, and the ice storms, they were unable to go virtual. TSO was able to fund a rural EMS responder training, PHTLS training, to try to reduce this, but we were only able to train 34 rural EMS personnel that respond to motor vehicle crashes. This training did create two new instructors. TSO intends to support all conferences for rural emergency responder training and offer rural PHTLS classes statewide during 2023 to improve this.

TSO intends to support all conferences for rural emergency responder training and offer rural PHTLS classes statewide during 2023 to improve this.)



## Countermeasure Strategies in Program Area

Countermeasure Strategy
Training and Education for EMS

### Countermeasure Strategy: Training and Education for EMS

Program Area: Emergency Medical Services

#### Project Safety Impacts

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

#### Linkage Between Program Area

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

#### Rationale

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

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
EM-22-24-01	Statewide Services: EMS

#### Planned Activity: Statewide Services: EMS

Planned activity number: EM-22-24-01

Primary Countermeasure Strategy ID:

### Planned Activity Description

EM-22-24-01- 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 statewide training conferences to maintain certification and much needed equipment.

### Intended Subrecipients

State EMS/local emergency response organizations

Oregon EMS Education Foundation

### Countermeasure strategies

Countermeasure strategies in this planned activity

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
2022	FAST Act NHTSA 402	Emergency Medical Services (FAST)	\$40,000	\$10,000	\$16,000

### Planned Activity Reporting

EM-22-24-01		Awarded	Expended
Section 402	Emergency Medical Services	\$45,000	20,945

This project assisted in strengthening Oregon’s EMS capabilities statewide. It was used as support for rural emergency medical services personnel (both paid and volunteer) to attend training licensure. TSO supports three conferences annually but were not able to this year. The Oregon EMS Conference did not have their non-profit status in place. The State of Jefferson EMS Conference had to cancel their conference. The Eastern Oregon EMS Conference did not follow the contract, so TSO was unable to reimburse.

As a result of this, TSO announced mini-grants for rural emergency responder training. TSO received two applications. One was granted, EM-22-24-01 AAA, TSO provided funding for Rural EMS Training mini-grant for rural EMTs that respond to motor vehicle crashes, Information below. The other grantee did not follow through with the grant application, Pendleton Fire Department/\$5,000.

TSO has focused on Action 6.15.1, Oregon, like other states nationwide, is experiencing a lack of EMS trained workforces as a result of Covid, wildfires and ice storms. This is also the year for paramedics to relicense, so there is a huge need for training versus equipment that cannot be used because there is not a trained workforce to do so.

### Planned Activity Reporting

EM-22-24-01 AAA		Awarded	Expended
Section 402	Emergency Medical Services	\$40,000	20,945

EM-22-24-01 AAA, TSO provided funding for Rural EMS Training mini-grant for rural EMTs that respond to motor vehicle crashes, these courses were Pre-Hospital Life Support Courses for Hermiston, Yachats and Scappoose. There were five scheduled, but two groups had to postpone until 2023. There were 536 hours of CE earned by rural emergency responders in this project's time period. Those hours are applicable to both Oregon EMS licenses, and National EMS Certification with the National Registry of EMTs (NREMT). The State of Oregon accepts NREMT certification in lieu of Oregon CE hours, and the NREMT recertification requires more CE hours than Oregon does. There were thirty-four rural EMTs trained, also two new instructors were licensed to teach. TSO plans to support the three conferences and rural emergency responder training statewide in 2023 to improve Oregon's goals. TSO did a grant adjustment for Pendleton Fire to conduct an PHTLS course for \$5,000, but they did not follow through.

### Paid Media

No paid media in FFY 2022.

## Program Area: Equipment Safety Standards, Vehicle

### Description of Highway Safety Problems

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

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

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

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	Number of fatalities and injuries due to defective / inadequate brakes, or total loss of brakes	2022	Annual	206

### Performance Target Justification

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

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

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

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

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

to vehicle safety equipment crashes.

**[In 2020, there were 157 fatalities and injuries due to defective / inadequate brakes, or total loss of brakes.]**

(This performance measure was achieved. Covid 19 Pandemic continued to reduced travel resulting in reduced exposure, overall vehicle usage being down due to the modern work environment, and possibly more discretionary income being available for vehicle maintenance due to reduced alternative expenditures (travel, large purchases due to shipping, etc.). Addressing customer questions through direct contact, Ask ODOT, DMV Call Centers, legislative staff inquiries, and media request fulfillment continued. The “Towing a Trailer in Oregon” publication continued to be available for free distribution through the ODOT Storeroom. ODOT –TSO continued to maintain access to the SAE Standards through the purchase of a subscription package with SAE. This subscription ensures ODOT’s ability to provide excerpts of the standards relevant to customers questions when the SAE standards are incorporated by reference in the Federal Motor Vehicle Safety Standards. ODOT will continue to update its vehicle safety equipment webpage with relevant information to assist customers in maintaining compliance with vehicle safety equipment laws. ODOT will continue to identify partnerships and projects that further expand customer awareness on the subject of required safety equipment as well as maintain current program activities to address day to day program demands.)

#### Countermeasure Strategies in Program Area

Countermeasure Strategy
Training and Education for Vehicle Equipment Safety

#### Countermeasure Strategy: Training and Education for Vehicle Equipment Safety

Program Area: Equipment Safety Standards, Vehicle

#### Project Safety Impacts

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

#### Linkage Between Program Area

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

#### Rationale

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

**Planned activities in countermeasure strategy**

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

**Planned Activity: Statewide Services: Vehicle Equipment**

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

**Intended Subrecipients**

ODOT-TSO

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Vehicle Equipment Safety

**Funding sources**

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

**Planned Activity Reporting**

CL-22-80-01		Awarded	Expended
Section 402	Vehicle Equipment Standards/Safety Awareness	\$15,000	\$694

This project provided public information and education to transportation system users regarding federal and state equipment safety requirements. This work was completed through phone calls, email response to questions, topical website postings, and the development, production and updates of informational products. The budget for this project was primarily used to produce and print safety equipment publications, fund media campaigns on specific vehicle safety equipment topics, and research safety standards through a submission to SAE infrastructure.

This project is an ongoing effort to assist transportation system users understand the requirements and best practices related to required vehicle safety equipment. The intent is to reduce preventable crashes, injuries and fatalities by providing information through media, website informational resources, and timely responses to customer inquiries about vehicle safety equipment requirements.

Unique Identifier	Planned Activity Name
CL-22-80-02	VES

**Planned Activity: Statewide Services: Vehicle Equipment**

Planned activity number: **CL-22-80-02**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

CL-22-80-02- Research and development of a public facing user friendly graphic user interface (GUI) to provide FAQ information to the public about vehicle equipment standards, statutes, OARs, and safety education.

**Intended Subrecipients**

ODOT-TSO

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Vehicle Equipment Safety

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Debris Hazard Control (FAST)	\$60,000	\$15,000	\$0.00

**Planned Activity Reporting**

CL-22-80-02		Awarded	Expended
Section 402	VES Media	\$60,000	\$0

Research and Development of a public facing, user friendly graphic user interface (GUI) to provide FAQ information to the public about vehicle equipment standards, statutes, OARs, and safety education.

The program manager retired, and this project did not move forward. Prior to retirement, the program manager carried out initial outreach to technology development/programming companies for information and cost estimates for the development of the GUI. With the position vacant, TSO staff held online

meetings to determine needs of the project, feasibility, budget, and the process for request for proposals to move forward, however the designed approach and strategy to address the need was determined a barrier considering available resources and time demands. No additional action was taken due to limited staff. The value of the idea is still relevant. The future program manager may elect to continue in a future grant year.

#### **Paid Media**

No Paid media in FFY 2022.



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

### Description of Highway Safety Problems

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

### Associated Performance Measures

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

### Performance Target Justification

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

**[In 2020, there 191 were fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.]**

(Oregon's impaired driving fatalities are continuing to trend in an upward direction. This has been attributed to a number of causal factors, to include reductions in law enforcement staffing, low morale in law enforcement ranks leading to reduced proactive enforcement efforts, an increase in risky driving behaviors during the COVID pandemic era, and an increase in drug-impaired driving incidences following the legalization of recreational cannabis in 2015 and the decriminalization of possession of "hard" drugs such as cocaine, methamphetamine, heroin and others in 2021. Going forward, we are striving to increase public awareness of the dangers of drug and poly-substance impaired driving, and to increase access to ride share and similar safe ride alternatives. Steps are also being taken to focus law enforcement attention to the significance of Oregon's impaired driving crisis, especially as it relates to vulnerable roadway users such as motorcyclists and pedestrians.)

## Countermeasure Strategies in Program Area

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

### Countermeasure Strategy: Enforcing Impaired Driving Laws

Program Area: Impaired Driving (Drug and Alcohol)

#### Project Safety Impacts

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

#### Linkage Between Program Area

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

#### Rationale

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

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
164AL-22-14-02	Sustained Enforcement – DUII
M5X-22-14-03	DRE Toxicology
164AL-22-14-01	Statewide Services for Impaired Driving

M8CP-22-12-26	Clear Alliance: Impaired Driving Education
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**Planned Activity: DRE Toxicology**

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

**Intended Subrecipients**

Oregon State Police

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Enforcing Impaired Driving Laws

**Funding sources**

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

**Planned Activity Reporting**

M5X-22-14-03		Awarded	Expended
405(d)	Drug Recognition Expert – Toxicology Testing	\$232,000	\$227,064

This project funded toxicology testing for blood and urine specimens collected during DUII investigations from municipal, county, and tribal police agencies, as well as the Oregon State Police. This program is understood to be of critical importance to all law enforcement agencies in the state for the processing of critical evidence in impaired driving cases. This data has also helped to demonstrate the breadth of Oregon’s drug-impaired and polysubstance-impaired driving problem and has also proven a critical tool for monitoring DRE evaluation accuracy. The initial funding allocation of \$140,000 was determined to be insufficient to support the growing need for toxicology services in DUII cases, to include travel and testimony required of forensic toxicologists. There were also increases in demand on blood testing services related to case law (State v Shevyakov), as well as the increase in drug-impaired driving believed

to be a result of the implementation of Ballot Measure 110, which decriminalized possession of user quantities of most illicit substances. The project funding allocation was increased twice during the fiscal year, to include \$80,000 which was redirected from M5X-22-12-17. Approximately 735 blood samples and 14 urine samples were tested for drugs, and there was a 75% confirmation rate for cases involving a DRE.

**Planned Activity: Statewide Services for Impaired Driving**

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

**Intended Subrecipients**

ODOT-TSO

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

**Funding sources**

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

**Planned Activity Reporting**

164AL22-14-01		Awarded	Expended
164AL	Statewide Services Program - DUII	\$144,075	\$144,073

This project funded the creation of a comprehensive traffic safety public information program. Public opinion questions related to alcohol-impaired driving were generated and used as part of a statewide survey. This project also funded the 24-DRUNK phone hotline used by the public to report suspected impaired drivers. Funding was allocated to support impaired driving training and an impaired driving conference, but those funds were not utilized this fiscal year. This project was split during the grant year to separate general statewide services from planned media efforts. Due to some logistical problems related to program management (the position was vacant for the first half of the fiscal year, and the five months

immediately preceding it), claims were not broken out as intended between the original Statewide Services project and the new DUII – Alcohol Education project (164AL-22-14-03). As such, some media claims were ultimately charged to the original Statewide Services project.

**Planned Activity Reporting**

164AL-22-14-03		Awarded	Expended
164AL	DUII – Alcohol Education	\$216,000	\$216,000

This project was created as a result of a split from 164AL-22-14-01 (Statewide Services Program – DUII) and used to fund strategic paid and social media buys, to include High Visibility Enforcement events such as Super Bowl, St. Patrick’s Day, 4<sup>th</sup> of July, and Labor Day. It also helped to fund alcohol-impaired driving PSAs, to include billboards, print, water closet, television, and radio messaging that was deployed around the state.

**Planned Activity: Clear Alliance: Impaired Driving Education**

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

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

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

**Intended Subrecipients**

Clear Alliance

## Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Impaired Driving

## Funding sources

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

M8CP-22-12-26			Awarded	Expended
405(e) Flex	Clear Alliance: Impaired Driving Education		\$280,000	\$131,182

CLEAR Alliance continued to produce and distribute educational materials related to impaired driving prevention to community audiences, with an emphasis on youth in school environments. Additionally, CLEAR Alliance created new media creatives for public display, to include billboard depictions of their “Did You Know?” materials regarding impaired driving. CLEAR Alliance shifted much of their delivery process to an online/e-learning model to adapt to the challenges presented by the ongoing COVID pandemic. CLEAR Alliance reported they reached 32 of Oregon’s 36 counties, and they started the process of translating their impaired driving curriculum to Spanish. The project was plagued by eligibility and documentation confusion, which limited CLEAR Alliance’s overall use of available funding. A new documentation process has been established to allow CLEAR Alliance to focus more staff time toward providing up to date curriculum to as many recipients as possible.

## Countermeasure Strategy: HVE for Impaired Driving

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

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

### Linkage Between Program Area

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

### Rationale

High visibility enforcement is a proven deterrent to bad driving behaviors like impaired driving. Oregon law enforcement agencies are sorely understaffed and short of resources, making it difficult for some

agencies to cover traffic enforcement on regular time. Some agencies have had to dissolve their traffic teams as well. The recent and ongoing COVID-19 pandemic has also had a negative impact on law enforcement staffing and the ability to participate in HVE and conduct traffic enforcement, as every contact is a potential exposure. The overtime grant awards enable the LEAs (law enforcement agencies) to conduct needed traffic enforcement at higher incidence locations as identified through data analysis.

**Planned activities in countermeasure strategy**

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

**Planned Activity: High Visibility Enforcement - DUII**

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

**Intended Subrecipients**

State, Law Enforcement Agencies

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
HVE for Impaired Driving

**Funding sources**

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

**Planned Activity Reporting**

M5X-22-14-09		Awarded	Expended
405(d)	DUII Overtime Enforcement Program - OSP	\$100,000	\$60,414

This project funded DUII enforcement overtime activities for members of the Oregon State Police.



Troopers from around the state participated in required High Visibility Enforcement (HVE) operations, as well as other events at which an increase in impaired driving incidences were anticipated. These included county fairs, rodeos, and assorted festivals. OSP was hampered by staffing challenges throughout the year, and some Area Commands that historically have performed well with DUII enforcement overtime were unable to participate in a meaningful way in FY2022. Statewide, the agency made 55 impaired driving arrests during grant-funded DUII overtime assignments, and numerous other stops were made, resulting in 303 citations and 681 warnings.

**Planned Activity: HVE DUII Enforcement**

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

**Intended Subrecipients**

City and County Law Enforcement Agencies

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
HVE for Impaired Driving

**Funding sources**

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

**Planned Activity Reporting**

M5X-22-14-36		Awarded	Expended
405(d)	HVE DUII Enforcement – Municipal Law Enforcement Agencies	\$600,000	\$332,651

This project was anticipated to provide DUII overtime enforcement funding to approximately 50 cities, which covered more than 80 percent of the state’s population. Ultimately, it provided funding support to 74 law enforcement agencies throughout the state for DUII overtime enforcement activities. Those agencies worked 813 overtime patrols, which resulted in 436 arrests for DUII (alcohol and drug), in



addition to numerous other citations and arrests resulting from observations made during those shifts. Efforts were targeted toward High Visibility Enforcement (HVE) periods, and at other times as determined valuable by participating agencies. Statewide, agencies' efforts were hampered by the lingering effects of the COVID-19 pandemic, as well as widespread staffing shortages. This limited the number of officers willing/able to work DUII overtime assignments, as well as the number of extra shifts those officers were willing to work. The Christmas/New Year and Labor Day (HVE) events were identified as required for participation in the FY2022 project for all agencies who accepted funds from this grant. However, 19 agencies did not participate in the Christmas/New Year HVE event, and 22 did not participate in the Labor Day HVE event, with blame placed largely on the previously-described staffing limitations.

### Countermeasure Strategy: Laboratory Drug Testing Equipment

Program Area: Impaired Driving (Drug and Alcohol)

#### Project Safety Impacts

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

#### Linkage Between Program Area

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

#### Rationale

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

#### Planned activities in countermeasure strategy

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

#### Planned Activity: Crime Lab-Scientists

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

M5X-22-12-17 - This project provides for added capacity for forensic analysis activities at the Oregon State Police Crime Lab to work on the significant toxicology backlog for DUII's in Oregon that has created unintended consequences for the prosecution and adjudication of DUII crimes elsewhere in the DUII continuum, leading to dismissals. This is work to reduce that backlog of evidence to greatly improve turnaround time for successful adjudication of DUII cases. Additionally, the recent acquisition of a LC/MS/MS by the crime lab requires trained scientists to calibrate, certify and operate the instrument to realize any sustainable benefits.

### Intended Subrecipients

Oregon State Police Crime Lab

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Laboratory Drug Testing

### Funding sources

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

### Planned Activity Reporting

M5X-22-12-17		Awarded	Expended
405(d)	Forensic Scientists – Oregon State Police Criminal Lab	\$150,000	\$0

This project was concluded at the end of FY2021 and was not continued in FY2022. A portion of the funds allocated to this project were redirected to a different project, M5X-22-14-03 (DRE Toxicology), to support increased statewide utilization of toxicology testing services at the Oregon State Crime Lab and a third-party lab services provider, NMS Labs.

### Countermeasure Strategy: Sustained Enforcement for Impaired Driving

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

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

### Linkage Between Program Areas

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

### Rationale

Sustained enforcement is a proven deterrent to high-risk behavior like impaired driving. Oregon law enforcement agencies are sorely understaffed and short of resources, making it difficult for some agencies to even cover traffic enforcement on regular time. Some agencies have dissolved their traffic teams as well, due to budget and staffing constrictions. The overtime grant awards enable the LEAs (law enforcement agencies) to conduct needed traffic enforcement on an enhanced basis so that their presence alone deters high-risk driving behavior and helps to save lives and prevent injuries from traffic crashes.

### Planned activities in countermeasure strategy

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

### Planned Activity: Sustained Enforcement - DUII

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### Intended Subrecipients

State, City, County Law Enforcement Agencies

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Sustained Enforcement for Impaired Driving

### Funding sources

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

**Planned Activity Reporting**

M5X-22-12-23		Awarded	Expended
405(d)	Drug Recognition Expert Overtime Enforcement	\$140,000	\$76,258

During FY2022, this project funded 117 DRE callouts statewide, which was a 49% decrease from FY2021. The overall DRE callout response rate increased by 9.1%, and this includes responses by on-duty DREs whose time was not charged to the grant project. This project also compensated police agencies for costs associated with their officers serving as DRE Instructors for DECP curricula, to include Drugs that Impair Driving, Drug Impairment Training for Educational Professionals, Advanced Roadside Impaired Driving, and DRE School (including during certification training). Although the overall response rate for DRE callouts was increased in FY2022, additional work must be done by the State DRE Coordinator to encourage off-duty DREs to respond when such callouts occur. This will have the combined benefit of enhancing the state’s ability to prosecute drug-impaired driving offenders and offering recruitment opportunities to the officers engaged in making that type of arrest to apply for DRE school.

**Planned Activity: Sustained Enforcement – DUII**

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

[Note: In 2017, a similar pilot was conducted to fund dedicated speed enforcement activities. After 18 months, the Sheriff went to the Board of County Commissioners with the results and was able to secure funding to permanently sustain those activities.] This 2022 project is also “seed money” to combat the increasing impaired driving problem in the County with additional, dedicated DUII enforcement resources and activities. To show their commitment to this project, they intend to purchase a vehicle for these specific activities.

**Intended Subrecipients**

Local Law Enforcement Agencies

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Sustained Enforcement for Impaired Driving

### Funding sources

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

### Planned Activity Reporting

164AL-22-14-02		Awarded	Expended
164AL	Sustained Enforcement - DUII	\$139,620	\$135,421

This continued project for Yamhill County Sheriff’s Office to reduce the increasing numbers of impaired driving fatality crashes occurring in Yamhill County. In 2020, a six-month period experienced 7 crashes resulting in 9 fatalities. All the crashes but two were immediately connected to an impaired driver. The deputy assigned to this project issued 1,129 citations and warnings during the grant period. He also made a total of 128 DUII arrests (93 alcohol-impaired and 35 drug-impaired). Although the deputy assigned to this project was successful in identifying and addressing impaired and other dangerous drivers, Yamhill County has continued to experience a disproportionate number of impaired driving crashes and related fatalities and serious injuries. All project objectives were met for this grant year, and the Yamhill County Sheriff has indicated willingness to expand the amount of enforcement activities by his agency in the future.

### Countermeasure Strategy: Training and Education for Impaired Driving

Program Area: Impaired Driving (Drug and Alcohol)

#### Project Safety Impacts

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

#### Linkage Between Program Area

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

#### Rationale

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

Planned activities in countermeasure strategy

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

Planned Activity: DUII Prosecutor

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

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Oregon Department of Justice

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Impaired Driving

Funding sources

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

Planned Activity Reporting

M5X-22-12-22		Awarded	Expended
405(d)	DUII – Resource Prosecutor	\$321,591	\$320,158

This project provided a DUII prosecutor at the Department of Justice who served as a Traffic Safety Resource Prosecutor (TSRP) and subject matter expert to municipal, county, and state prosecutors in handling complex DUII laws and unique or difficult cases. The TSRP traveled throughout Oregon to assist with DUII cases and participated as a trainer and resource for prosecutors and law enforcement relating to DUII law, procedures and case law updates. The TSRP routinely sent information to statewide partners via a list serve and/or on the Oregon District Attorneys Resource Network (ODARN) system to provide information and analysis of case law updates, and to respond to questions that arose during individual prosecutions. Membership on the list serve utilized by the TSRP was not limited to prosecutors, and included Drug Recognition Experts (DREs), Standardized Field Sobriety Test (SFST) Instructors, and crime lab scientists. By disseminating information to these other stakeholders, the TSRP was able to further the big-picture objectives in prosecuting impaired driving cases in Oregon. A recurring challenge for this program was that there was more work to be done than one TSRP was able to absorb. As such, the TSRP was frequently required to balance competing demands for their time. Training and prosecutorial advice was given to stakeholders from all 36 of Oregon’s counties in FY2022, and the TSRP partnered with ODOT – TSO, the Oregon State Police DRE Program Coordinator, and the Oregon District Attorneys Association on matters relevant to impaired driving enforcement.

**Planned Activity: Statewide Services: DUII**

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

**Intended Subrecipients**

ODOT-TSO

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Impaired Driving

**Funding sources**

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



**Planned Activity Reporting**

M5X-22-12-01		Awarded	Expended
405(d)	Statewide Services - DUII	\$156,286	\$156,286

This project funded the creation of a comprehensive traffic safety public information program. Public opinion questions related to impaired driving were generated and used as part of a statewide survey. Funding was allocated to support the Governor’s Advisory Committee on DUII, and to provide additional support to the state’s DRE program, and/or other conferences, but those funds were not utilized this fiscal year. This project was split during the grant year to separate general statewide services from planned media efforts. Due to some logistical problems related to program management (the position was vacant for the first half of the fiscal year, and the five months immediately preceding it), claims were not broken out as intended between the original Statewide Services project and the new DUII Outreach / Education project (M5X-22-12-02). As such, media claims were ultimately charged to the original Statewide Services project.

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

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

**Intended Subrecipients**

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

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Impaired Driving

**Funding sources**

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

**Planned Activity Reporting**

M5X-22-12-06		Awarded	Expended
405(d)	Protecting Lives – Saving Futures Oregon Department of Justice	\$65,000	\$50,788



Through a partnership with the Oregon District Attorney’s Association, this project funded a joint DUII training program for relatively new prosecutors and law enforcement officers, or those who want to brush up on their prosecution and enforcement skills in the area of impaired driving with a larger focus on alcohol DUIIs. A team-building approach is used with officers and prosecutors from the same jurisdiction to focus on understanding DUII issues and how to make the leap from documentation to persuasion at trial. This grant also covered training at the ODAA Summer Conference, as well as a trial skills training course. Twenty-five Prosecutors and thirty-three law enforcement officers attended the 2022 Protecting Lives Saving Futures training that took place February 22-25, 2022 at the Riverhouse Conference Center in Bend, Oregon. The attendees received education on the scientific background of the breath, blood, and urine alcohol tests and advantages and limitations to forensic testing. They also received in-depth instruction and information on the DUII trial process.

**Planned Activity: DRE Training**

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

M5X-22-12-16 - Provides training and coordination of the Oregon Drug Evaluation and Classification (DEC) program and other related impaired driving programs in accordance with the International Association of Chiefs of Police (IACP) and National Highway Traffic Safety Administration (NHTSA) guidelines and recommendations. This grant provides for a DRE school and field certifications to be conducted in FFY20212as well as providing for a statewide training conference.

**Intended Subrecipients**

Oregon State Police

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Impaired Driving

**Funding sources**

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

**Planned Activity Reporting**

M5X-22-12-16		Awarded	Expended
405(d)	Drug Recognition Expert Training (DRE)	\$140,000	\$85,731

There was one DRE School held in Oregon in FY2022, and 18 officers from state, county, and municipal agencies were certified, raising the total number of DREs from 176 to 179 after program attrition. Additionally, 15 ARIDE classes were offered around the state, and 157 officers attended that training. The

DRE Program hosted a one-day conference, which was immediately followed by the Oregon DUII Multidisciplinary Conference, and which was attended by 126 DREs. The DRE program also provided training to approximately 100 people to include Department of Corrections staff in Tillamook, a local company in La Grande, and a school district in Medford. 8 staff members of the Multnomah Public Defenders Office were also given a presentation of the DRE program to increase their awareness and understanding of its place in the state’s impaired driving system.

**Planned Activity: Law Enforcement Spokesperson**

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

164AL-22-14-20 - This project provides funding for the management and training of all DUII-related law enforcement training in the State of Oregon. SFST and SFST Refresher training is held at various locations across the state. Additional goals are to increase the number of Standardized Field Sobriety Test (SFST) certified trainers and provide mobile video training to state, county and municipal departments, as well as to keep officer training records available for those organizations managing HVE grants.

**Intended Subrecipients**

Department of Public Safety Standards and Training

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Impaired Driving

**Funding sources**

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

**Project Activity Reporting**

164AL-22-14-20		Awarded	Expended
164AL	Law Enforcement Spokesperson - DPSST	\$150,000	\$138,839

The state law enforcement liaison reported 353 police officers received initial Standardized Field Sobriety Test (SFST) training during 11 classes at the Basic Police Academy. Another 250 police officers received SFST Refresher training, and 111 received Intoxilyzer 8000 training. 13 additional officers were certified as SFST Instructors and 11 were trained as Intoxilyzer 8000 instructors. The program was not able to host an SFST Instructor in-service training / conference, but outside training opportunities were communicated to instructors to continue their education as required by program standards. The project was expanded partway through the fiscal year to allow for an assistant to be hired to support the law enforcement liaison’s efforts in providing training opportunities around the state.

## Planned Activity: DUII Multi-Disciplinary Conference

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### Intended Subrecipients

DUII Multi-Disciplinary Task Force

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Impaired Driving

### Funding sources

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

### Planned Activity Reporting

M5X-22-12-12		Awarded	Expended
405(d)	DUII Multi-Disciplinary Task Force Training Conference	\$130,000	\$129,881

The DUII Multidisciplinary Task Force held their annual conference in April. It was attended by 362 people representing prevention, enforcement, administrative judges, prosecutors, evaluation and treatment personnel, and other stakeholders. Attendance was boosted by the conference's having been scheduled to immediately follow the state DRE conference at the same hotel/conference location, and overall attendance was markedly increased from FY2021 when the COVID pandemic restricted many attendees' ability to travel.

### Paid Media

The Impaired Driving Program spent the following funds in the FY2022 grant year for media education and outreach activities:

- \$8,425 for Strategic Communications Plan development.

- \$70,000 for development and deployment of two new billboard messages (“Friends Look Out for One Another” & “Simple”) in 23 locations in the Portland, Eugene, Salem, and Medford areas.
- \$125,000 for development of new 30-second PSA “Know the Signs,” as well as redeployment of previously-developed “A Crash is No Accident” messaging.
- \$35,000 was dedicated to the development of Spanish language outreach opportunities, including two 15-second PSAs, NHTSA-approved Spanish language creatives, and partnership with local Spanish language station Univision (KUNP).
- \$20,000 for geofencing web advertising.
- \$20,000 for water closet advertising in Portland metro area bars and restaurants.

Total media budget was \$278,425, and media added value was \$138,724.

## Program Area: Judicial Outreach

### Description of Highway Safety Problems

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

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

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

### Associated Performance Measures

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

### Performance Target Justification

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

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

**[In 2022, a total of 56 judges participated in annual transportation related judicial training hosted by TSO.]**

(The performance measure was not achieved (numerically) in 2022 largely due to Covid 19 concerns for

health impacts to potential participants or from employer limitations on travel due to Covid 19 restrictions in place prior to the conference. Feedback from those in attendance was very positive. The dialogue between attendees and presenters as well as between attendees themselves was significant. Attendees clearly appreciated the opportunity to receive a variety of updates/presentations. Specifically, this included information on citations, interpretation of case law, DMV services and practices related to traffic citations and license suspensions, legislative updates, and judicial ethics. Throughout the conference the presentations ended up serving as opportunities for judges to share how their courts were handling transportation safety related issues and interpretations of specific transportation safety related statutes. Many judges also shared unique sentences they had/are handing down to defendants in an effort to change driving behavior before it results in a crash, injury or fatality. Newly elected or assigned judges took advantage of the “New Judges” mini course delivered by Judge Steven Todd on the morning of the first day. Rounding out the conference, presentations on the IID program related to challenges and compliance with the IID requirements, along with a presentation regarding a victims’ personal story related to life impacts from impaired driving traffic violence, allowed for a good example of the challenges the judiciary faces along with the importance of the work they do. Early planning for the 2023 conference is underway, with a change of venue already being reserved and initial discussions related to the agenda being held. With the travel restrictions related to Covid 19 being suspended, conference attendance is anticipated to meet or exceed the performance measure set for 2023.)

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Education for Judicial

### Countermeasure Strategy: Education for Judicial

Program Area: Judicial Outreach

#### Project Safety Impacts

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

#### Linkage Between Program Area

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

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

#### Rationale

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

Planned activities in countermeasure strategy

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

Planned Activity: Judicial Education and Training

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

Primary Countermeasure Strategy ID:

Planned Activity Description

TC-22-24-08- Oregon’s highway safety office helped facilitate a traffic safety related education conference for 56 Oregon municipal, justice, and circuit court judges in the spring of 2022. In addition to judges, the training was also offered to court administrators. Topics covered included legislative updates from the most recent legislative session, an appellate update, other relevant traffic safety topics included practical insurance information for Judges, Judicial Ethics and Traffic Trends in Oregon.

Additionally, Oregon District Attorney’s Association (ODAA) delivered their annual Traffic Safety Education training to prosecutors from around the state. Protecting Lives – Saving Futures was also presented, which was a joint training with prosecutors and law enforcement.

Intended Subrecipients

ODOT-TSO; Oregon Judges Association

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Education for Judicial

Funding sources

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

Planned Activity Reporting

TC-22-24-08		Awarded	Expended
Section 402	Judicial Education	\$30,000	\$32,416

ODOT TSO helped facilitate a traffic safety related education conference to Oregon municipal, justice, and circuit court judges March 16 – 18, 2022, in total, 56 judges attended. In addition to judges, the training was also offered to court administrators on a secondary basis. Topics covered included a legislative update from the r2022 legislative session, practical insurance information, appellate update on

traffic cases, judicial ethics and traffic safety trends in Oregon as well as other relevant traffic topics requested by the judges. The conference was well received by those able to attend and planning is underway for the 2023 conference with a new venue already being secured (which should allow for the adherence to the grant budget) and initial conversations regarding the agenda have been held. Lifting of Covid 19 gathering and travel restrictions are anticipated to result in an elevated attendance level of the 2023 conference. Ongoing concerns for personal health may continue to impact in-person conference attendance for the foreseeable future and alternatives to accessing the conference material continues to be discussed.

#### **Paid Media**

No paid media in FFY 2022.



## Program Area: Motorcycle Safety

### Description of Highway Safety Problems

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

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

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

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

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

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

### Associated Performance Measures

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

## Performance Target Justification

### **C-7) Number of motorcyclist fatalities (FARS)**

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.

**[In 2020, there were 68 motorcyclist fatalities.]**

(The goal maintaining motorcyclist fatalities at the average of 63 was not met. What appears to be a general cultural shift away from compliance with traffic safety laws (not limited to riders) seems to be contributing to elevated fatalities on our transportation system. The program continued to fund mandatory training (which includes information about sober riding, compliance with laws, risk reduction strategies, etc.) and will continue to fund it in 2023. Partnerships with peer programs are planned for 2023 to compliment program efforts and amplify parallel messaging efforts with the intent of reducing preventable rider deaths. Motorist Awareness media messaging is planned for 2023 to reduce right of way violation- related crashes. Mandatory training will continue to be delivered (State funded activity) to people seeking motorcycle or moped rider endorsements with an expectation that the training leads to safer riders and fewer fatal crashes. New messaging and training ideas are being considered to further impact this performance measure.)

### **C-8) Number of un-helmeted motorcyclist fatalities (FARS)**

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

**[In 2020, there were 4 unhelmeted motorcyclist fatalities.]**

(This goal appears to have been met. This reduction is not expected to continue based on what appears to be a general cultural shift in compliance with legal requirements. Mandatory training will continue to be delivered (State funded activity) to people seeking motorcycle or moped rider endorsements with an expectation that the training leads to safer riders and fewer fatal crashes. Potential legislative updates

being discussed for the 2023 by the Governor's Advisory Committee on Motorcycle Safety may also impact this performance measure in 2023.)

**Impaired Driving (Riding)**

The 2015-2019 overall percentage of motorcyclist alcohol impaired (.08 BAC or higher) and/or drug impaired fatalities in Oregon crashes is 46% .

**[In 2020 there were 31 motorcycle/moped riders killed when they were impaired by alcohol (.08 BAC or higher) and/or under the influence of drugs (final State CARS unit data)].**

(It appears that this goal has been met. In 2022, the Impaired Driving program conducted statewide messaging campaigns that focused on reducing impaired use of the transportation system – and this performance measure likely benefited from those campaigns. In 2022, Impaired riding was a constant point of conversation in Governor’s Advisory Committee on Motorcycle Safety meetings (State Funded Activity)- elevating awareness of the issue with stakeholders, liaisons, and the general riding community. No media campaign was conducted as a result of delays related to contract processes. Mandatory training – which includes information related to impaired riding - continued to be delivered (State funded activity) to people seeking motorcycle or moped rider endorsements. Impaired Riding continues to be an element in fatal motorcycle rider crashes and the program will be partnering with the Impaired Driving program in 2023 to specifically develop media releases encouraging riding sober through positive social norming campaigns. Mandatory training will continue to be offered and funded with Oregon motorcyclist endorsement fees in 2023.)

**Countermeasure Strategies in Program Area**

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

**Countermeasure Strategy: Communication for Motorcycle Safety**

Program Area: Motorcycle Safety

**Project Safety Impacts**

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

**Linkage Between Program Area**

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

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

**Rationale**

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

**Planned activities in countermeasure strategy**

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

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

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

*Preliminary State Crash Data - 2019 MC/Multivehicle Fatal and Severe Injury Crashes by County	
County	#of Motorcycle Crashes (MCC) involving multiple vehicles
MULTNOMAH	117
WASHINGTON	55
MARION	52
CLACKAMAS	36
JACKSON	36
LANE	31

DESCHUTES	19
LINN	16
DOUGLAS	14
POLK	13
KLAMATH	11
UMATILLA	10
JOSEPHINE	9
YAMHILL	9
CLATSOP	7
BENTON	5
WASCO	5
JEFFERSON	4
BAKER	3
COLUMBIA	3
CROOK	3
LINCOLN	3
TILLAMOOK	3
CURRY	2
HOOD RIVER	2
LAKE	2
MALHEUR	1
MORROW	1
SHERMAN	1
UNION	1
WHEELER	1

**Intended Subrecipients**

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

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Motorcycle Safety

### Funding sources

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

### Planned Activity Reporting

M9MA-22-50-01		Awarded	Expended
405(f)	MS Communications and Outreach: Other Driver Awareness of Motorcyclists	\$20,000	\$0

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

This grant did not move forward due to contract approval delays. Initial planning for this grant did occur and was paid for with State funds. A Motorist Awareness media campaign is anticipated to be carried out in 2023 in accordance with the requirements described in the 405(f) program guidance. The program manager conducted limited outreach to possible partners in 2022 – to seek opportunities for collaboration in 2023 to increase motorist awareness of riders and to reduce right of way violation crashes.

### Countermeasure Strategy: Training and Education for Motorcycle Safety

Program Area: Motorcycle Safety

#### Project Safety Impacts

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

#### Linkage Between Program Area

2019 FARS Data Motorcyclist Fatalities	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Total (C-7)	38	40	51	34	46	61	55	57	85	57

Helmeted	34	34	46	32	41	57	46	48	73	46
Unhelmeted (C-8)	4	5	4	2	4	3	4	3	4	8
Unknown	0	1	1	0	1	1	5	6	8	3

The majority of motorcyclist crashes continue to be caused by risky behavioral decisions that may include riding impaired, speeding, and riding too fast for conditions. The level of injury and the potential of a crash being a fatal crash increases when riders choose not to wear a certified Department of Transportation (DOT) motorcycle helmet that is being maintained and is within the manufacturer’s “lifespan” of the helmet as well as protective motorcycle riding specific clothing.

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

#### Rationale

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

#### Planned activities in countermeasure strategy

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

#### Planned Activity: Motorcycle Rider Training

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

Primary Countermeasure Strategy ID:

#### Planned Activity Description

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

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

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

Majority of Counties or Political Subdivisions in the State with the Highest Number of Motorcycle Crashes Involving an Impaired Operator, Based upon State Data, Sorted by 2019* preliminary (state) numbers					
County	2015	2016	2017	2018	2019*
Multnomah County, Oregon	7	10	14	16	18
Marion County	3	2	3	7	9
Jackson County, Oregon	8	4	6	3	7
Lane County, Oregon	11	6	7	7	5
Josephine County, Oregon	1	1		3	4
Clackamas County, Oregon	5	4	5	7	3
Deschutes County, Oregon		2	2	2	3
Klamath County, Oregon	1	2	1	1	3
Washington County, Oregon	4	4	2	2	2
Yamhill County, Oregon	1		1	2	2
Polk County, Oregon	4	1	1	5	1
Douglas County, Oregon	1		2	2	1
Clatsop County, Oregon	1	1	2		1
Benton County, Oregon			1	2	1
Coos County, Oregon	1	1		1	1
Malheur County, Oregon			2	1	1



Wasco County, Oregon		1		2	1
Wheeler County, Oregon			1	1	1
Columbia County, Oregon				1	1
Tillamook County, Oregon				1	1
Linn County, Oregon	3	1	1	4	
Umatilla County, Oregon		2	1	1	
Crook County, Oregon			1	1	
Lake County, Oregon			2		
Morrow County, Oregon	1			1	
Baker County, Oregon	1				
Curry County, Oregon	1				
Harney County, Oregon			1		
Hood River County, Oregon				1	
Jefferson County, Oregon			1		
Lincoln County, Oregon				1	
Gilliam County, Oregon					
Grant County, Oregon					
Sherman County, Oregon					
Union County, Oregon					
Wallowa County, Oregon					

**Intended Subrecipients**

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

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Motorcycle Safety

### Funding sources

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

### Planned Activity Reporting

M9MT-22-50-02		Awarded	Expended
405(f)	Motorcycle Rider Training	\$36,113	\$0

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

These projects were intended to address crash causative factors, injury reduction information campaigns, and emerging needs/issues using state and federal crash data to guide program focus areas. This was to be accomplished through the development of new partnerships in addressing rider safety issues, leveraging existing partnerships, and capitalizing on the allowances that the federal funding guidelines provide for – which differ from the permitted uses of the Oregon Motorcycle Safety Program Subaccount.

This project was not actioned in 2022 due to concerns related to interpretations related to allowable uses of the 405(f) money (purchase of equipment – vehicle to support the delivery of training). ODOT-TSO and the grantee agreed to submit a request to NHTSA for an identical grant to be considered for approval in 2023.

### Paid Media

No paid media in FFY 2022.

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

### Description of Highway Safety Problems

Vulnerable road users face special safety challenges when commuting on multi-modal roadways of travel as they often face a higher risk of fatality or serious injury in motor vehicle related crashes (MVCs).

Using the most current national available data from 2018, the number of pedestrian fatalities was 6,283 which was a 3 percent increase from 2017 (NHTSA, 2021). Nationally in 2018, bicycle and pedestrian fatalities made up 19 percent of overall motor vehicle crash fatalities (bicycle (2 percent) and pedestrian (17 percent) (NHTSA\_FARS, 2021)).

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

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

### Associated Performance Measures

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

### Performance Target Justification

#### C-10) Number of pedestrian fatalities (FARS)

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

**[In 2020, there were 71 pedestrian fatalities.]**

(This meets the target goal; however, the caveat is that 2020 was an anomaly year due to Covid-19 stay at home requirements. Preliminary 2021 and 2022 state data suggest that the increasing pedestrian fatality numbers are still a concern. Projects funded to meet this performance measure were:

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

**C-11) Number of bicyclists fatalities (FARS)**

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

**[In 2020 there were 14 bicyclist fatalities.]**

(Given this increase from 11 fatalities in 2019, the decrease in the moving average has not been met. Projects funded to meet this performance measure were:

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

**Countermeasure Strategies in Program Area**

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

**Countermeasure Strategy: HVE for Non-Motorized**  
Program Area: Non-motorized (Pedestrians and Bicyclist)

### Project Safety Impacts

Oregon pedestrians and bicyclists face numerous barriers to safe walking and rolling including crosswalk and intersection safety, motorists speeding in high pedestrian and bicyclist use areas including downtowns and school zones, infrastructure that lacks pedestrian and bicycle facilities, and lack of awareness or knowledge on the part of all road users regarding non-motorist safety laws and best practices.

All road users (motorized and non-motorized) bear responsibility in non-motorized motor vehicle crashes, however, the non-motorist is most at risk for serious injury and fatality. Nearly half of pedestrian crashes occur in a crosswalk or an intersection, often where drivers fail to yield the right-of-way. The projected impact of focused HVE operations statewide is three fold: 1) to educate all road users on the safest behaviors for pedestrians and motorists, 2) to enforce Oregon transportation safety laws to encourage safe behaviors from all road users, and 3) to decrease pedestrian and motorist conflicts particularly at crosswalks and intersections and ultimately decrease non-motorists' serious injuries and fatalities.

### Linkage Between Program Area

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

### Rationale

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

### Planned activities in countermeasure strategy

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

### Planned Activity: High Visibility Enforcement - Ped

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### Intended Sub-recipients

City and County Law Enforcement Agencies

## Countermeasure strategies

### Countermeasure strategies in this planned activity

Countermeasure Strategy
HVE for Non-Motorized

## Funding sources

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

## Planned Activity Reporting

FHX-22-68-02		Awarded	Expended
405(h)	Pedestrian Enforcement & Training	\$150,000	\$57,306

This project funded 37 law enforcement agencies to promote pedestrian safety education and enforcement. Our partner, Oregon Impact, also provided training that was open to all law enforcement agencies that included promising practices of pedestrian safety operations and training on state laws regarding pedestrian safety. A total of 42 LEO's completed the online training between October 1, 2021, and September 30, 2022. Of the 16 agencies that participated in missions, there were 126 PSE OT shifts. Oregon Impact supported the grantees in meeting reporting requirements and receiving reimbursements, in addition to acting as a resource for administrative and technical assistance. Less than half of the funded agencies participated in enforcement operation missions and is indicative of agencies being challenged with less capacity and resources. Hence, they were unable to participate in the overtime grants as planned.

## Countermeasure Strategy: Training and Education for Non-Motorized

Program Area: Non-motorized (Pedestrians and Bicyclist)

### Project Safety Impacts

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

### Linkage Between Program Area

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

### Rationale

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

### Planned activities in countermeasure strategy

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

### Planned Activity: Bicycle/Pedestrian Oregon Friendly Driver Class

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### Intended Sub-recipients

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

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Non-Motorized

### Funding sources

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

### Planned Activity Reporting

FHTR-22-60-04		Awarded	Expended
405(h)	Oregon Friendly Driver Class	\$130,000	\$105,600

This project funded the continuing development, promotion and implementation of driver education classes of promising practices and pedestrian and bicycle laws statewide through an online course and also in person or live webinar regionally in high-risk areas in the state including Portland metro, Bend and Eugene. Activities included: delivering classes via online class, in-person webinar, and in-person live class; collaborating local outreach to promote to drivers, parents of new younger drivers, businesses who employ people to drive for a living and local insurance companies to encourage drivers to take the course; participating in engagement events such as May bike month events; creating outreach materials such as a new promotional statewide brochure; social media promotional posts; revisions and updates to the program website; oregonfriendlydriver.org and written blogs posted to the site to help promote the program; training driver education instructors

### Planned Activity: Statewide Services: Pedestrian and Bicycle Safety

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

Primary Countermeasure Strategy ID:

#### Planned Activity Description

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

#### Intended Sub-recipients

ODOT-TSO

#### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Non-Motorized

#### Funding sources

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

#### Planned Activity Reporting

FHX-22-68-01		Awarded	Expended
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405(h)	Statewide Services: Pedestrian and Bicycle Safety	\$388,472	\$212,923
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This project funded reprinting, updating and creation of new pedestrian and bicycle safety resource and educational materials in English and Spanish such as posters, brochures, rack cards and flyers. These materials are available to the public via online and can also be ordered as hard copy free from the ODOT storeroom. This project also funded the development and implementation of the annual statewide media safety messaging with TSO media contractor. This included paid media such as billboards for bicycling safety on the Oregon coasts, Google ads, Facebook and Instagram social media ads and organic posts, radio spots in English and Spanish, streaming audio, transit ads on buses and bus stops, and the creation of a new PSA for the Oregonians Standout Campaign highlighting pedestrian and bicycling safety in the fall and winter months.

**Planned Activity: Statewide Services: Pedestrian and Bicycle Safety**

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

**Intended Sub-recipients**

ODOT-TSO

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Non-Motorized

**Funding sources**

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

	NHTSA 402				
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### Planned Activity Reporting

PS-22-68-01		Awarded	Expended
Section 402	Statewide Services: Pedestrian and Bicycle Safety	\$138,000	\$106,409

This project funded reprinting, updating and creation of new pedestrian and bicycle safety resource and educational materials in English and Spanish such as posters, brochures, rack cards and flyers. These materials are available to the public via online and can also be ordered as hard copy free from the ODOT storeroom. This project also funded the development and implementation of the annual statewide media safety messaging with TSO media contractor. This included paid media such as billboards for bicycling safety on the Oregon coasts, Google ads, Facebook and Instagram social media ads and organic posts, radio spots in English and Spanish, streaming audio, transit ads on buses and bus stops, and the creation of a new PSA for the Oregonians Standout Campaign highlighting pedestrian and bicycling safety in the fall and winter months.

### Planned Activity: ODOT Region 1 Pedestrian and Bicycle Safety Education

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

Primary Countermeasure Strategy ID:

#### Planned Activity Description

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

#### Intended Sub-recipients

Local non-profits, Cities, or Counties

#### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Non-Motorized

#### Funding sources

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

## Planned Activity Reporting

PS-22-68-11		Awarded	Expended
Section 402	ODOT Region 1 Pedestrian and Bicycle Safety Education	\$147,000	\$116,892

In 2022, the Region 1 Pedestrian Education Grant funded five organizations who partnered with 13 other organizations; reached 18 schools, and 5,356 people through direct contact; reached 5,624 citizens through mailings and direct e-mail; reached more than 296,000 people through social media ads; garnered 328,000 ad impressions and facilitated 23 events with bicycle and pedestrian safety messages and education.

## Paid Media

Creative Item	Title	Budget
Billboards- Bicycling Safety	Things You'll See on the Oregon Coast	\$19,634
Google Ads-Bicycling Safety	Extra Space	\$5,860
Facebook and Instagram	Things You'll See (for people driving) Tips for Riding the Oregon Coast (to people bicycling)	\$7,000
Radio- Bicycling Safety	"Bikes with Mike" "I'm a bicycle - Coastal" "I'm a bicycle - Urban" "I'm a bicycle - Rural" "Bicicletas_Spanish"	\$25,203
Streaming Audio- Bicycling Safety	"Bikes with Mike" "I'm a bicycle - Coastal" "I'm a bicycle - Urban" "I'm a bicycle - Rural" "Bicicletas- _Spanish"	\$46,941
Transit Ads and Stop Benches- Pedestrian Safety	Look Out- No Matter the Season- Oregonian Stand Out	\$44,892
PSA Video- Pedestrian Safety	Stand Out Together	\$65,000
Social Media- Pedestrian Safety	White Cane Safety	\$35,000

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

### Description of Highway Safety Problems

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

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

### Associated Performance Measures

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

### Performance Target Justification

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

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

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

(The performance measure was not met this grant year. In FY 2022, sixty seven police agencies as well as the Oregon State Police were awarded Seat Belt OT High Visibility Enforcement (HVE) grants. Many of the agencies this year were struggling with low staffing levels and injuries or illness keeping the agencies from working the amount of HVE hours that they have worked before the pandemic. Total citations/warnings written during the seat belt overtime efforts was 2,724 for seat belts and 52 for child restraints. In the 2023 grant year, law enforcement agencies should hopefully be able to build up staffing levels so that they can participate in more high visibility enforcement events to help decrease the number of unrestrained occupant fatalities.)

Observed seat belt use for passenger vehicles, front seat outboard occupants (survey).

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

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.

**[In 2022, the statewide observed seat belt use rate among front seat outboard occupants in passenger vehicles, as determined by the NHTSA compliant survey was 96.52 percent.]**

(This is a huge step up in usage from the 2021 usage rate of 94.93 percent. All of the work done by law enforcement agencies participating in the TSEP program and the safety media messages that were released to the public over the last year have really helped to improve the seat belt usage rate in Oregon.)

Countermeasure Strategies in Program Area

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

Countermeasure Strategy: Child Restraint System Inspection Station(s)

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

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

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

Planned Activity: OP: CPS Inspection Stations

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

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Local or non-profit agencies; ODOT Regions

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Funding sources

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

Planned Activity Reporting

M1CPS-22-45-11, 12, 13, 14, 15		Awarded	Expended
405(b)	Child Passenger Safety (CPS) Fitting Station Support, ODOT Region 1-5	\$30,000	\$17,490

This project funded mini-grants to fitting stations and/or alternative sentencing programs to cover costs for purchase of equipment, supplies, child car seats, boosters, and training expenses for technician and instructor candidates (certification fee and/or necessary lodging and per diem expenses). In fiscal year 2022, five agencies were awarded a CPS mini-grant in Region 1, two agencies were awarded a CPS mini-grant in Region 2, one agency was awarded a CPS mini-grant in Region 3, three agencies were awarded in

Region 4, and three agencies were awarded in Region 5. Providing child safety seats, booster seats, equipment and supplies to the CPS fitting stations around the state was a big key in meeting the performance measure of increasing the reported proper child restraint use among injured occupants under 12 years of age.

**Countermeasure Strategy: Communication Campaign for OP**

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

**Project Safety Impacts**

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

**Linkage Between Program Area**

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

**Rationale**

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

**Planned activities in countermeasure strategy**

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

**Planned Activity: Statewide Services: OP**

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

**Intended Subrecipients**

ODOT-TSO

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign for OP



## Funding sources

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

## Planned Activity Reporting

OP-22-45-01		Awarded	Expended
Section 402	Statewide Services – Occupant Protection	\$200,000	\$156,080

This project funded contracted media work for the Occupant Protection program, English TV public service announcement development and release on streaming TV platforms, English and Spanish radio public service announcements release on streaming radio platforms, social media releases for CPS week, and observed restraint use surveys; as well as TSO direct purchase and distribution of educational and outreach materials.

## Countermeasure Strategy: HVE for OP

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

### Project Safety Impacts

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

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

### Linkage Between Program Area

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

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

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

**Rationale**

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

**Planned activities in countermeasure strategy**

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

**Planned Activity: High Visibility Enforcement - OP**

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

**Intended Subrecipients**

State, City, County Law Enforcement Agencies

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
HVE for OP

**Funding sources**

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

**Planned Activity Reporting**

M1HVE-22-46-03		Awarded	Expended
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405(b)	Local Police Department and Sheriff’s Office Safety Belt Overtime Mini-Grants	\$365,971	\$129,310
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This project funded police officer overtime for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement “waves”. Expenses to undergo initial child passenger safety certification training may also be covered (certification fee, and/or necessary lodging and per diem expenses). The Safety Belt High Visibility Enforcement Program is key in the reduction of unrestrained passenger vehicle occupant fatalities and reduction of nighttime passenger vehicle occupant fatalities. Sixty-seven police agencies participated in this High Visibility Enforcement grant opportunity this year. Total citations/warnings written during safety belt overtime efforts was 2,724 for seat belts and 52 for child restraints. None of the participating law enforcement agencies utilized the grant funds to send officers to child passenger safety certification training.

**Planned Activity: Statewide HVE for OP**

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

**Intended Subrecipients**

State, City, County Law Enforcement Agencies

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
HVE for OP

**Funding sources**

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

**Planned Activity Reporting**

M1HVE-22-46-02		Awarded	Expended
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405(b)	Statewide Safety Belt Overtime Enforcement, Oregon State Police (OSP)	\$75,000	\$53,790
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This project funded administrative and trooper overtime for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in 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). The Safety Belt High Visibility Enforcement Program is key in the reduction of unrestrained passenger vehicle fatalities and reduction of nighttime passenger vehicle occupant fatalities. Oregon State Police utilized 518 overtime hours enforcing occupant protection laws resulting in stopping 792 vehicles with 195 seat belt citations, 8 child seat citation, 2 DUII arrests, 57 speed citations, 18 distracted driving citations, 225 other citations, 231 seat belt warnings, 9 child seat warnings, 114 speed warnings, 12 distracted driving warnings and 406 other warnings. OSP troopers also used 81 overtime hours participating in Child Passenger Safety clinics and events around the state.

**Planned Activity: HVE Local Police Department for OP**

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

**Intended Subrecipients**

Local Law Enforcement

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
HVE for OP

**Funding sources**

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

## Planned Activity Reporting

OP-22-45-03		Awarded	Expended
Section 402	Local Police Department Safety Belt Overtime Mini-Grants	\$280,000	\$142,238

This project funded police officer overtime for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement “waves”. Expenses to undergo initial child passenger safety certification training may also be covered (certification fee, and/or necessary lodging and per diem expenses). The Safety Belt High Visibility Enforcement Program is key in the reduction of unrestrained passenger vehicle occupant fatalities and reduction of nighttime passenger vehicle occupant fatalities. Sixty-seven police agencies participated in this High Visibility Enforcement grant opportunity this year. Total citations/warnings written during safety belt overtime efforts was 2,724 for seat belts and 52 for child restraints. None of the participating law enforcement agencies utilized the grant funds to send officers to child passenger safety certification training.

### Countermeasure Strategy: Training and Education for OP

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

#### Project Safety Impacts

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

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

#### Linkage Between Program Area

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

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

#### Rationale

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

(CPSTs). Typically, community child passenger safety (CPS) efforts operate on minimal budgets, relying on donations and small grants for funding. To become certified as a CPST, one must complete a nationally standardized training (typically three days in length) taught by nationally certified Child Passenger Safety Instructors. Depending on the location of the course and instructor base in the corresponding ODOT region, the cost to run a course is \$5,000 to \$8,000, which can be cost prohibitive for many organizations.

**Planned activities in countermeasure strategy**

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

**Planned Activity: CPS Instructor/Technician Training**

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

**Intended Subrecipients**

Oregon Health & Science University, ODOT Regions

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for OP

**Funding sources**

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

**Planned Activity Reporting**

M1CPS-22-45-01		Awarded	Expended

405(b)	Statewide Instructor Development, CPS Technician Training	\$150,000	\$135,840
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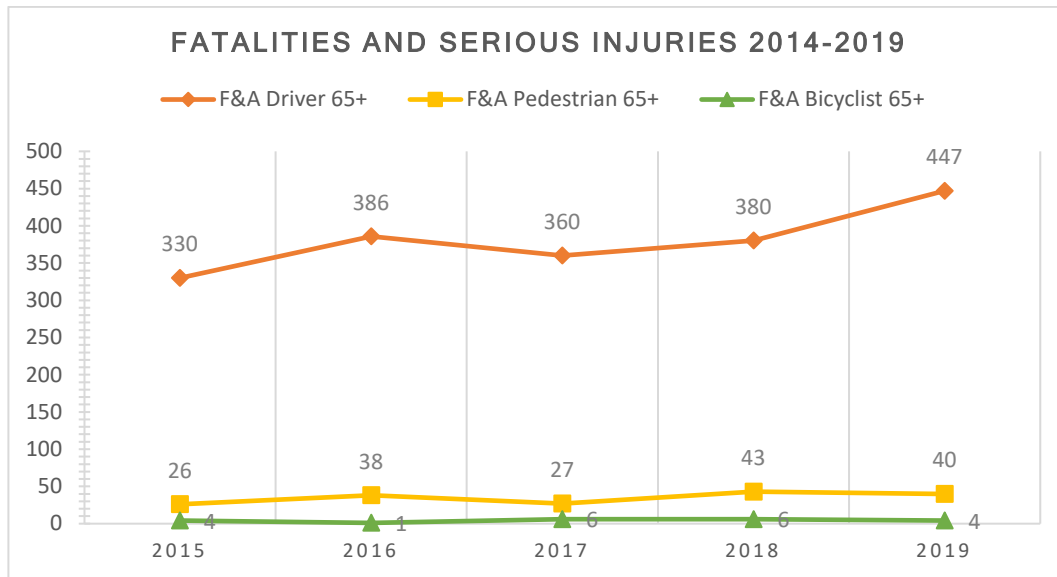
This project funded administration, instructor services, and equipment & supplies necessary to train CPS technicians & instructors; may include instructor fees, facility rentals, training materials/supplies, delivery of CPS training, and training expenses for technician and instructor candidates may also be covered, along with per diem travel costs, certification fees, and possible conference registration. There were eight Child Passenger Safety Technician trainings held this grant year, with 89 new CPS Technicians being certified and 2 technicians being recertified statewide. This project also funded a LATCH CEU workshop to 64 Oregon based technicians, proxies and instructors attending. A two half-day virtual CPS Training Summit was held on July 20th and 21st and provided 5 continuing education units and 1 community education unit for technicians as well as the opportunity for networking. With the training being held virtually, attendees from across the country were able to attend. The training conference was attended by 225 individuals on day one and 213 individuals on day two.

### Paid Media

The amount spent on media for the 2022 Occupant Protection Program was \$52,770, with an added media value of \$6,968.70. While Oregon continues to be a leader in observed use of adult safety belts, usage is still lagging in pickup trucks and rural areas. An English TV PSA was created called “One Easy Way” focusing on the importance of seat belt use at all times, no matter how short the trip. The PSA was streamed for four months across TV streaming channels. The English radio version of the PSA “One Easy Way” and the Spanish radio version of the PSA “De el Ejemplo” was streamed for 6 weeks across streaming radio channels. Streaming radio and television has become more and more popular among listeners and viewers as opposed to regular radio and television stations.

## Program Area: Older Drivers

### Description of Highway Safety Problems



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

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

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

#### Associated Performance Measures

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

#### Performance Target Justification

Oregon's older driving population represent 10 percent of all statewide fatalities and serious injuries. Oregon is currently below the national average for fatalities and serious injuries related to older drivers. According to the Administration on Aging, the 65-and-older age group, which numbered 39.6 million in the United States in 2009, has grown to more than 55 million in 2021. By 2030, there will be approximately 72.1 million aging persons, accounting for roughly one-fifth of the driving age population



nationwide. This is a growing concern for Oregon as we focus on older drivers through education, media and outreach. Oregon’s Driver and Motor Vehicle Services (DMV) is a strong partner in this effort.

**[In 2020, the average number of motor vehicle fatalities and serious injuries for drivers age 65 years of age and older decreased to 385.]**

While the goal of 361 was not met, this is a decrease of 2.8%. In 2023, TSO is offering aging road users courses to continue the decrease. In 2022, we created an Aging Road Users TV PSA to assist in decreasing this average through media education and identification of resources. This PSA will be aired December 2022-January 2023. TSO will also be offering Aging Road Users training statewide during 2023 to assist in this decrease.

**Countermeasure Strategies in Program Area**

Countermeasure Strategy
Communication for Older Drivers

**Countermeasure Strategy: Communication for Older Drivers**

Program Area: **Older Drivers**

**Project Safety Impacts**

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

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

**Linkage Between Program Area**

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

**Rationale**

Education and outreach campaigns are a proven countermeasure

**Planned activities in countermeasure strategy**

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

**Planned Activity: Communications and Outreach: Older Drivers**

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### Intended Subrecipients

ODOT-TSO

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication for Older Drivers

### Funding sources

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

### Planned Activity Reporting

DE-22-20-06		Awarded	Expended
Section 402	Statewide Services – Aging Road Users	\$40,000	\$37,100

TSO produced a :30 English video focused on reminding aging drivers and their loved ones to be aware of the signs of how aging affects driving and response time and how to have those sometimes difficult conversations. By working with partners in the Motorcycle Safety Program, and local EMS professionals, we created a :30 TV PSA hi-lighting those programs as well in English, aimed at adults 65+, caretakers 25-45, family members and vulnerable road users. This project funded the creation of an Aging Road Users TV PSA, highlighting aging road users, motorcyclists and EMS. This PSA is due to air during December 2022 and January 2023 and again in Spring 2023 when motorcycle ridership rises. There was a News Release done December 5, 2022, announcing Oregon’s participation in Older Driver Awareness Month, offering information, education, tips and resources. There was a grant adjustment done increasing the amount of this grant to cover the cost to create, develop and film a quality public service announcement for aging road users with the intent to reduce aging road user crashes resulting in fatalities and injuries.

### Paid Media

A total of \$37,100 was spent on paid media. Earned Media: \$0.

Program Area: [Planning & Administration](#)

[Description of Highway Safety Problems](#)

The Transportation Safety Office (TSO) 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, TSO coordinates its grant program with other transportation safety-oriented plans and activities throughout the state to ensure the greatest impact. Planning and efficient administration of the transportation safety program assures that clear and transparent processes are in place in effectively managing taxpayer dollars.

**Associated Performance Measures**

[Planned Activities](#)

**Planned Activities in Program Area**

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

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

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

Primary Countermeasure Strategy ID:

[Planned Activity Description](#)

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

[Intended Subrecipients](#)

ODOT-TSO

[Countermeasure strategies](#)

[Funding sources](#)

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

164PA-22-91-90		Awarded	Expended
Section 164	Planning & Administration	\$25,000	\$0

Travel, services and supplies and office equipment will be funded for advisory committees.

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

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

**Primary Countermeasure Strategy ID:**

**Planned Activity Description**

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

Fiscal Specialist -- Accounting/Vouchers/Claims

Administrator -- Governor's Representative for Highway Safety

Operations Manager -- Accounting/HSP/HCS/Vouchers

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

**Intended Subrecipients**

ODOT-TSO

**Countermeasure strategies**

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Planning and Administration (FAST)	\$400,000	\$100,000	

PA-22-91-90			Awarded	Expended
Section 402	Planning & Administration		\$400,000	\$365,885

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

## 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, TSO 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 Office 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 TSO, DPSST has been providing this much needed outreach and is able to serve as a liaison between ODOT TSO 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 TSO with law enforcement related training such as Advanced Crash Investigations training.

### Associated Performance Measures

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

### Performance Target Justification

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

**[In FFY 2022, 183 officers were trained statewide through a traffic safety training conference.]**

(This performance measure was not met this year. The traffic safety training conferences that were held this year are the Advanced Motor Officer Training, and the Police Traffic Safety Conference. There was not an Advanced Crash Investigation Training provided in Oregon this year. A review of DPSST Basic Police Crash Investigation curriculum (historic and current) is in progress. New ideas, curriculum, and methods are being investigated/developed to address the gaps between the new basic and historic advanced crash investigation training. The assessment of the crash investigation training continues, and some form of “Beyond Basic Crash Investigation Training” is anticipated to be delivered in 2023. The

Police Traffic Safety Conference and the Advanced Motor Officer Training is planned to be delivered in the 2023 grant year.)

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 are 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 TSO 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
PT-22-30-03	Traffic Law Enforcement Education and Training for PTS
PT-22-30-04	Law Enforcement Training Conference
RS-22-77-05	Roadway Safety

Planned Activity: Traffic Law Enforcement Education & Training for PTS

Planned activity number: **PT-22-30-03**

Primary Countermeasure Strategy ID:

### Planned Activity Description

PT-22-30-03 - 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 strategies in this planned activity

Countermeasure Strategy
Training for PTS

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402		\$80,000	\$20,000	\$32,000

### Planned Activity Reporting

PT-22-30-03		Awarded	Expended
Section 402	DPSST Law Enforcement Training Grant	\$80,000	\$76,822

This project co-funded the activities of a DPSST employee to provide and conduct various traffic safety trainings throughout the state to law enforcement officers. As part of these trainings, police officers received RADAR/LIDAR training (as well as SFST Refreshers). In FY 2022, 201 officers received training in RADAR, 203 officers were trained in LIDAR, and another 157 officers received training in both RADAR and LIDAR. Updates to the online RADAR/LIDAR training were not accomplished this grant year due to technical issues with the learning platform. The state law enforcement liaison attended 28 conferences and or workshops and assisted in coordinating the Police Traffic Safety Conference in August.

### Planned Activity: Law Enforcement Training Conference

Planned activity number: **PT-22-30-04**

Primary Countermeasure Strategy ID:

### Planned Activity Description

PT-22-30-04 - 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 - TSO

## Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training for PTS

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402		\$150,000	\$37,500	\$60,000

## Planned Activity Reporting

PT-22-30-04		Awarded	Expended
Section 402	Statewide Law Enforcement Training Grant	\$170,000	\$85,872

This project funded the Police Traffic Safety Conference for law enforcement, Advanced Motor Officer Training, and the Law Enforcement Traffic Safety Advisory Committee quarterly meetings. There was not an advanced crash investigation training provided in Oregon this year. A review of the DPSST Basic Police Crash Investigation curriculum (historic and current) is in progress, new ideas, curriculum, and methods are being investigated/developed to address the gaps between the new basic and historic advanced crash investigation training. The Portland Police Bureau (PPB) hosted an Advanced Motor Officer training this year, which was attended by 38 officers. The motor officer training was open to all law enforcement agencies and feedback from attendees was very positive. The 2022 Police Traffic Safety Conference was held in Bend at the Riverhouse Conference Center on August 28<sup>th</sup> and 29<sup>th</sup> with 145 law enforcement officers in attendance. The Police Traffic Safety Conference and the Motor Officer Training is planned to be delivered in 2023. The assessment of the crash investigation training continues, and some form of “beyond basic crash investigation training” is anticipated to be delivered in 2023.

## Planned Activity: Roadway Safety (Safety Corridors)

Planned activity number: RS-22-77-05

Primary Countermeasure Strategy ID:

### Planned Activity Description

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



**Intended Sub recipients**

State, City, County Law Enforcement Agencies

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Education and Enforcement of Safety Corridors

**Funding sources**

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

**Planned Activity Reporting**

RS-22-77-05		Awarded	Expended
Section 402	Safety Corridor Education and Enforcement	\$25,000	\$13,533

Provide overtime enforcement hours for priority safety corridor(s). Grantee provided press releases for each safety corridor identified in addition to maintaining a stakeholder group for each corridor. Overall, there were 592 overtime hours worked with 1,434 vehicles stopped reporting 1 DUII arrest, 264 speed citations, 5 SB citations, 217 other citations, 762 speed warnings, 12 SB warnings, and 562 other warnings. A study of the effectiveness of the emphasis patrols will not be known until the CARS data is compiled and reported so it can be compared to the previous year.

**Paid Media**

No paid media in FFY 2022.

## Program Area: Speed Management

### Description of Highway Safety Problems

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

The Oregon State Police and other city and county law enforcement agencies simply do not currently have the staffing levels needed to appropriately enforce traffic laws, specifically speed enforcement, to significantly reduce traffic crashes and resulting, deaths and injuries. Multi-agency partnerships and high visibility enforcement events targeting speed enforcement will continue to be required in 2023 to address this problem.

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

### Associated Performance Measures

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

### Performance Target Justification

Consistently within Oregon, serious injury and fatal crashes resulting from speed remains in the top three contributing factors. Speeding is a difficult behavior to change; we have not discovered any innovative countermeasures to change the driving behavior and find that enforcement remains the most effective deterrent. In 2020, 124 people were killed in speed related traffic crashes, which is a decrease from 2019. In FY 2022 seventy-eight police agencies as well as the Oregon State Police were awarded Speed OT High Visibility Enforcement (HVE) grants. Agencies participating in Speed HVE activities increased public awareness statewide of the dangers of speeding by providing increased enforcement and through social media releases. A total of 5,324 citations for speeding were written during grant related activities.

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

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

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

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

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

**[In 2020, 124 people were killed in speed-related traffic crashes, which is a decrease from 2019.]**

(The performance measure was met this year. In FY 2022 seventy-eight police agencies as well as the Oregon State Police were awarded Speed OT High Visibility Enforcement (HVE) grants. Agencies participating in Speed HVE activities increased public awareness statewide of the dangers of speeding by providing increased enforcement and through social media releases. A total of 5,324 citations for speeding were written during grant related activities.

**Countermeasure Strategies in Program Area**

Countermeasure Strategy
Communication for Speed
HVE for Speed

**Countermeasure Strategy: Communication for Speed**

Program Area: Speed Management

**Project Safety Impacts**

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

### Linkage Between Program Area

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

### Rationale

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

### Planned activities in countermeasure strategy

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

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

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

SC-22-35-05 - This project was used to provide public education through various paid media outlets related to the dangers of speeding. Media included a Public Service Announcement as well as social media showcasing about the dangers of speeding.

### Intended Subrecipients

ODOT-TSO

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication for Speed

### Funding sources

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

### Planned Activity Reporting

SC-22-35-05		Awarded	Expended
Section 402	Speed Public Information and Education	\$75,000	\$68,500

This project funded speeding-specific questions in Oregon’s Public Opinion Survey, and to fund public education and outreach efforts through various paid media outlets educating the public on the dangers of speeding while operating motor vehicles. Media in FY 2022 included a new radio PSA on the dangers of excessive speeding that was streamed statewide on streaming radio platforms, geofencing of speed ads to drivers in high crash areas as well as Instagram ads on the dangers of speeding.

### Countermeasure Strategy: HVE for Speed

Program Area: Speed Management

#### Project Safety Impacts

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

#### 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

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

#### Planned activities in countermeasure strategy

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

### Planned Activity: High Visibility Enforcement: Speed

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

Primary Countermeasure Strategy ID:

#### Planned Activity Description

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

#### Intended Subrecipients

State, City, County and Tribal Law Enforcement Agencies

#### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
HVE for Speed

### Funding sources

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

### Planned Activity Reporting

SE-22-35-05		Awarded	Expended
Section 402	Speed Enforcement Overtime Mini-Grants	\$550,000	\$405,778

This project funded the speed overtime enforcement efforts of the 2022 TSEP program for city, tribal and county law enforcement agencies in Regions 1, 2, 3, 4, and 5 (high visibility enforcement). Law enforcement saw a substantial increase of drivers speeding nationwide during the pandemic. Even as restrictions are being lifted and things are getting back to ‘normal,’ law enforcement continues to see drivers speeding excessively; officers are continuing to see speeds in the high 90’s to over 100 MPH. The most effective countermeasure to reduce speeding is enforcement and visibility of that law enforcement. This year, there was a 23% increase in the number of law enforcement agencies taking speed overtime grant funding. In the 2022 grant year 4,627 citations were issued for speeding by city, county and tribal law enforcement (State police is covered in another project).

### Planned Activity: OSP High Visibility Enforcement

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

SE-22-35-06 - This project funded overtime speed enforcement for the Oregon State Police and was 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. During the grant period, Troopers worked 1,037 hours of overtime which resulted in 697 speeding citations and 971 warnings issued for speed. During the grant period, 2 DUII arrests were also made, 19 seatbelt citations were issued, as well as 17 cell phone citations, and 233 other citations resulted from these traffic stops.

### Intended Subrecipients

Oregon State Police

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
HVE for Speed

**Funding sources**

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

**Planned Activity Reporting**

SE-22-35-06		Awarded	Expended
Section 402	Speed Enforcement OSP – Rural State Highways	\$125,000	\$105,941

This project funded 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 Area Command, that show a high incidence of speed-related crashes, injuries, and fatalities. In FY 2022, State Troopers issued 697 speed citations and there were 9,541 crashes investigated by OSP with 2,062 drivers cited for driving “too fast for conditions.”

**Paid Media**

SC-22-35-05 - \$68,500 was spent on paid media in FY 2022. A new :30 radio PSA “Faster Isn’t Better” was developed and sent out. It ran streaming statewide in the month of September for a total of 1,651,723 spots.

Evidence-based traffic safety enforcement program (TSEP)

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

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

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

**Crash Analysis**

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

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



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

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

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

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

#### Distracted Driving Enforcement:

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

From 2016-2020 there were 15,538 crashes resulting in 186 fatalities and 24,126 injuries caused by crashes involving a **distracted driver** in Oregon (all ages).

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

From 2016-2020 there were 1,237 crashes, resulting in 24 fatalities and 1,824 injuries caused by drivers reported to have been using a **cell phone** at the time of the crash.

While we did not see a decrease in **distracted driving** crashes, there was a decrease in crashes caused by drivers reported to have been using a **cell phone** at the time of the crash. There were increases in fatalities, in both categories, while there was a reduction in injuries caused by a driver using a **cell phone**. Continued recovery in law enforcement workforces, will likely reflect an increase as a result of having officers and traffic teams back in place post Covid. These offenses are often underreported, as a comparison there were 59,074 **convictions** for the offense of driving using a cell phone during the same time frame.

#### Roadway Safety:

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

#### Deployment of Resources

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

#### Required HVE Campaigns:

1. Christmas/New Year’s Eve holidays (December-January) (Impaired Driving Focus)

2. Click It or Ticket mobilization (May) (Occupant Protection Focus)
3. Labor Day (late Aug-Sept) (Impaired Driving Focus)

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

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

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

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

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

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

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

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

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

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

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.

**[In 2020, there were 508 traffic fatalities.]**

(This measure indicates an increase and did not meet the performance target. Oregon envisions no deaths or life-changing injuries on Oregon’s transportation system by 2035 and continues its educational and other “E” efforts from Oregon’s TSAP (aka the state’s SHSP). Oregon recently updated its TSAP 2021 for the next five years, approved October 2021. The TSAP Implementation Work Program has been written to make advancements towards the vision: six goal areas provide specificity for ODOT (improving safety culture, infrastructure, facilitate healthy and livable communities, using best available technologies, communicate and collaborate, and investing strategically), stakeholder agencies, and the public to focus efforts and resources.)

## Program Area: Statewide

### Description of Highway Safety Problems

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Problem Identification Statement**

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

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

**Associated Performance Measures**

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

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.

**[In 2020, there were 508 traffic fatalities.]**

(This measure indicates an increase and did not meet the performance target. Oregon envisions no deaths or life-changing injuries on Oregon’s transportation system by 2035 and continues its educational and other “E” efforts from Oregon’s TSAP (aka the state’s SHSP). Oregon recently updated its TSAP 2021 for the next five years, approved October 2021. The TSAP Implementation Work Program has been written to make advancements towards the vision: six goal areas provide specificity for ODOT (improving safety culture, infrastructure, facilitate healthy and livable communities, using best available technologies, communicate and collaborate, and investing strategically), stakeholder agencies, and the public to focus efforts and resources.)

**Countermeasure Strategies in Program Area**

<b>Countermeasure Strategy</b>
Statewide communication
Statewide data collection and analysis
Statewide Program Management
Statewide training and education

**Countermeasure Strategy: Statewide communication**

Program Area: **Statewide**

**Project Safety Impacts**

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

**Linkage Between Program Area**

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

**Rationale**

Education and Outreach campaigns are a proven countermeasure that can be applied to all transportation safety programs and problem areas, similar to enforcement. With the responsibility to educate the motoring public on Oregon law and safe practices, the most effective way to reach a majority of the populace (or the demographic market) is through multiple forms of communication and media. Funding is



provided to allow for effective production, placement and distribution of the media, which is based on the identified problem, where it's happening, why it's happening, and who is doing it—to promote injury prevention and save lives on the roadway.

**Planned activities in countermeasure strategy**

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

**Planned Activity: Media Communications Statewide**

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

**Intended Subrecipients**

ODOT-TSO

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Statewide communication

**Funding sources**

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

**Planned Activity Reporting**

M8DE-22-20-01		Awarded	Expended
405(e) Flex	Statewide Services – Media Report	\$25,000	\$7,020

This project provided funding for Public Information and Education Media Services annual report on the level of use received by the Transportation Safety Office's PSAs and their retail value. The final report for the 2022 media program was provided to TSO by contractor GARD Communications on October 31, 2022.

**Countermeasure Strategy: Statewide data collection and analysis**

Program Area: **Statewide**

### Project Safety Impacts

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

### Linkage Between Program Area

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

### Rationale

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

### Planned activities in countermeasure strategy

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

### Planned Activity: Data/Research Operations

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### Intended Subrecipients

ODOT-TSO

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Statewide data collection and analysis

## Funding sources

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

M8DE-22-20-04			Awarded	Expended
405(e) Flex	Statewide Services – Data and Public Opinion Research		\$100,000	\$48,787

This project funded the 2022 Public Opinion Survey in relation to transportation safety programs. In 2022 2,664 for a 12% response rate.

## 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 TSO's program areas support the operating costs for that program during the grant year (salaries, travel, office supplies, etc.).

**Planned activities in countermeasure strategy**

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

**Planned Activity: Impaired Driving Program Management**

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

**Intended Subrecipients**

ODOT-TSO

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Statewide Program Management

**Funding sources**

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

M5X-22-12-90			Awarded	Expended
405(d)	Program Management – Impaired Driving		\$140,000	\$97,763

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

## Planned Activity: Program Management: 402

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### Intended Subrecipients

ODOT-TSO

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Statewide Program Management

### Funding sources

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

DE-22-20-90		Awarded	Expended
Section 402	Program Management	\$1,200,000	\$784,810

This project was supplemental to the P&A project for salaries, benefits, travel, services and supplies, office equipment, and/or media for program coordination. Local benefit included the SHSO's significant investment in paid (and earned) media distributed throughout the state during the grant year for certain HVE campaigns, problem/program awareness (i.e., Motorcycle Safety Month), and even localized (geo-fenced, social media) digital media at event locations or for specific communities.

Countermeasure Strategy: Statewide training and education

Program Area: **Statewide**

### Project Safety Impacts

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

recognize and address unsafe driving behaviors, as well as successfully adjudicate court cases as applicable.

**Linkage Between Program Area**

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

**Rationale**

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

**Planned activities in countermeasure strategy**

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

**Planned Activity: Statewide Trauma Care Provider Training**

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

**Intended Subrecipients**

Legacy Emmanuel

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Statewide training and education

**Funding sources**

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

DE-22-21-02		Awarded	Expended
Section 402	Trauma Nurses Talk Tough – Train the Trainer	\$15,000	\$15,000

This project provided funding to continue statewide training of trauma care providers to teach the TNTT program. TNTT’s effective presentations address bicycle safety and other wheeled sport safety (skateboards, rollerblades, and scooters), high-risk drivers, safety belt use, impaired driving, cell phone use while driving (including texting/talking on cell phones, and speed) and dealing with distractions while driving. The grantee encountered challenges in meeting project objectives as partners discontinued injury prevention programs and partner staff were reassigned to meet demands related to pandemic patient care. The grantee is working to reconnect with networks statewide, reestablish programs and offer support. Fourteen training events were held, both virtually and in-person.

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

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

**Intended Subrecipients**

ODOT - TSO

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Statewide training and education

### Funding sources

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

### Planned Activity Reporting

M8DE-22-21-02		Awarded	Expended
405(e) Flex	Transportation Safety Conference	\$35,000	\$0

Due to COVID-19 restrictions related to non-essential gatherings, employer travel restrictions, and individual health concerns this conference was not held. Online training was developed for grantees to learn about the requirements of their respective grants which allowed for the mandatory training to be completed while not violating any orders in place related to the prevention of the spread of Covid 19. TSO intends to deliver a safety conference in early 2023 to facilitate sharing the latest transportation safety related information and research with partners and stakeholders while capitalizing on the gathering of local partners to solicit their input and guidance on the development of the 2024 Highway Safety Plan and the dedication of resources in that plan.

### Planned Activity: Regional Education Outreach

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

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

### Intended Subrecipients

ODOT - TSO

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Statewide training and education



## Funding sources

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

DE-22-24-12			Awarded	Expended
Section 402	Regional Services Grant		\$125,000	\$68,869

Region 1: In 2021-2022, the Regional Services Grant awarded four grants to Washington County Sheriff, Washington County Bikes, Native CARS and the Washington Transportation Alliance; however, only three projects were completed. TSO received only one response from Washington County Sheriff's Office. Three of the grants completed their activities; the grant to Washington County Sheriff was not spent due to some barriers and it was reallocated to support education and outreach.

Region 2: The major activities of the project were to provide funding for outreach and education about speeding, impaired driving, distracted driving, pedestrian and bicycle safety, child car seats, and work zone safety. A Mini-grant provided outreach and education to the London Road County Safety Corridor area in Lane County. Due to the COVID pandemic, most activities and events were either cancelled, rescheduled for next year, or held virtually at low to no cost. Some grant-funded activities were also funded through other sources. Effective communications and outreach are an essential part of any safety campaign.

Region 3: This project provided transportation safety education, outreach, program supplies, and services to a wide variety of community-based traffic safety programs for targeted crash reduction. There were no Mini-grants awarded.

Region 4: This project provided transportation safety education, outreach, enforcement, and services to a wide variety of community-based traffic safety programs for targeted crash reduction. Mini-grants were provided to local jurisdictions and traffic safety organizations to address identified transportation safety problems such as pedestrian safety for children ages 6-12 in forty-one Central Oregon schools and more than 6,000 households. Programming was delivered across the region to reduce impaired driving by training approximately 220 professionals on emerging drug trends in the fields of law enforcement, prevention, treatment, education, judicial and criminal justice, as well as EMS and fire services from all 9 counties in the Region. Funding was additionally awarded to local organizations making a difference in occupant protection by training certified car seat technicians to provide education to families and offering low-cost car seats to families in need,

Region 5: This project provided transportation safety education, outreach, program supplies, and services to a wide variety of community-based traffic safety programs for targeted crash reduction. Mini-grants were provided to local jurisdictions and traffic safety organizations to address identified transportation safety problems. This grant partnered with a variety of community agencies to host four drug trends trainings in August, partnered with the DRE Program to host three ARIDE Courses with Wet Labs, and awarded a total of five mini grants. Four of the mini grants were to support child passenger safety programs in Umatilla, Harney, Union, and Baker Counties. The fifth mini grant was to support the efforts

of the Baker School District, 5J to enhance their bike and ped education. Unfortunately, the Project Director left in the middle of the grant year and with the time it took to hire the new person in that role, none of the funds were expended for this project. The new person that has been hired is excited about the project and would like to move forward with a mini grant in FY 2023.

## Program Area: Traffic Records

### Description of Highway Safety Problems

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

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

### Associated Performance Measures

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

### Performance Target Justification

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

This performance measure addresses the need to implement the Oregon Traffic Records Strategic Plan. One or more performance measures will be improved incrementally. The Plan was just recently updated (alongside the TSAP).

**[In 2022 we saw improvement in 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. In the period beginning April 1, 2020, and ending March 31, 2021 there were no**

**agency participants in the Traffic Count Monitoring system. During the period April 1, 2022 to March 31, 2023 twelve local agency users were established in the system, resulting in a 100% improvement.]**

(We anticipate there will be improvement in the driver file shown, as well as improvement in NEMSIS reporting, and Traffic Count Monitoring systems in future periods as we are able to display future years.)

**Countermeasure Strategies in Program Area**

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

**Countermeasure Strategy: Improve timeliness of a core highway safety database**

Program Area: Traffic Records

**Project Safety Impacts**

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

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

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

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

**Linkage Between Program Area**

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

**Rationale**

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

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
F1906CMD-22-25-05	Criminal Justice Commission--Citation Database
M3DA-22-54-03	Use Capacity Building

M3DA-22-54-04	Vehicle Operator Education Module
M3DA-22-54-06	OHA EMS/NEMESIS Data Entry Devices
TR-22-54-05	CARS Modernization
TR-22-54-10	eCrash/eCitation Expansion

**Planned Activity: CJC Citation Database**

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

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

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

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

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

**Intended Subrecipients**

Oregon Department of Justice

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves timeliness of a core highway safety database

**Funding sources**

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

## Project Activity Reporting

F1906CMD-22-25-05		Awarded	Expended
1906	CJC Citation Database	\$375,000	\$269,785

The Oregon Department of Justice-Criminal Justice Commission (CJC) continued to implement the secure, internet-accessible data collection portal which processes and securely stores data on several hundred-thousand traffic stops annually. Implementation was planned with phasing in of law enforcement agencies based on size (number of officers, etc.) The primary goal of the project has been to institute a statewide data collection system that will:

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

The project is a result of the 2015 Oregon State Police (OSP) and Attorney Generals Racial Profiling Prohibition Task Force and their recommendations, as encompassed in the 2019 Legislative Session in HB 2355. The project gathers a law enforcement advisory group to guide the collection and utilization of data that is useful in managing and improving policing quality in Oregon. The project published its annual report in 2021, and has published a report in December 2022, in anticipation of the 2023 legislative session beginning in January. There continue to be challenges in perfecting the data, and producing consistent, reliable information that can be relied on by decision makers at all levels. Project staff take this responsibility seriously and as challenges are identified, work begins to correct or improve the data.

For progress made to date, please see [Statistical Transparency of Policing](#), or S.T.O.P. webpage and report.

### Planned Activity: Use Capacity Building

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

## Intended Subrecipients

ODOT Research

## Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves timeliness of a core highway safety database

## Funding sources

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

## Project Activity Reporting

M3DA22-54-03		Awarded	Expended
405(c)	ODOT Research – NEMSIS Use Capacity Building Pilot	\$50,000	\$34,961

This project provided for 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 laid the foundation for pilot testing ways to link and track usage of data. It is expected that upon completion there will be some increased Ability to retrieve and compare data, if reliable linkage systems can be developed for data users.

## Planned Activity: Vehicle Operator Education Module

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

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

### Intended Subrecipients

ODOT-DMV

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves timeliness of a core highway safety database

### Funding sources

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

### Project Activity Reporting

M3DA-22-54-02		Awarded	Expended
405(c)	ODOT DMV – Vehicle Operator Education Module(s)	\$270,580	\$0

This project was implemented independently of the grant process and is reported to be nearing completion.

### Planned Activity: OHA EMS/NEMSIS Data Entry Devices

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### Intended Subrecipients

Oregon Health Authority

### Countermeasure strategies

Countermeasure strategies in this planned activity



Countermeasure Strategy
Improves timeliness of a core highway safety database

Funding sources

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

Project Activity Reporting

M3DA-22-54-06		Awarded	Expended
405(c)	Oregon Health Department – EMS/NEMSIS Local Data Entry Device Training	\$180,000	\$98,005

This project successfully purchased data entry devices which allow more timely and accurate input of patient events into the NEMSIS system by EMS technicians. The devices were provided, along with training and software that made the devices ready to implement for the participating local agencies. Improvements were shown either empirically or anecdotally as a result of the effort, with additional detail. The actual award was reduced to an amount that could be supported by the grantee, and market saturation of devices was achieved during the period due to concurrent financial assistance provided by the Office of Emergency Management during the period. Specific improvements included: Access to appropriate technology for rural and frontier EMS agencies to meet statutory requirements for recording patient encounters. Engagement of rural and frontier agencies in reporting to OR-EMSIS. Improvement of trauma and medical services throughout Oregon based on evidence based data and analytics.

Planned Activity: CARS Modernization

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

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Oregon Department of Transportation CARS Unit

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves timeliness of a core highway safety database

Funding sources

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

Project Activity Reporting

TS-22-54-05		Awarded	Expended
Section 402	CARS Modernization	\$500,000	\$47,365

This project provided funds to modernize the Oregon Vehicle Crash Reporting System to allow more timely availability of crash data in Oregon. This is a high priority data system improvement in the Traffic Records Strategic Plan. The project staff identified timely submission and speedy processing of citizen and law enforcement crash reporting forms as an area where improvement could be made quickly. This project provided for project staff and consultant time to develop an electronic submission system. The project is multi year, and this first year was foundational work leading to a proof of concept which will be implemented in the next fiscal year.

Planned Activity: eCrash/eCitation Expansion

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

Primary Countermeasure Strategy ID:

Planned Activity Description

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

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

### Intended Subrecipients

State, City, County Law Enforcement Agencies

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves timeliness of a core highway safety database

### Funding sources

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

### Project Activity Reporting

TR22-54-10		Awarded	Expended
Section 402	ODOT TSO/Local Agency – E Crash/E Citation Expansion	\$110,000	\$7,995

This project was intended to provide for purchase and software for electronic generation of crash reports and citations. Several agencies expressed interest, but eventually found other more convenient funding sources. This challenge led the program to work with our high visibility enforcement partner to engage active traffic enforcement agencies for the next fiscal year. The project successfully updated the electronic crash report used by many Oregon agencies, by bringing it into compliance with Oregon laws, and made improvements to make it easier for law enforcement

### Project Activity Reporting

TR-22-54-09		Awarded	Expended
Section 402	Traffic Records Planning	\$75,000	\$23,656

Project added mid cycle: This project provided for development of a robust traffic records planning process, and an updated implementation plan for the state Safety Action Plan, including implementation of the Traffic Records Strategic Plan. At the end of the grant period, both plans were in available in draft form, with completion dates revised to December of 2022.

### Paid Media

No paid media in FFY2022.

2022 Highway Safety Program Summary

Program Area	HSP Approved Program Funds	State Funds	Current Fiscal Year Funds	Share to Local
164 Transfer Funds Total	\$ 649,620.00	\$ 81,128.00	\$ 1,464,337.06	\$ 584,188.33
FAST Act NHTSA 402 Total	\$ 5,526,954.81	\$ 3,353,465.21	\$ 7,777,976.30	\$ 2,020,928.72
FAST Act 1906 Prohibit Racial Profiling Total	\$ 375,000.00	\$ -	\$ -	\$ -
FAST Act 405b OP High Total	\$ 620,971.00	\$ 151,000.00	\$ 978,391.08	\$ 528,349.99
FAST Act 405c Data Program Total	\$ 500,580.00	\$ -	\$ 783,134.47	\$ 98,005.23
FAST Act 405d Impaired Driving Mid Total	\$ 2,344,247.39	\$ 313,000.00	\$ 3,970,658.24	\$ 842,410.08
FAST Act 405e Comprehensive Distracted Driving Total	\$ 2,615,508.00	\$ 245,299.32	\$ 3,528,994.25	\$ 778,887.57
FAST Act 405e Special Distracted Driving Total	\$ 375,000.00	\$ 6,250.00	\$ -	\$ -
FAST Act 405f Motorcycle Programs Total	\$ 56,113.00	\$ -	\$ 25,679.59	\$ -
FAST Act 405f Safety Motorcycle Programs Total	\$ 56,113.00	\$ -	\$ 114,013.59	\$ -
FAST Act 405h Nonmotorized Safety Total	\$ 671,863.00	\$ 40,000.00	\$ 668,472.31	\$ 342,520.54
BIL NHTSA 402 Total	\$ 1,478,504.30	\$ 1,300,000.00	\$ 4,975,611.91	\$ -
BIL 1906 Prohibit Racial Profiling Total	\$ 1,150,000.00	\$ -	\$ 775,000.00	\$ -
BIL 164 Transfer Funds Total	\$ 992,980.00	\$ -	\$ 992,980.00	\$ -
BIL 405b OP High Total	\$ 174,181.75	\$ -	\$ 530,699.71	\$ -
BIL 405c Data Program Total	\$ 201,127.01	\$ -	\$ 612,796.98	\$ -
BIL 405d Impaired Driving Mid Total	\$ 689,362.80	\$ -	\$ 2,101,417.11	\$ -
BIL 405e Comprehensive Distracted Driving Total	\$ 932,021.18	\$ -	\$ 2,823,543.74	\$ -
BIL 405f Motorcycle Safety Programs Total	\$ 21,551.34	\$ -	\$ 65,662.97	\$ -
BIL 405h Nonmotorized Safety Total	\$ 102,477.99	\$ -	\$ 312,231.56	\$ -
SUPPLEMENTAL BIL NHTSA 402 Total	\$ 278,026.66	\$ 1,300,000.00	\$ 279,085.40	\$ -
SUPPLEMENTAL BIL 405b OP High Total	\$ 34,696.56	\$ -	\$ 34,696.56	\$ -
SUPPLEMENTAL BIL 405c Data Program Total	\$ 40,063.99	\$ -	\$ 40,063.99	\$ -
SUPPLEMENTAL BIL 405d Impaired Driving Mid Total	\$ 137,778.28	\$ -	\$ 137,778.28	\$ -
SUPPLEMENTAL BIL 405e Comprehensive Distracted Driving Total	\$ 193,745.76	\$ -	\$ 223,706.25	\$ -
SUPPLEMENTAL BIL 405f Motorcycle Safety Programs Total	\$ 4,292.97	\$ -	\$ 4,292.97	\$ -
SUPPLEMENTAL BIL 405h Nonmotorized Safety Total	\$ 20,413.35	\$ -	\$ 20,413.35	\$ -
Total	\$ 20,243,194.14	\$ 6,790,142.53	\$ 33,241,637.67	\$ 5,195,290.46

State Official Authorized Signature

Amy Joyce  
 Governor's Highway Safety Representative  
 Oregon Department of Transportation  
 December 29, 2022