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FFY 2025

Oregon's Annual Grant Application
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State of Oregon Transportation Safety Office Mission

To prevent transportation deaths and serious injuries in Oregon by positively influencing all road user behaviors through the development and implementation of safety programs with local, county, tribal and state partnerships.

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The State of Oregon applies for the following National Safety Incentive Grants:

1906	Racial Profiling Data Collection	Yes
405(b)	Occupant Protection	Yes
405(c)	State Traffic Safety Information System Improvements	Yes
405(d)	24-7 Sobriety Programs	No
405(d)	Alcohol-Ignition Interlock Law	No
405(d)	Impaired Driving Countermeasures	Yes
405(e)	Distracted Driving	Yes
405(f)	Motorcyclist Safety Grants	Yes
405(g)	Nonmotorized Safety	Yes
405(h)	Preventing Roadside Deaths	Yes
405(i)	Driver and Officer Safety Education	Yes

Statewide

Brief Program Overview

23 CFR 1300 13(a)(1)(i): Planning and Administration (P & A) & Program Management costs are those direct and indirect costs that are attributable to the management of the Highway Safety Agency. Such costs can include salaries, related personnel benefits, travel expenses, and rental costs specific to the Highway Safety Office's operations.

Statewide Planning and Administration and Program Management cover costs associated with the overall 402 Planning and Administration program management as well as program management costs that cover the ODOT Regions 1-5 program management, Impaired Driving Coordinator program, Portable Education and Awareness program, Data Gathering and Public Opinion program, the Statewide Services – Media Report program and the TSO TSAP Funding Mechanism program.

The Key Performance Measures (refer to Metrics Performance Section)

Planning and Administration Statewide Services
C1-11, B1 Survey, OR 1-9

The Planning & Administration/Program Management projects did not meet the performance targets.

The implementation of countermeasure strategies is not changing because they are implemented through individual programs that address Motorcycle Safety, Impaired Driving, Traffic Records, Emergency Medical Services, Prosecutor Training, Bicycle and Pedestrian Safety, Traffic Enforcement, Speed Management, Occupant Protection and Roadway Safety. These programs employ specific countermeasures as identified in “Countermeasures that Work”, where some of these programs met their individual performance measure while others did not. See individual program updates for more detail.

The Education and Outreach for ODOT Regions 1-5 did not meet the performance targets.

The implementation of these countermeasure strategies is not changing because they are implemented through a grassroots approach where underserved communities that are difficult to reach through traditional methods identify their traffic safety issues and propose culturally specific outreach and education to address those issues. Although these projects employ specific countermeasures as identified in “Countermeasures that Work” there is no countermeasure for grassroots communication and outreach; however, research concludes that public engagement is a critical component of any public health strategy. Please see the justification on page 103 of the Triennial HSP.

The Impaired Driving Coordinator Program did not meet its performance targets.

The Impaired Driving Coordinator Program is not changing countermeasures because according to FARS 2021 data, there were 215 alcohol-impaired driving fatalities in Oregon. This data suggests the number of alcohol-impaired driving fatalities in Oregon is still considerably above target metrics, however, the available data is from the COVID era, an anomaly period wherein several factors combined to produce less than favorable highway safety outcomes. Starting in FY2024, improvements to Oregon’s Impaired Driving prevention strategies are positioned to provide improvements to the state’s impaired driving fatality and serious injury rates, but data to support or refute that expectation is not anticipated to be available for several years.

The Portable Education and Awareness program did not meet its performance targets.

The Portable Education and Awareness project's countermeasure is not changing although previous guidance regarding the Buy America Act precluded this program from being able to execute its activities. Recently updated Buy America Act guidance will enable this project to pursue and meet its performance measures.

The Data and Program Evaluation did not have any performance targets.

Due to this being a new program, no changes will be made in 2025. Its priority safety issues identified through targeted analysis will aim to mitigate disparities in road safety outcomes and enable more inclusive participation in civic communities toward meeting local transportation safety goals.

The TSO TSAP Funding Mechanism project did not have any performance targets.

This project was a new one for 2024, no changes will be made. Its priority safety issues identified through targeted analysis will aim to mitigate disparities in the Safe Communities Coalition concept, and to refine an aggressive 4-E approach to reducing death and injury on Oregon's roadways.

The Transportation Safety Office Annual Conference did not meet its performance targets.

The implementation of this countermeasure strategy is not changing since these trainings are well attended and help guide many projects that TSO funds throughout the year. We not only provide data and share educational information with attendees, but it is also an opportunity for us to listen to our partners from around the state. With the new BIL requirements for public participation and engagement efforts, this conference provides another forum to garner that input. TSO has hosted this annual conference for multiple years and will continue to expand on the data, information, countermeasures and training provided to attendees.

The Statewide Services - Media Report project did not meet its performance targets.

The implementation of this countermeasure strategy is not changing, as outreach and education efforts that focus on maintaining and building on partnerships with law enforcement, health educators, traffic engineering, government traffic safety counterparts, injury prevention specialists, local communities, neighborhood associations and non-profit organizations and advocates continues to be vitally important. Education and outreach efforts that emphasize traffic safety issues, laws and best practice through grassroots efforts in collaboration with local communities and other partners will continue as planned.

List of Strategies for Planning and Administration

Program Area	Strategy	Project Name	Federal Project Number	New (Y/N)
Bicycle and Pedestrian Safety	Bicycle and Pedestrian: Program Management	Program Management	PS-25-68-90-00	N
Community Safety	Community Safety: Program Management	Program Management	CP-25-25-90-00	N
Distracted Driving	Distracted Driving: Program Management	Program Management	DD-25-20-90-00	N
Driver Education	Driver Education: Program Management	Program Management	DE-25-20-90-00	N
Emergency Medical Services	Emergency Medical Services: Program Management	Program Management	EM-25-24-90-00	N
Motorcycle Safety	Motorcycle Safety: Program Management	Program Management	MC-25-80-90-00	N
Occupant Protection	Occupant Protection: Program Management	Program Management	OP-25-45-90-00	N
Roadway Safety	Roadway Safety: Program Management	Program Management	RS-25-77-90-00	N
Speed Management	Speed Management: Program Management	Program Management	SC-25-35-90-00	N
Traffic Services	Traffic Services: Program Management	Program Management	PT-25-30-90-00	N
Traffic Records	Traffic Records: Program Management	Program Management	TR-25-54-90-00	N

Vehicle Equipment Safety	Vehicle Equipment: Program Management	Program Management	CL-25-80-90-00	N
Judicial Education	Judicial: Program Management	Program Management	TC-25-24-90-00	N
ODOT Regions	ODOT Regions: Program Management	Program Management	CP-25-25-00-00	N
Impaired Driving	Impaired Driving: Program Management	Program Management	M5IDC-25-12-90-00	N
Region 5	Communications, Training, Outreach and Education	Portable Education and Awareness	B8A*CP-25-21-15-00	N
Statewide Program Management	Data and Program Evaluation	Data Gathering and Public Opinion	B8A*DE-25-21-16-00	N
Statewide Program Management	Communities that proactively plan for safety see greater success reducing death and serious injury.	TSO TSAP Funding Mechanism	CP-25-25-18-00	N
Statewide Program Management	Communities that proactively plan safety efforts see greater success reducing death and serious injury.	TSO Annual Conference	M8*CP-25-25-00-00	N
Statewide Program Management	Data and Program Evaluation	Statewide Services – Media Report	M8*PM-25-20-16-00	N

Education and Outreach for ODOT Regions 1-5

List of Strategies for ODOT Regions 1-5

Region1

Program Area	Strategy	Project Name	Federal Project Number	New (Y/N)
Statewide Region 1	Education, Outreach, Communications and Training	Region 1 Education and Outreach	CP 25-25-11-03	N
Statewide - Region 1 Community Traffic Safety Programs	Education, Outreach, Communications and Training	Afghan Driver Education Program	CP 25-25-11-00	N
Statewide - Region 1 Community Traffic Safety Programs	Education, Outreach, Communications and Training	Community Traffic Safety and Education Program	CP 25-25-11-01	N
Statewide - Region 1 Community Traffic Safety Programs	Education, Outreach, Communications and Training	ESL Driver Education	CP 25-25-11-02	N
Statewide - Region 1 Police Traffic Services	Education, Outreach, Communications and Training	Financial Assistance for PPB Training	PT 25-30-11-00	N
Statewide - Region 1 Police Traffic Services	Education, Outreach, Communications and Training	Financial Assistance for LE/Partner Training	PT 25-30-11 01	N
Statewide Region 1 Traffic Records	Provide resources to better integrate EMS, crash, and possibly other data in Oregon, and where	Risky Driver Research	B8L*PT 25-22-11-00	N

	possible improve access.			

Region 2

Program Area	Strategy	Project Name	Federal Project Number	New (Y/N)
Statewide	Education, Outreach, Communications and Training	Region 2 Program: Education and Outreach	CP-25-25-12-00	N

Region 3

Program Area	Strategy	Project Name	Federal Project Number	New (Y/N)
Statewide	Education, Outreach, Communications and Training	Region 3 Program: Education and Outreach	M8*CP-25-25-13-00	N

Region 4

Program Area	Strategy	Project Name	Federal Project Number	New (Y/N)
Statewide	Education, Outreach, Communications and Training	Region 4 Program: Education and Outreach	M8*CP-25-25-14-00	N

Region 5

Program Area	Strategy	Project Name	Federal Project Number	New (Y/N)
Statewide	Education, Outreach, Communications and Training	Region 5 Program: Education and Outreach	M8*CP-25-25-15-00	N
Statewide	Education, Outreach, Communications and Training	Portable Education and Awareness	B8A*CP-25-21-15-00	N

List of Strategies for Program Management / Impaired Driving Coordinator

Program Area	Strategy	Project Name	Federal Project Number	New (Y/N)
Impaired Driving	High Visibility Enforcement	Law Enforcement Breath Testing	AL-25-14-00-00	N
Impaired Driving		Sustained DUI Enforcement – Albany PD	AL-25-14-16-00	Y
Impaired Driving		Impaired Driving Enforcement – Oregon Impact	AL-25-14-17-00	N
Impaired Driving		Sustained Traffic / DUI Enforcement – Benton County Sheriff's Office	AL-25-14-18-00	Y
Impaired Driving		Sustained DUI Enforcement – Yamhill County Sheriff's Office	AL-25-14-19-00	Y
Impaired Driving		Impaired Driving Enforcement – Oregon State Police	M5HVE-25-12-00-00	N
Impaired Driving		DRE Evaluations	M5HVE-25-12-16-00	N
Impaired Driving	Deterrence: Prosecution and Adjudication	DUI Toxicology Services	B5BAC-25-12-16-00	N
Impaired Driving		Hood River Prosecutor Activities	AL-25-14-11-00	N
Impaired Driving		Traffic Safety Resource Prosecutors	B5CS-25-12-19-00	N
Impaired Driving	Mass Media Campaigns	Impaired Driving Media – NHTSA Communications	B5PEM-25-12-00-00	N
Impaired Driving		Impaired Driving Media – TSO Communications	B5PEM-25-12-16-00	N
Impaired Driving	Training	Impaired Driving Enforcement Training	B5CS-25-12-16-00	N
Impaired Driving		DRE Training	B5CS-25-12-17-00	N
Impaired Driving		Impaired Driving Enforcement	B5CS-25-12-18-00	Y

		Training – Oregon State Police		
Impaired Driving		DUII Multidisciplinary Training Conference	M5OT-25-12-13-00	N
Impaired Driving		Prosecuting the Drugged Driver	PRT-25-12-00-00	N
Impaired Driving	Court Monitoring	MADD Court Monitoring	B5CS-25-12-14-00	N

Annual Adjustments

Planning and Administration and Program Management.

Adjustment:

Is the implementation of the *Planning and Administration* countermeasure strategy being adjusted? **No**

Description:

The implementation of the countermeasure strategies for Planning and Administration is not changing because these strategies are implemented through individual programs that address individual safety needs for Motorcycle Safety, Impaired Driving, Traffic Records, Emergency Medical Services, Prosecutor Training, Bicycle and Pedestrian Safety, Traffic Enforcement, Speed Management, Occupant Protection and Roadway Safety. These programs employ specific countermeasures as identified in “Countermeasures that Work”, where some of these programs met their individual performance measure while others did not and changing these strategies may negatively affect the programs that have met their individual performance measures.

Countermeasures:

#3 Motorcycle Safety

#8 Impaired Driving

#10 Traffic Records

#11 Emergency Medical Services

#12 Prosecutor Training

#14 Pedestrian and Bicycle Safety

#15 Traffic Enforcement Service

#19 Speed Management

#20 Occupant Protection

#21 Roadway Safety Preventing Roadside Deaths – Digital Alerting

Adjustment:

Is the implementation of the *Education and Outreach for ODOT Regions 1-5* countermeasure strategy being adjusted? **No**

Education and Outreach for ODOT Regions 1-5**Region 1:****Strategy – Education, Outreach, Communications and Training****Adjustment:**

Is the implementation of the *Education, Outreach, Communications and Training* countermeasure strategy being adjusted? **No**

Description:

The implementation of the Education, Outreach, Communications and Training countermeasure strategy as written in the Oregon Triennial Highway Safety Plan covers nine countermeasure strategies:

Chapter	Countermeasures	Rating
1	5.2 Mass Media Campaigns	3 stars
2	6.1 Strategies for Older Children	3 stars
4	2.1 Communications and Outreach Distracted Driving	1 star
6	2.1 Pre-licensure driver education	2 stars

7	1.1 Formal courses for older drivers	2 stars
8	3.1 Communications and Outreach Impaired Pedestrians	2 star
8	3.3 Enforcement Strategies	1 star
8	4.5 Driver Training	1 star
8	4.6 Pedestrian Gap Acceptance Training	1 star

The implementation of this regional countermeasure strategy is not changing because it is implemented through a grassroots approach where underserved communities that are difficult to reach through traditional methods identify their traffic safety issues and propose culturally specific outreach and education to address those issues. Although these projects employ specific countermeasures as identified in “Countermeasures that Work” there is no countermeasure for grassroots communication and outreach; however, research concludes that public engagement is a critical component of any public health strategy. Please see the justification on [page 103](#) of the Triennial HSP.

Strategy – High Visibility Enforcement

Adjustment:

Is the implementation of the *High Visibility Enforcement for Speed* countermeasure strategy being adjusted? **No**

Description:

The implementation of this countermeasure strategy is not changing, as recent updates to TSO policy of allowing straight time enforcement activities in addition to overtime enforcement activities for related grant projects is in its infancy and being evaluated for overall effectiveness. Data about the effectiveness of this recent change is not anticipated to be available for several years. Law enforcement agencies engaged in high visibility enforcement who have outdated or no applicable enforcement supplies with which to conduct high visibility enforcement (HVE) will most likely not be showing increased statistics in HVE until they have the resources and supplies to more effectively implement the HVE countermeasure. Providing these necessary supplies to LEAs is included in the 2025 AGA to increase the effectiveness of these HVE campaigns, as approved.

Countermeasure: High Visibility Enforcement

Strategy – Provide resources to better integrate EMS, crash, and other applicable transportation data in Oregon, and where possible improve access.

Adjustment:

Is the implementation of the *Provide resources to better integrate EMS, crash, and possibly other data in Oregon, and where possible improve access* countermeasure strategy being adjusted? **No**

Description:

The implementation of this countermeasure strategy is not changing, as the Risky Driver Research project is a two-year project, and the data linkages and evaluation of the high-risk driver programs will not take place until year two so the effectiveness of this countermeasure strategy as employed through this project will not be fully known until after the 2024-2025 grant year.

Countermeasure: Provide resources to better integrate EMS, crash, and possibly other data in Oregon, and where possible improve access.

Region 2:**Strategy – Education, Outreach, Communications and Training****Adjustment:**

Is the implementation of the *Education, Outreach, Communications and Training* countermeasure strategy being adjusted? **No**

Description:

The implementation of the Education, Outreach, Communications and Training countermeasure strategy as written in the Oregon Triennial Highway Safety Plan for Region 2 covers three countermeasure strategies:

Mass Media Campaigns, Chapter 1, Section 5.2

Driver Training, Chapter 8, Section 4.5

Strategies for Older Children, Chapter 2, Section 6.1

Education, outreach, communications and training often are not supported by specific countermeasures; however, they are informed by Highway Safety Program Guidelines 4, driver education and training and guidelines 8, 13, 14, 15, 19, 20 (specifically communication program) and 21 (specifically the outreach program).

These strategies are not being changed as they represent a continuing effort to reach underserved and overrepresented communities within Region 2 based on crash data and through community identified and requested safety programs. This strategy increases access to education on how to reduce fatal and serious injury crashes through financial assistance for transportation safety education of partnering agencies, and for reducing financial barriers to pre-licensure driver education. The flexibility of this funding and the associated strategies allow for increasing awareness of locally focused transportation safety needs, safety practices, and messaging that addresses current issues which resonate with the communities being affected.

Countermeasures:

- Education, Outreach, Communications, and Training.

Region 3:**Strategy – Education, Outreach, Communications and Training****Adjustment:**

Is the implementation of the *Education, Outreach, Communications and Training* countermeasure strategy being adjusted? **No**

Description:

The implementation of the Education, Outreach, Communications and Training countermeasure strategy as written in the Oregon Triennial Highway Safety Plan for Region 3 covers four countermeasure strategies:

Mass Media Campaigns, Chapter 1, Section 5.2

Enforcement Strategies Chapter 8, Section 3.3

Driver Training, Chapter 8, Section 4.5

Strategies for Older Children, Chapter 2, Section 6.1

Education, outreach, communications and training often are not supported by specific countermeasures; however, they are informed by Highway Safety Program Guidelines 4, driver education and training and guidelines 8, 13, 14, 15, 19, 20 (specifically communication program) and 21 (specifically the outreach program).

These strategies are not being changed as they represent a continuing effort to reach underserved and overrepresented communities within Region 3 based on crash data and through community identified and requested safety programs. This strategy increases access to education on how to reduce fatal and serious injury crashes through financial assistance for transportation safety education of partnering agencies, and for reducing financial barriers to pre-licensure driver education. The flexibility of this funding and the associated strategies allow for increased awareness of locally focused transportation safety needs, safety practices, and messaging that addresses current issues which resonate with the communities being affected.

Countermeasures:

Education, Outreach, Communications, and Training.

Region 4:

Strategy – Education, Outreach, Communications and Training

Adjustment:

Is the implementation of the Education, Outreach, Communications and Training countermeasure strategy being adjusted? **No**

Description of why or why not:

The implementation of the Education, Outreach, Communications and Training countermeasure strategy as written in the Oregon Triennial Highway Safety Plan for Region 4 covers five countermeasure strategies:

Mass Media Campaigns, Chapter 1, Section 5.2

Pre-licensure driver education, Chapter 6, Section 2.1

Enforcement Strategies Chapter 8, Section 3.3

Driver Training, Chapter 8, Section 4.5

Strategies for Older Children, Chapter 2, Section 6.1

Education, outreach, communications and training often are not supported by specific countermeasures; however, they are informed by Highway Safety Program Guidelines 4, driver education and training and guidelines 8, 13, 14, 15, 19, 20 (specifically communication program) and 21 (specifically the outreach program).

These strategies are not being changed as they represent a continuing effort to reach underserved and overrepresented communities within Region 4 based on crash data and through community identified and requested safety programs. This strategy increases access to education on how to reduce fatal and serious injury crashes through financial assistance for transportation safety education of partnering agencies, and for reducing financial barriers to pre-licensure driver education. The flexibility of this funding and the associated strategies allow for increasing awareness of locally focused transportation safety needs, safety practices, and messaging that addresses current issues which resonate with the communities being affected.

Countermeasures:

Education, Outreach, Communications, and Training.

Region 5:**Strategy – Education, Outreach, Communications and Training****Adjustment:**

Is the implementation of the *Education, Outreach, Communications and Training* countermeasure strategy being adjusted? **No**

Description:

The implementation of the Education, Outreach, Communications and Training countermeasure strategy as written in the Oregon Triennial Highway Safety Plan for Region 5 covers five countermeasure strategies:

Mass Media Campaigns, Chapter 1, Section 5.2

Pre-licensure driver education, Chapter 6, Section 2.1

Enforcement Strategies Chapter 8, Section 3.3

Driver Training, Chapter 8, Section 4.5

Strategies for Older Children, Chapter 2, Section 6.1

Education, outreach, communications and training often are not supported by specific countermeasures; however, they are informed by Highway Safety Program Guidelines 4, driver education and training and guidelines 8, 13, 14, 15, 19, 20 (specifically communication program) and 21 (specifically the outreach program).

These strategies are not being changed as they represent a continuing effort to reach underserved and overrepresented communities within Region 5 based on crash data and through community identified and requested safety programs. This strategy increases access to education on how to reduce fatal and serious injury crashes through financial assistance for transportation safety education of partnering agencies, and for reducing financial barriers to pre-licensure driver education. The flexibility of this funding and the associated strategies allow for increasing awareness of locally focused transportation safety needs, safety practices, and messaging that addresses current issues which resonate with the communities being affected.

Countermeasures:

Education, Outreach, Communications, and Training

Program Management/ Impaired Driving Coordinator.**Adjustment:**

Is the implementation of the *Program Management/ Impaired Driving Coordinator* countermeasure strategy being adjusted? **No**

Description:

The implementation of these countermeasure strategies are not changing because these strategies are implemented at the individual program level addressing the Impaired Driving Safety needs. Changing these strategies may negatively affect the Impaired Driving individual activities that are meeting performance measures.

Countermeasures:

- High visibility enforcement
- Mass Media Campaigns
- Outreach and Education
- Training for law enforcement and prosecutors
- Deterrence: Prosecution and adjudication
- DUI Court
- Court Monitoring

Adjustment: Portable Education and Awareness

Is the implementation of the *Portable Education and Awareness– Digital Alerting* countermeasure strategy being adjusted? **No**

Description:

The implementation of this countermeasure strategy is not changing because recent updates to the Buy America Act guidance offer a greater opportunity for the activities to be executed.

Countermeasures:

Communications, Training, Outreach and Education

Data and Program Evaluation: Program Evaluation**Adjustment:**

Is the implementation of the *Data and Program Evaluation: Program Evaluation* countermeasure strategy being adjusted? **No**

Description:

By prioritizing safety issues through targeted analysis, TSO aims to mitigate disparities in road safety outcomes and enable more inclusive participation in civic safety pursuits.

Countermeasures:

Data and Program Evaluation: Program Evaluation

TSAP Funding Mechanism Program Management

Adjustment:

Is the implementation of the *TSAP Funding Mechanism* countermeasure strategy being adjusted? **No**

Description:

Due to this is new program, no changes will be made as it prioritizes safety issues through targeted analysis, aiming to mitigate disparities in the Safe Communities Coalition concept, and to refine an aggressive 4-E approach to reducing roadway death and injury.

Countermeasures:

Communities that plan for safety see greater success in reducing death and serious injury. [https://www.ecfr.gov/current/title-23/chapter-III/part-1300#p-1300.12\(b\)\(2\)\(ix\)](https://www.ecfr.gov/current/title-23/chapter-III/part-1300#p-1300.12(b)(2)(ix)).

Transportation Safety Conference

Adjustment: *Transportation Safety Conference*

Is the implementation of the countermeasure of Communications, Training, Outreach and Education strategy being adjusted? **No**

Description:

The implementation countermeasure strategy is not changing since these trainings are well attended and help guide future transportation safety projects that TSO funds and partners on throughout the year. Attendees are provided state and local data and updated information as well as an opportunity for us to hear from our partners from around the state. With the new requirements for public participation and engagement efforts, this conference provides another forum to garner that input. TSO has hosted this conference multiple years in providing updated information, data, and countermeasure strategies to identified safety problems.

Countermeasures:

Communications, Training, Outreach and Education

Statewide Services - Media Report

Education, Outreach, Communications and Training

Adjustment:

Is the implementation of the *Education, outreach, communications and training* countermeasure strategy being adjusted? **No**

Description:

The implementation of this countermeasure strategy is not changing, as outreach and education efforts focus on maintaining and building on partnerships with law enforcement, health educators and programs, traffic engineering, government traffic safety counterparts, injury prevention specialists, communities, neighborhood associations and non- profit organizations and advocates is still vitally important. Education and outreach efforts emphasize addressing traffic safety issues through grassroots efforts in collaboration with communities and other partners and will continue as planned.

Countermeasures:

Education, Outreach, Communications and Training

Non-Motorized- Pedestrian and Bicyclist Safety

Brief Program Overview

The Pedestrian and Bicyclist Safety program educates and promotes awareness and behavior change of safe road user behaviors through public information materials, safety campaigns, working with partners to deliver education programs for target audiences, and to educate and fund law enforcement agencies to enforce laws regarding vulnerable road user safety. The goal of the program is to contribute to a safer transportation system and zero fatalities.

The Key Performance Measures (refer to Metrics Performance Section)

C-10) Number of Pedestrian Fatalities
C-11) Number of bicyclists fatalities (FARS)

Performance Review

Oregon is not on track to meeting performance targets. The most recent FARS data for 2021 reflects 86 pedestrian and 18 bicyclist fatalities. While strategies and used countermeasures have not changed, programmatic approach to outreach and collaboration with non-traditional partners though a lens safe system approach is the focus of 2025.

List of Strategies

Program Area	Strategy	Project Name	Federal Project Number	New (Y/N)
Non-Motorized (Bike-Ped)	Training Communications, Outreach, Media	Region 5 Bike/Ped Safety Education and Outreach	BGPE-25-68-15-00	N
Non-Motorized (Bike-Ped)	Training, Communications, Outreach and Media	Bicycle Safety for People with Disabilities	BGSP 25-68-15-01	N
Non-Motorized (Bike-Ped)	Training, Communications, Outreach and Media	Community Bicyclist and Pedestrian Safety Training	PS 25-68-11-01	N
Non-Motorized (Bike-Ped)	Training, Communications, Outreach and Media	Community & Workplace Bicycle Rider and Pedestrian Safety Programs	BGPE-25-68-15-02	Y
Non-Motorized (Bike-Ped)	Training, Communications, Outreach and Media	Advancing Bicycle and Pedestrian Safety Education for Historically Marginalized Portlanders	PS 25-68-11-03	N
Non-Motorized (Bike-Ped)	Communications, Outreach and Media	Region 3 Bike/Ped Safety Education and Outreach	PS-25-68-13-00	N
Non-Motorized (Bike-Ped)	Communications, Outreach and Media	Region 4 Bike/Ped Safety Education and Outreach	PS-25-68-14-00	N

Non-Motorized (Bike-Ped)	Communications, Outreach and Media	Statewide Services-Bicyclist and Pedestrian	PS-25-68-16-00	N
Non-Motorized (Bike-Ped)	Training, Communications, Outreach, and Media	Aging Pedestrian and Traffic Safety	PS-25-68-17-00	Y
Non-Motorized (Bike-Ped)	Training, Awareness Communications, Outreach, and Media	Oregon Friendly Driver	PS-25-68-18-00	N
Non-Motorized (Bike-Ped)	Enforcement Mobilizations-HVE	Vulnerable Road User Enforcement and Education	PT-25-30-17-00	N

Annual Adjustments

Adjustment:

Is the implementation of the Training countermeasure strategy being adjusted? **No**

Description

The implementation of this countermeasure strategy is not changing because education training for safe walking, rolling, bicycling, and driving is a strong way to bring awareness and possible positive behavior change for road users. Using this countermeasure in combination with outreach and media messaging along with enforcement can be beneficial in reaching a variety of individuals to bring about positive and safe road user behaviors.

Countermeasures:

Share the Road Awareness Programs pg. 127

Driver Training pg. 127

Communications, Outreach and Media- Pedestrian and Bicyclist Safety

Adjustment:

Is the implementation of the Training countermeasure strategy being adjusted? **No**

Description

The implementation of this countermeasure strategy is not changing because messaging and connecting with the public via mass media or at outreach events are some of the best ways to inform safe walking, rolling, bicycling, and driving to bring awareness and possible positive behavior change for road users. Using this countermeasure in combination with training and enforcement can be beneficial in reaching a variety of individuals to bring about positive and safe road user behaviors.

Countermeasures:

Communications Outreach and Media page 125

Pedestrian Safety Enforcement and Education Program**Adjustment:**

Is the implementation of the Enforcement countermeasure strategy being adjusted? **No**

Description

The implementation of this countermeasure strategy is not changing because enforcement of safe walking, rolling, bicycling, and driving laws is a strong way to bring awareness and possible positive behavior change for road users. Using this countermeasure in combination with training, outreach and media messaging can be beneficial in reaching a variety of individuals to bring about positive and safe road user behaviors.

Countermeasures:

Enforcement Strategies– CTW 3 stars citation- Pedestrian 4.4 – Page 127-8

3HSP Update: 402 Funds for 2025 and 2026

Action: Requested

Description:

This request is changing from 405(g) to 402 funds to the allocation of Federal Funds Estimate for the Non-Motorized Chapter in the approved Triennial HSP, for the Oregon Friendly Driver Course FFY 2025 and FFY 2026.

Allocation of Federal Funds – Estimate [1300.11\(b\)\(4\)\(iv\)](#)

Funding Source	2024	2025	2026
405(g)	\$330,000		
402		\$330,000	\$330,000

Countermeasures:

Share the Road Awareness Programs – CTW 2-star citation. Bicyclist 4.2 Driver Training – CTW 1 star citation – Pedestrian 4.5 on page 127

3HSP Update: 402 Funds

Action: Requested

Description:

This request is changing from 405 to 402 funds to the allocation of Federal Funds Estimate for the Non-Motorized Chapter in the approved Triennial HSP, for the Pedestrian Safety Enforcement and Education FFY 2025 and FFY 2026.

Funding Source	2024	2025	2026
405(g)	\$191,556		
402		\$138,00	\$138,000

Countermeasures:

Enforcement Strategies– CTW 3 stars citation- Pedestrian 4.4, page 127-128

Communications, Training, Outreach and Education, page130

Action: Requested

Description: Please update 3HSP to include this problem Identification to bicycle data on page 108-109 of 3HSP.

People with disabilities often face barriers to cycling, making it a less accessible mode of transportation compared to others. This underrepresentation is due to a combination of factors, including insufficient awareness and education. There is often a lack of awareness and understanding of the benefits of cycling for individuals with disabilities, as well as the potential barriers they face.

Data and Research

While specific data on the global prevalence of cycling among people with disabilities can vary, research consistently indicates that this population is underrepresented. Studies have highlighted the following:

- **Transportation Challenges:** Many individuals with disabilities rely on public transportation or private vehicles for mobility. Cycling can provide a more independent and environmentally friendly alternative.

- **Barriers to Participation:** Research has identified the barriers mentioned above as significant obstacles to cycling for people with disabilities that include lack of bicycle safety education for people with disabilities

Addressing the Gap

To promote safe cycling among people with disabilities, it is essential to:

- **Promote Positive Attitudes:** Raise awareness of the benefits of cycling for people with disabilities and challenge negative stereotypes.
- **Provide Education and Training:** Offer programs to teach individuals with disabilities how to ride safely and confidently.

Community Programs

Brief Program Overview

[23 CFR 1300.11\(b\)\(1\)\(i\)\(ii\)](#)

Every Oregonian deserves to live in a safe, livable community; Oregonians also place a premium on getting involved in their communities to make a difference. These two principles -- coupled with research demonstrating that data driven approaches to planning for, and delivering community level traffic safety programs are more effective than stand-alone activities -- have led to ongoing commitments to local transportation safety efforts for the last 30 years. Currently, it is noteworthy that fatalities and serious injuries in Oregon have been steadily increasing since 2014 with an average annual increase of 41 fatalities and serious injuries per year, representing a 13 percent increase overall. The Community program seeks to provide an outlet for Oregonians to get involved.

The Key Performance Measures (refer to Metrics Performance Section)

OR-1)

To maintain the December 2021 number of 50 active local transportation safety groups at 50 by December 31, 2023.

Performance Review

Yes. For 2023, we used OR-1 as the performance measure. The target: 50, Actual: 52. Oregon met this performance target. We used information garnered at our most recent public input session (March 2023) as part of our annual conference and public input and have retooled offerings to better meet the needs of local government staff and citizens. Specific improvements underway are retooling outreach to underserved groups through safety advocacy training and translation of information, for example. We will watch the uptake of these modified services to see if they result in continued maintenance and growth of active groups in the coming grant year. For the 3HSP we changed performance measures to fatalities in the table above.

List of Strategies

Program Area	Strategy	Project Name	Federal Project Number	New (Y/N)
Community Programs	4 Point Strategy	Community Traffic Safety and Education Program	CP 25-25-11-01	Y
		Lane Safe Communities and Rural Bike and Pedestrian Safety Education	CP-25-25-12-01	Y
		Central Oregon Transportation Safety Action Plan (TSAP) Implementation	CP-25-25-14-00	Y
		Clackamas County LTSAP Implementation	CP-25-25-16-00	Y
		Oregon Impact-Safe Community Hub	CP-25-25-17-00	N
		Marion County Safe Systems Project	CP-25-25-19-00	Y
		Modernization of the Portland Police Bureau Traffic Division	PT-25-30-18-00	Y

Annual Adjustments

4-Point Strategy – The Community Traffic Safety Program employs four strategies:

- Provide statewide coordination to local governments and volunteers.
- Provide training to local governments and volunteers.
- Provide assistance developing local government safety action plans which coordinates with the state's Transportation Safety Action Plan.
- Provide assistance with staff and materials for local Safe Communities' Groups

(2024 3HSP Page 140)

Adjustment:

Is the implementation of the *Four Point Community Strategy* countermeasure strategy being adjusted? **No**

Description:

The implementation of this countermeasure strategy is not changing, as the science and public opinion indicates continued interest and need for this strategy approach. There may be a case for broadening the strategy base due to increased needs for assistance, but we do not propose a major strategy change at this time.

Countermeasures:

- Local assistance both financial and technical.

3HSP Update – Community Traffic Safety Program Funding Allocations

Request Description:

This Update is intended to increase Sections 402 funding allocated to the Community Traffic Safety Strategy on page 132. The chart below will replace the existing chart on page 132. The increase in 402 funding for this strategy will support planned activities not contemplated at the time this Triennial Highway Safety Plan was written and approved.

Allocation of Federal Funds – Estimate [1300.11\(b\)\(4\)\(iv\)](#)

Funding Source	2024	2025	2026
402	\$1,270,000	\$1,803,850	\$1,270,000

Distracted Driving

Brief Program Overview

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 may conduct other types of education and outreach with these more flexible funds, for other topical areas. For example, funding will be provided to produce a driver education Spanish TV PSA and then release it statewide, where the Driver Education program has minimal funding for outreach and communication/media like this, as do other transportation safety programs in TSO like the Pedestrian/Bicycle, and Speed programs. This transportation safety messaging will have a positive impact on increasing awareness of the Safe and Courteous programs as well as Oregon traffic laws.

The Key Performance Measures (refer to Metrics Performance Section)

OR-2) Number of distracted driving fatalities related to mobile electronic devices.

Performance Review

The approved 3HSP is working nicely.

List of Strategies

Program Area	Strategy	Project Name	Federal Project Number	New (Y/N)
Distracted Driving	Media	DD Media	M8DD-23-20-01	N
	Communication & Outreach	DD Statewide	M8*DD-23-20-05	N
	HVE	OSP DD HVE	M8DDLE-23-20-03	N
	HVE	OI DD HVE	M8DDLE-23-20-04	N
	Communication & Outreach	Media	M8PE-23-20-02	N

Annual Adjustments

Distracted Driving

Strategy 5.3.1 Collaborate with the media and partner agencies' public information offices to develop information which improves public awareness of safety programs, laws, roles, responsibilities, and expectations. Ensure campaigns take into account Oregon demographics.

Adjustment:

Is the implementation of the *Preventing Roadside Deaths – Digital Alerting* countermeasure strategy being adjusted? **No**

Description:

The implementation of these countermeasure strategies is not changing because we are making progress with the countermeasures in place to accomplish our performance measures.

Countermeasures:

- Media
- Communications
- High Visibility Enforcement

Driver and Officer Safety Education

Brief Program Overview

The Driver and Officer Safety Education program is anticipated to create driver education instruction related to:

- the role of law enforcement and the duties and responsibilities of peace officers; the legal rights of individuals concerning interactions with peace officers;
- best practices for civilians and peace officers during those interactions;
- the consequences for failure of an individual or officer to comply with the law or program;
- how and where to file a complaint against, or a compliment relating to, a peace officer;
- development and implementation of a training program, including instruction and testing materials, for peace officers and reserve law enforcement officers (other than officers who have received training in a civilian course with respect to proper interaction with civilians during traffic stops.

The Key Performance Measures (refer to Metrics Performance Section)

New Program, baselines to be set

Performance Review

This is a new project for FY2025. A 3HSP Update has been included in the FY2025 Annual Grant Application.

List of Strategies

Program Area	Strategy	Project Name	Federal Project Number	New (Y/N)
Driver & Officer Safety Education	Communications, Training, Outreach and Education	Driver & Officer Safety Education Training	M13BTR-25-24-00-00	Y

Adjustments:

Is the implementation of the *Driver & Officer Safety Education* countermeasure strategy being adjusted? **No, New project**

Description:

The implementation of this countermeasure strategy is not changing. This is implementation of a new project.

Countermeasures:

- Communications, Training, Outreach and Education

3HSP update: 405(i)

Action: Requested

Description:

This request moves the 405(i) program from Police Traffic Services to Driver & Officer Traffic Safety Education and adds funding to the existing M13BTR-25-70-00-00 project which requires an update to the 3HSP funding allocation. The 3HSP update is adding 405(i) funding for FY2025 and FY2026 for Driver & Officer Traffic Safety Education. This request updates relevant 405(i) references in the 3HSP:

- Page 2 – **no change**
- Page 262 – **update**, see next page “3HSP Update: 405(i) Driver & Officer Traffic Safety Education”
- Page 305 – **update**, see allocation of anticipated federal funds below

Allocation of Federal Funds – Estimate [23 CFR 1300.28](#)

Funding Source	2024	2025	2026
405(i)	\$0	\$240,000	\$240,000

Driver Education

Brief Program Overview

Oregon's Driver Education program improves driver behavior through traffic safety education thereby reducing fatal and injury crashes for first time drivers. This is accomplished through coordination of driver education course content, certification of public and private driver education instructors, public information, education programs and resources, and oversight and coordination of driver education providers and train-the-trainer curriculum development. The program is committed to comprehensive driver safety education and increased awareness for young motorists even before the teen driving age, and first time drivers of all ages.

The Key Performance Measures (refer to Metrics Performance Section)

C-1) Number of traffic fatalities (FARS)

C-2) Number of serious injuries in traffic crashes (SHSP)

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

Performance Review

C-9) No – The program proposed to maintain the number of drivers age 20 or younger involved in fatal crashes at 50. For 2022, the most recent data available for the State of Oregon, the number of drivers ages 20 or younger involved in fatal crashes was 51. There is no change planned for the program for FY2025. The State will continue to encourage teens to participate in formal driver education.

List of Strategies

Program Area	Strategy	Project Name	Federal Project Number	New (Y/N)
Driver Education	Formal Courses for Older Drivers	Afghan Driver Education Program	CP-25-25-11-00	N
		ESL Driver Education Course	CP-25-25-11-02	N
	Communication, Education & Outreach	OSAA Traffic Safety Messaging	DE-25-20-15-00	Y
	Communication, Education & Outreach and Visible Enforcement	OR11 Safety Outreach	DE-25-20-15-01	N
	Pre-Licensure Driver Education	Trauma Nurses Talk Tough – Train the Trainer	TSP-25-20-16-00	N
		Access to Driver Ed for low Income Students	CP-25-25-11-03	N

Adjustments

Formal Courses for Older Drivers – Afghan Driver Education Program

Adjustment:

Is the implementation of the *Formal Courses for Older Drivers – Afghan Driver Education Program* countermeasure strategy being adjusted? **No**

Description:

The implementation of this countermeasure strategy is not changing. This is a continuing effort to reach underserved communities with pre-licensure driver training and assistance.

Countermeasures:

- Formal Courses for Older Drivers

Formal Courses for Older Drivers – ESL Driver Education Program

Adjustment:

Is the implementation of the *Formal Courses for Older Drivers – ESL Driver Education Course* countermeasure strategy being adjusted? **No**

Description:

The implementation of this countermeasure strategy is not changing. This is a continuing effort to reach underserved communities with pre-licensure driver training and assistance.

Countermeasures:

- Formal Courses for Older Drivers

Communication, Education & Outreach – OSAA Traffic Safety Messaging

Adjustment:

Is the implementation of the *Communication, Education & Outreach – OSAA Traffic Safety Messaging* countermeasure strategy being adjusted? **No – new project**

Description:

The implementation of this countermeasure strategy is not changing. This is a new effort to reach young drivers with traffic safety messaging at sporting events.

Countermeasures:

- Communication, Education & Outreach

Communication, Education & Outreach & Visible Enforcement – OR11 Safety Messaging

Adjustment:

Is the implementation of the *Communication, Education & Outreach & Visible Enforcement – OR11 Safety Messaging* countermeasure strategy being adjusted? **No – new project**

Description:

The implementation of this countermeasure strategy is not changing. This project was implemented late in the previous fiscal year and needs more time to evaluate and determine effectiveness.

Countermeasures:

- Communication, Education & Outreach * Visible Enforcement

Pre-Licensure Driver Education – Trauma Nurses Talk Tough Train the Trainer

Adjustment:

Is the implementation of the Pre-Licensure Driver Education countermeasure strategy being adjusted? **No**

Description:

The implementation of this countermeasure strategy is not changing. The project will continue to provide training to individuals who provide pre-licensure traffic safety education to youth and families.

Countermeasures:

- Pre-Licensure Driver Education

Pre-Licensure Driver Education – Access to Driver Ed for Low Income Students

Adjustment:

Is the implementation of the Pre-Licensure Driver Education countermeasure strategy being adjusted? **No**

Description:

The implementation of this countermeasure strategy is not changing. The project will continue to provide assistance to low income students allowing them to access formal driver education training prior to licensure.

Countermeasures:

- Pre-Licensure Driver Education

Emergency Medical Services (EMS)

Brief Program Overview

Oregon EMS is working to increase the workforce and the knowledge of the workforce in order to delete response times through skills they have learned through training and using up-to-date equipment to accomplish this. The intent is to reduce fatalities and injuries received from an automobile crash. This funding will assist in strengthening Oregon's Emergency Medical Systems' capabilities statewide, thus increasing the survivability of motor vehicle crash victims.

The Key Performance Measures (refer to Metrics Performance Section)

OR-3) Increase the number of EMS trained participants

Performance Review

We achieved and exceeded our goal so there was no need to do something differently. We had 226 emergency responders trained from the previous year of 100 emergency responders.

There is a huge need for this training, we are trying to provide that need. TSO plans to continue to build on the successes we are having with our EMS conferences and rural/frontier training.

List of Strategies

Program Area	Strategy	Project Name	Federal Project Number	New (Y/N)
EMS Training	Training	Emergency Responder Training	EM-24-24-01-00	N
		State of Jefferson EMS Conference	EM-24-24-01-00 AAA	N
		Eastern Oregon EMS Conference	EM-24-24-01-00 BBB	N
		Oregon EMS Conference	EM-24-24-01-00 CCC	N
		Oregon Rural EMS Training	EM-24-24-01-00 DDD	N

Adjustments

Emergency Medical Services / Training

Adjustment:

Is the implementation of the *EMS responder training* countermeasure strategy being adjusted? **No**

Description:

Increasing Oregon's workforce that received PHTLS training, fire extrication and emergency responder training at three conferences and statewide.

Countermeasures:

- EMS – Training

This is a 3HSP update for a project previously approved in the 2024 Annual Grant Application under the previously approved 3HSP.

3HSP update: Emergency Medical Services

Action: Adding additional 402 funding and text to address NHTSA comments received following submission of 2024 AGA. Update the fund allocation with additional 402 funds show below.

Description: This update is intended to further describe activities to be performed which are allowable under the Uniform Guidelines, ensure the need for those activities are demonstrated in the problem identification as well as the strategies being proposed to support the selected countermeasure. There are two separate updates compiled in this document a result of Jim's request on 9/26/2024 to utilize a specific format. The first update is related to crash victim treatment training being delivered in rural areas, and the second is an update related to crash victim extrication training being delivered to rural areas.

Emergency Medical Services

Link(s) to the Transportation Safety Action Plan

- Strategy 2.3.10** Support, encourage, and evaluate safety countermeasures for pilot projects and large-scale implementation as appropriate.
- Strategy 3.3.1** Identify community needs for funding and training to enhance EMS systems and improve response times and services. Recognize and address the differing needs of paid and volunteer providers.
- Strategy 3.5.3** Support adequate funding for EMS particularly in rural and remote areas, to the extent that this is the most efficient use of resources to eliminate fatalities and serious injuries.
- Strategy 6.2.3** Identify funding needs to optimize emergency medical services and enforcement to minimize injuries post-crash.
- Strategy 6.3.2** While complying with Federal safety funding requirements and limitations, promote opportunities to leverage funding sources in order to maximize safety benefits and outcomes.

Update #1:

Strategy to Address Identified Problem:

The Emergency Medical Services program collaborates and works to constantly improve transportation safety (crashes) related medical care (crash and victim

treatment related activities (realistic training/response) and outcomes associated with EMS/trauma program services.

This program will assist in strengthening Oregon's EMS crash response and victim treatment capabilities statewide through training related to crash response and victim treatment. This will be done to increase the EMS workforce and workforce knowledge, resulting in decreased response, stabilization, and transport times due to a well-trained robust workforce to reduce fatalities and injury severity levels.

Oregon's EMS Workforce

EMS Level	2018	2019	2020
Emergency Medical Responders (EMR)	1,614	1,605	1,222
Emergency Medical Technician (EMT)	5,198	5,159	5,772
Advance/Emergency Medical Technician (A/EMT)	198	197	201
Emergency Medical Technicians-Intermediate (EMT- I)	688	686	706
Paramedics	4,078	4,039	4,238
Total	11,776	11,686	12,139

Source: Data according to Oregon Health Authority. The EMS Workforce is required to renew their license every two years

Oregon's Average Response Times (minutes)	2018	2019	2020
Response time	6	6	5
Time on Scene to stabilize and prepare for transport	15	15	15
Transport time to medical facility	14	14	13
Total Incident time	36	35	33

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

Problem Identification: Emergency Medical Services

[1300.11\(b\)\(1\)\(i\)\(ii\)/1300.11\(b\)\(4\)\(i\)](#)

Fatalities and serious injuries in Oregon have been steadily increasing since 2014 with an average annual increase of 41 fatalities and serious injuries per year, representing a 13 percent increase overall. When looking at the combined numbers, 2020 showed a decrease in fatalities and serious injuries; however, fatalities have been increasing with an average annual increase of 25 per year, representing a 42 percent increase overall. While 2020 represented a brief reprieve from the upward trend, it should be viewed as an outlier, as preliminary 2021 data and initial 2022 fatal crash notifications indicate that these trends continued through 2022.

There is a demonstrated need for EMS Training being delivered locally related to crash response and victim treatment. ODOT-TSO conducted PP&E event feedback consistently has participants saying they have a need for EMS training related to crash response and victim treatment being provided in their respective response areas. Travel to traditional training centers (ex. Salem, Oregon DPSST facility) has been identified as a barrier to receive training by many rural paid and volunteer staff due to extensive time requirements, logistical limitations, costs (especially to volunteer EMS staff), and timing of the trainings that are offered. In addition to direct feedback to TSO staff regarding the need for this training, numerous local and statewide stories in the past 5 years have been published in media outlets detailing the struggle to maintain current training with the existing paid and volunteer staff of many of the rural EMS providers.

EMS trainings are much anticipated trainings by Oregon rural emergency responders responding to motor vehicle crashes. These courses are required for Oregon EMS licensure and also required nationally. Nationally trainings are required of the states to obtain an EMS license and how the training is conducted. TSO provides rural training opportunities for three EMS conferences. For each conference and the rural EMS training, TSO does an analysis on the counties represented through attendance and the local crash data before committing to training. The EMS practitioners, whether volunteer or an employee, must submit a statement of need for the conference registration fee assistance from TSO. These practitioners are vetted and then awarded; back-ups are also approved for last minute cancellations.

TSO also funds rural EMS crash response and victim treatment training on Pre-hospital Trauma Life Support Training, or PHTLS. There is a huge demand for this training in Oregon, since the last grant year's pilot project. This training is required nationally, yet EMS folks cannot access it due to the need to travel eight or more hours, where we also receive requests from other states that unfortunately we cannot support. This training is also focused on rural EMS practitioners, sovereign nations and non-traditional audiences. For example, this year training was delivered in Chiloquin, Oregon, which was advertised and delivered to Native Americans and others responding to motor vehicle crashes on sovereign nations. Formerly the Klamath Tribe, it is now three tribes (1926): Klamath, Modoc and Yahooskin Band of Snake Paiute. This training not only makes volunteers into licensed EMS practitioners, possibly paid, but is also for licensed coordinators and instructors. For example, Oregon now has a new PHTLS Instructor in Klamath Falls, among other new instructors and coordinators throughout the state that will now be able to train as well. The training is very strict nationally in the ratio of professionals used to train, and the number of EMS practitioners that respond to motor vehicle crashes. There was also training conducted for Scappoose Fire Department this year.

Emergency Responder Training addresses the continuing education and recertification requirements for EMT's at all levels. With so many proficiencies to maintain to treat the larger population of patients, EMT's find it a challenge to obtain

training and maintain skills to treat patients.

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

Rural crashes can be more severe than other crashes because they often involve higher rates of speed and longer emergency response times. Sixty-five percent of the state's population live in urban areas, 33 percent in *rural* and 2 percent live in *frontier* areas, defined as a county with six or fewer people per square mile; decreasing response times in these areas is critical in reducing motor vehicle fatalities. A cohesive EMS system is essential to ensuring positive crash victim outcomes. The stabilization and long-distance transport of motor vehicle crash patients to facilities that can provide the appropriate level of trauma care is critical to reducing the health and financial impact of these injuries.

Trauma patients of crashes are of particular concern for rural/frontier counties where motor vehicle crash patients may require a higher level of care than what the rural hospital or facility can provide. The location of 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 and strengthen Oregon's EMS workforce (in crash response and victim treatment) to shorten response times by having a better trained workforce and the resources they need.

EMS agencies were significantly impacted by the COVID pandemic beginning in 2019, the wildfires of 2020, and the ice storm in February of 2021. The conferences and rural EMS training events resumed in 2023.

During 2024-2026, TSO plans to fund mini grants for rural and frontier EMS agencies to attend EMS conferences and will also provide Prehospital Trauma Life Support (PHTLS) training to rural/frontier EMS crash responders, along with other potential training that might become available to address the need for crash response and victim treatment training. This training will build and educate Oregon's EMS workforce, ideally resulting in lower response times on crashes especially in rural and frontier areas. Oregon plans to increase the number of emergency response crash response and victim treatment trainings for rural and frontier EMS personnel to earn CEUs in order to increase and/or maintain the EMS workforce, maintain or reduce response, scene and transport times by increasing EMS personnel knowledge and provide EMS training to rural and frontier EMS providers through conferences, emergency responder training, i.e., Prehospital Life Support Training and other EMS trainings that may become

available for crash response and victim treatment.

Trends

EMR Renewal Application Trends: In even numbered years, Emergency Medical Responders are required to renew their license during April, May, or June. In a typical year, the Oregon EMS and Trauma Systems office receives about 1,100 renewal applications, and issues about 1,072 licenses. This year the volume of applications was noticeably lower, with just 925 applications received and 886 licenses issued. This reflects an 18% decrease in EMR renewal applications issued from previous years. This drop in renewal applications was a distributed across all regions of the state. Most had fewer EMR renewal applicants than in previous years, except for ATAB Region 3, which saw an increase. ATABs 1, 2 and 6 experienced consistent decreases in the number of renewal applications this cycle. Initial EMR applications have remained high in 2022. In a typical year, about 206 EMR initial licenses are issued. In 2022, 210 EMR initial applications have been issued to date. Combining initial and renewal applications, the total number of EMRs with active licenses in Oregon still shows an overall decrease. (Per OHA EMS Update October 2022.)

To increase the numbers of EMS providers in the workforce trained in crash response and victim treatment and to maintain or lower response times, rural EMS providers must be trained to renew their licenses, hone their skills which will maintain and/or reduce response times by a better trained workforce.

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

23 USC Ch. 4: Highway Safety

Title 23 – Highways 402. Highway safety programs

(a) PROGRAM REQUIRED.—

(2) UNIFORM GUIDELINES.—Programs required under paragraph (1) shall comply with uniform guidelines, promulgated by the Secretary and expressed in terms of performance criteria, that— (D) include provisions for—

(iv) emergency services: and

Highway Safety Program Guideline No. 11 – Emergency Medical Services:

To address locally identified needs related to emergency services – specifically extrication training - justification comes from the following statement in Highway Safety Program Guideline No 11:

“III. HUMAN RESOURCES AND TRAINING

Each State should ensure that its EMS system has essential trained persons to perform required tasks. These personnel include: first responders (e.g., police and fire), prehospital providers (e.g., emergency medical technicians and paramedics), communications specialists, physicians, nurses, hospital administrators, and planners.”

And

Equipment and supplies are allowable expenses if they are necessary to carry out or support the activity of a project. In this case, the activity is training on extrication or conducting the activity of extrication on a traffic crash scene.

23 CFR 1300.31, 2 CFR 200.313, 2 CFR 200.314, and 2 CFR 200.439

And

Training, education, and participant support costs are allowable expenses
2 CFR 200.473

Justification for training:

Identifying first responders and ensuring they complete proper training is essential during the planning phase. Training and education for first responders include formal training and certifications as well as familiarity with emergency response protocols, including communication processes and specific responsibilities. <https://www.ruralhealthinfo.org/toolkits/emergency-preparedness/3/first-responders>

Project Selection

This training is given in rural areas to specifically address the need for crash response and victim treatment. This training also creates new crash response and victim treatment instructors and coordinators that train in other areas of the state. Rural agencies request the training, once coordination and training is completed, participants are evaluated in their increase in knowledge and the training overall. The feedback has been very positive, and the training is in such demand, Oregon is trying to provide as much training as possible throughout the Triennial Strategy – Emergency Responder Training.

In addition to Oregon's EMS certification and training requirements, NHTSA also ranks the Communications, Training, Outreach and Education efforts from Countermeasures that Work (CTW) as a 3-star citation, *not in the EMS program*, but for other programs.

The countermeasure strategy of emergency responder training was informed by Highway Safety Program Guideline number 11, resource management, human resources and training, transportation, facilities, communications, trauma services, public information and education, medical direction and evaluation.

OHA Initial License Application Requirements:

Oregon Health Authority's (OHA) Emergency Medical Services and Trauma Systems Program licenses the following professions in the state of Oregon: Emergency

Medical Responders

(EMR), Emergency Medical Technicians (EMT), Advanced EMT (AEMT), EMT-Intermediate (EMT-I) and Paramedics.

Applicants for an initial license must meet the requirements for licensure in Oregon outlined in ORS 682 and OAR 333-265.

<https://www.oregon.gov/oha/ph/providerpartnerresources/emstraumasystems/emstrainingcertification/Pages/index.aspx>

EMS Minimum Continuing Education Requirements:

OAR 333-265-0105, 333-265-0110 and 333-265-0160 Oregon Licensed Emergency Medical Services Providers.

<https://www.oregon.gov/oha/PH/PROVIDERPARTNERRESOURCES/EMSTRAUMASYSTEMS/Documents/APPENDIX1.pdf>

Targets Countermeasures will address [1300.11\(b\)\(4\)\(iii\)](#):

C-1) Number of traffic fatalities (FARS)									
Actual					5-year avg	In Progress*	Projected Targets		
2016	2017	2018	2019	2020	2016-2020 avg.	2021	2024	2025	2026
498	439	502	493	508	488	599	488	488	488

Statewide in 2020, there were 38,141 total crashes, 460 fatal crashes and 19,343 injury crashes, with 507 persons killed and 27,998 persons injured. This data is according to the 2020 Oregon Motor Vehicle Traffic Crashes - Quick Facts which also reveals that 20.84% of injured passengers were children aged 0 to 14. 17.49% of fatal and injury crashes involved a driver aged 15 to 20 which means that a rural EMS responder has a high likelihood of arriving on scene and needing skill proficiency to attend to an injured young driver or passenger.

Allocation of Federal Funds – Estimate [1300.11\(b\)\(4\)\(iv\)](#)

Funding Source	2024	2025	2026
402	\$200,000	\$180,000	\$0,00

Update #2

Strategy to Address Identified Problem:

Provide traffic crash extrication training and related equipment and supplies to EMS agencies and EMS trainers to train for and to carry out the activity of extrication of traffic crash victims.

Extricate the crash victims from the crash scene to allow for them to receive initial medical assessment and care, be transported to a medical facility, and receive a higher level of care. This is accomplished by having well trained and equipped volunteer and paid EMS staff throughout the entire state of Oregon in the discipline of crash victim extrication. The specialized techniques and tools, unique risks, and necessary safety protocols associated with vehicle crash extrication practices demand specialized training to safely and competently complete that on-scene task.

Problem Identification: Emergency Medical Services

[1300.11\(b\)\(1\)\(i\)\(ii\)/1300.11\(b\)\(4\)\(i\)](#)

Some people involved in crashes in Oregon end up being trapped in some way at the crash scene. These crash-involved persons are unable to receive higher levels of necessary medical care until they are extricated from these vehicles. Extrication activities in response to car crashes have and continue to be carried out in some car crashes in Oregon.

Access to locally available extrication training continues to be an ongoing limiting factor in having well trained EMS responders. Travel (time, distance, lodging, per diem) and financial costs for volunteers and paid staff for out-of-area training are a significant barrier to developing or maintaining a trained group of EMS responders throughout Oregon. Additionally, to carry out extrication activities, specialized equipment needs to be accessible and EMS responders need to receive training on that equipment to competently utilize it on crash scenes. Finally, there is a need to develop and maintain trainers that are able and willing to travel throughout Oregon to deliver extrication training to those agencies requesting the training. This helps address the problem cited above about the limitations associated with EMS training that is not locally available. Research findings demonstrate that EMS providers need to be prepared to conduct extrication activities regardless of what is initially being reported by 911 callers. In *Predicting the Need for Extrication in Traffic Accidents Reported to 911: Is Anyone Pinned/Trapped?*, The reported results of that study indicated the following:

“A total of 985 calls were analyzed, of which 218 (22.1%) required extrication and 267 (27.1%) involved Semi/HO—as documented by responders. Of the 218 cases that required extrication, 123 (56.4%) were reported pinned at dispatch and 21 (9.6%) involved Semi/head-on—15 of which were already captured by the pinned Key Question. Of the 267 cases that involved a Semi/HO, 21 (7.9%) required extrication. Of the cases that were initially reported pinned at dispatch, 123 (32.3%) required extrication by responders; and of the cases initially reported not pinned at dispatch, 59 (11.4%) required extrication by responders”

This research provides one example that a certain percentage of car crashes require that extrication activity is carried out on a percentage of crashes. This demonstrates the need that EMS responders need to be trained and equipped to conduct extrication activities on some percentage of all crashes that they respond to.

Data:

Statewide in 2020, there were 38,141 total crashes, 460 fatal crashes and 19,343 injury

crashes, with 507 persons killed and 27,998 persons injured. This data is according to the 2020 Oregon Motor Vehicle Traffic Crashes - Quick Facts which also reveals that 20.84% of injured passengers were children aged 0 to 14. 17.49% of fatal and injury crashes involved a driver aged 15 to 20 which means that a rural EMS responder has a high likelihood of arriving on scene and needing skill proficiency to attend to an injured young driver or passenger.

For the years between 2018 – 2022 ODOT's Crash Analysis and Reporting Unit reported that there were 180,933 injuries and 2,705 fatalities associated with the 227,828 reported crashes in Oregon during those years (data table provided below). Some of these crashes result in the occupants of these crashed vehicles being trapped inside of these vehicles (example of recent open-source examples linked below). The specialized techniques, unique risks, and necessary safety protocols associated with vehicle crash extrication practices demand specialized training to safely and competently complete that on-scene task.

Primarily, this effort is intended to address EMS agencies with limited in-house or nearby realistic training opportunities/trainers and limited budgetary resources. The intended recipients of the training and support equipment/supplies includes at least the 8,760* (source Oregon Volunteer Firefighters Association) volunteer firefighters and any paid staff of those EMS entities.

SUMMARY OF OREGON TRAFFIC CRASHES, PERSONAL INJURIES AND DEATHS* 2018 to 2022							
Year		Crashes		Injuries		Fatalities	
2018		50150		41089		502	
2019		50128		39737		494	
2020		38141		27998		507	
2021		45295		35945		599	
2022		44114		36164		603	
Totals		227828		180933		2705	
Average per year		45565		36186		541	
Source: https://www.oregon.gov/odot/Data/Documents/Crash_Summary_2022.pdf							

Research Cited:

[Predicting-the-Need-for-Extrication.pdf \(emergencydispatch.org\)](#)

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

23 USC Ch. 4: Highway Safety

Title 23 – Highways 402. Highway safety programs

(a) PROGRAM REQUIRED.—

(2) UNIFORM GUIDELINES.—Programs required under paragraph (1) shall comply with uniform guidelines, promulgated by the Secretary and expressed in terms of performance criteria, that— (D) include provisions for—

(iv) emergency services: and

Highway Safety Program Guideline No. 11 – Emergency Medical Services:

To address locally identified needs related to emergency services – specifically extrication training - justification comes from the following statement in Highway Safety Program Guideline No 11:

“III. HUMAN RESOURCES AND TRAINING

Each State should ensure that its EMS system has essential trained persons to perform required tasks. These personnel include: first responders (e.g., police and fire), prehospital providers (e.g., emergency medical technicians and paramedics), communications specialists, physicians, nurses, hospital administrators, and planners.”

And

Equipment and supplies are allowable expenses if they are necessary to carry out or support the activity of a project. In this case, the activity is training on extrication or conducting the activity of extrication on a traffic crash scene.

23 CFR 1300.31, 2 CFR 200.313, 2 CFR 200.314, and 2 CFR 200.439

And

Training, education, and participant support costs are allowable expenses
2 CFR 200.473

Justification for training:

Identifying first responders and ensuring they complete proper training is essential during the planning phase. Training and education for first responders include formal training and certifications as well as familiarity with emergency response protocols, including communication processes and specific responsibilities.

[https://www.ruralhealthinfo.org/toolkits/emergency- preparedness/3/first-responders](https://www.ruralhealthinfo.org/toolkits/emergency-preparedness/3/first-responders)

Project Selection

This training is given in rural areas to specifically address the need for crash response and victim treatment. This training also creates new crash response and victim treatment instructors and coordinators that train in other areas of the state. Rural agencies request the training, once coordination and training is completed, participants are evaluated in their increase in knowledge and the training overall. The feedback has been very positive, and the training is in such demand, Oregon is trying to provide as much training as possible throughout the Triennial Strategy – Emergency Responder Training.

In addition to Oregon's EMS certification and training requirements, NHTSA also ranks the Communications, Training, Outreach and Education efforts from Countermeasures that Work (CTW) as a 3-star citation, *not in the EMS program*, but for other programs. The countermeasure strategy of emergency responder training was informed by Highway Safety Program Guideline number 11, resource management, human resources and training, transportation, facilities, communications, trauma services, public information and education, medical direction and evaluation.

OHA Initial License Application Requirements:

Oregon Health Authority's (OHA) Emergency Medical Services and Trauma Systems Program licenses the following professions in the state of Oregon: Emergency Medical Responders

(EMR), Emergency Medical Technicians (EMT), Advanced EMT (AEMT), EMT-Intermediate (EMT-I) and Paramedics.

Applicants for an initial license must meet the requirements for licensure in Oregon outlined in ORS 682 and OAR 333-265.

<https://www.oregon.gov/oha/ph/providerpartnerresources/emstraumasystems/emstraini ngcertific ation/Pages/index.aspx>

EMS Minimum Continuing Education Requirements:

OAR 333-265-0105, 333-265-0110 and 333-265-0160 Oregon Licensed Emergency Medical Services Providers.

<https://www.oregon.gov/oha/PH/PROVIDERPARTNERRESOURCES/EMSTRAUMASYSTEMS/Docume nts/APPENDIX1.pdf>

Strategy to Project Considerations (23 CFR 1300.11(b)(4)(v) and 23 CFR 1300.11(b)(4)(vi)):

Consideration and project selection priority will be given to EMS agency requests for assistance that are supported by information including traffic safety data, community feedback and engagement, high crash areas, affected communities, and community priorities.

Uniform Guideline number 11 supports the selection of the identified countermeasures. Specifically, Section III Human Resources and Training.

Targets Countermeasures will address [1300.11\(b\)\(4\)\(iii\)](#):

C-1) Number of traffic fatalities (FARS)									
Actual					5-year avg	In Progress*	Projected Targets		
2016	2017	2018	2019	2020	2016-2020 avg.	2021	2024	2025	2026
498	439	502	493	508	488	599	488	488	488

Allocation of Federal Funds – Estimate 1300.11(b)(4)(iv):

For activities related to extrication training and the purchase of equipment/supplies for training and extrication activities, a portion of each year's budget listed below will be allocated to this activity.

Funding Source	2024	2025	2026
402	\$200,000	\$68,000	\$50,000

Impaired Driving

Brief Program Overview

The Impaired Driving program continues a strong commitment to 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, prosecutors, and judges, 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.

The Key Performance Measures (refer to Metrics Performance Section)

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

Performance Review

According to FARS 2021 data, there were 215 alcohol-impaired driving fatalities in Oregon. This data suggests the number of alcohol-impaired driving fatalities in Oregon is still considerably above target metrics, however, the available data is from the COVID era, which seems to have been an anomaly period wherein a number of factors combined to produce less than favorable highway safety outcomes. Starting in FY2024, improvements to Oregon's Impaired Driving prevention strategies are positioned to provide improvements to the state's impaired driving fatality and serious injury rates, but data to support or refute that expectation is not anticipated to be available for several years.

List of Strategies

Program Area	Strategy	Project Name	Federal Project Number	New (Y/N)
Impaired Driving	High Visibility Enforcement	Law Enforcement Breath Testing	AL-25-14-00-00	N
		Sustained DUI Enforcement – Albany PD	AL-25-14-16-00	Y
		Impaired Driving Enforcement – Oregon Impact	AL-25-14-17-00	N
		Sustained Traffic / DUI Enforcement – Benton County Sheriff's Office	AL-25-14-18-00	Y
		Sustained DUI Enforcement – Yamhill County Sheriff's Office	AL-25-14-19-00	Y
		Sustained DUI Enforcement – Woodburn PD	AL-25-14-12-00	Y
		Sustained DUI Enforcement – Jackson County Sheriff's Office	AL-25-14-13-00	N
		Impaired Driving Enforcement – Oregon State Police	M5HVE-25-12-00-00	N
		DRE Evaluations	M5HVE-25-12-16-00	N
		DUI Toxicology Services	B5BAC-25-12-16-00	N
	Deterrence: Prosecution and Adjudication	Hood River Prosecutor Activities	AL-25-14-11-00	N
		Traffic Safety Resource Prosecutors	B5CS-25-12-19-00	N
		Support for the BSOBR Court	DUI_AL-25-14-11-00	Y
		Springfield DUI Court	DUI_AL-25-14-12-00	Y
		Initial Drug and Alcohol Screening for	DUI_AL-25-14-16-00	N

		Indigent DUI Offenders		
	Mass Media Campaigns	Impaired Driving Media – NHTSA Communications	B5PEM-25-12-00-00	N
		Impaired Driving Media – TSO Communications	B5PEM-25-12-16-00	N
	Outreach and Education	Cannabis Impaired Driving Prevention Education and Media Campaign	EDU_DG-25-14-00	Y
		Region 5 Impaired Driving Education and Outreach	PM_AL-25-14-15-00	Y
	Training	Law Enforcement Impaired Driving Training	B5CS-25-12-16-00	N
		DRE Training	B5CS-25-12-17-00	N
		Impaired Driving Training – Oregon State Police	B5CS-25-12-18-00	Y
		DUI Multidisciplinary Training Conference	M5OT-25-12-13-00	N
		Prosecuting the Drugged Driver	PRT-25-12-00-00	N
	Court Monitoring	MADD Court Monitoring	B5CS-25-12-14-00	N

Adjustments

High Visibility Enforcement for Impaired Driving

Adjustment:

Is the implementation of the *High Visibility Enforcement for Impaired Driving* countermeasure strategy being adjusted? **No**

Description:

The implementation of this countermeasure strategy is not changing, as recent updates to the State policy of allowing straight time enforcement activities in addition to overtime enforcement activities for related grant projects is in its infancy and being

evaluated for overall effectiveness. Data about the effectiveness of this recent change is not anticipated to be available for several years.

Countermeasures:

- High visibility enforcement

Mass Media Campaigns for Impaired Driving

Adjustment:

Is the implementation of the *Mass Media Campaigns for Impaired Driving* countermeasure strategy being adjusted? **Yes**

Description:

The rate of drug- and polysubstance-impaired driving offenses has continued to outpace alcohol-impaired driving offenses related to serious and fatal injury crashes. As a result, prevention messaging related to driving under the influence of drugs will receive more emphasis for the duration of the FY2024-FY2026 triennial period. Oregon State Police Forensic Toxicology data has indicated cannabis is the most commonly detected intoxicant in impaired driving cases, and as such, messaging will be specifically developed to address cannabis-impaired driving prevention.

Countermeasures:

- Mass Media Campaigns

Outreach and Education for Impaired Driving

Adjustment:

Is the implementation of the *Outreach and Education for Impaired Driving* countermeasure strategy being adjusted? **No**

Description:

The rate of drug- and polysubstance-impaired driving offenses has continued to outpace alcohol-impaired driving offenses related to serious and fatal injury crashes. As a result, prevention messaging related to driving under the influence of drugs will receive more emphasis for the duration of the FY2024-FY2026 triennial period. Oregon State Police Forensic Toxicology data has indicated cannabis is the most commonly detected intoxicant in impaired driving cases, and as such, messaging will be specifically developed to address cannabis-impaired driving prevention.

Countermeasures:

- Outreach and Education

Impaired Driving Training**Adjustment:**

Is the implementation of the *Impaired Driving Training* countermeasure strategy being adjusted? **No**

Description:

The implementation of this countermeasure strategy is not changing, and projects will continue to target law enforcement and prosecution partners such that they are provided the best available training opportunities to improve their respective functions within the impaired driving investigation and adjudication processes.

Countermeasures:

- Training for law enforcement and prosecutors

Impaired Driving Deterrence: Prosecution and Adjudication**Adjustment:**

Is the implementation of the *Impaired Driving Deterrence: Prosecution and Adjudication* countermeasure strategy being adjusted? **No**

Description:

Oregon enjoys a robust Traffic Safety Resource Prosecutor program which is staffed by experienced senior prosecutors known nationwide for their prowess in delivering effective guidance and training to prosecutors and law enforcement officers handling impaired driving cases. Oregon also boasts a marquis impaired driving specialty court (Beaverton Municipal Court's B-SOBR Program), which is recognized as a leader in programs of that type.

This is one of Oregon's strongest strategies for impaired driving prevention, and it does not need modification at this time.

Countermeasures:

- Deterrence: Prosecution and adjudication
- DUI Court

Court Monitoring for Impaired Driving

Is the implementation of the *Court Monitoring* countermeasure strategy being adjusted? **No**

Description:

This is a new strategy for Oregon, and there is no effective data available to indicate its specific level of efficacy. As such, no change will be made at this time while further evaluation is conducted.

Countermeasures:

- Court Monitoring

Judicial Outreach

Brief Program Overview

This project supports continuing specialized training in traffic safety for Oregon municipal, county, state and tribal judges as it relates to traffic safety. This project also funds continuing education opportunities for current prosecutors, judges, and justices for webinars or in-person training workshops.

The Key Performance Measures (refer to Metrics Performance Section)

C-1) Number of traffic fatalities (FARS)

Performance Review

This program did not meet the performance standards of lowering traffic fatalities to 488 in 2021. Instead saw a 21% increase in statewide traffic fatalities. Region 3 experienced a record high number of 112 traffic fatalities in 2021, the highest in over a decade.

List of Strategies

Program Area	Strategy	Project Name	Federal Project Number	New (Y/N)
Judicial Outreach	Communications, Training, Outreach and Education	Judicial Education Conference	TC-25-24-00-00	N

Adjustments

Judicial Education Conference

Adjustment:

Is the Judicial Education Conference countermeasure strategy being adjusted? **No**

Description:

The implementation of this countermeasure strategy is not changing as it continues to be successful in reference to the delivery of training and attendance by the judges. To be effective adjudicators, and serve the needs of the public, judges must receive regular education and training of the highest caliber. Judicial education and training continue to be promoted by us and our other traffic safety partners. Where appropriate, presented by the SHSO or other training entities with experienced faculties in the area of traffic safety, including law and procedure.

Countermeasures:

Communications, Training, Outreach and Education

Motorcycle and Moped Rider Safety

Brief Program Overview

The Motorcycle and Moped Rider Safety Program continues to focus on maintaining/reducing rider deaths through; crash data analysis and trend/crash causative factor identification, the subsidization of a NHTSA recognized mandatory motorcycle rider training program, motorist awareness messaging, identification of motorcyclist-specific construction and maintenance practices impacting riders, encouraging riders to wear protective riding gear at all times, and promotion of sober riding, and compliant riding in relation to posted speeds through positive social norming media and training campaigns.

In partnership with the Governor's Advisory Committee on Motorcycle Safety, riding interest groups, political action committees, manufacturers, associations, training providers, and internal and external peers/groups, the program continues to work toward minimizing preventable rider deaths, multi-vehicle crashes, roadway departure crashes, and safe and equitable state-provided or subsidized training services. These efforts are primarily guided by the 2021 Oregon Transportation Safety Action Plan and the specific strategies and actions listed above.

Multiple factors continue to contribute to a general increase year over year to preventable riders' deaths in Oregon and it will primarily take riders – at the individual and group level – to turn this trend around. The Oregon Motorcycle and Moped Rider Safety Program is dedicated to lead and support the need for riders to reverse the trend of increasing rider fatalities on Oregon roadways.

The Key Performance Measures (refer to Metrics Performance Section)

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

C-7) Number of motorcyclist fatalities

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

Performance Review

Through analysis of crash data, leading causative factors in Oregon motorcycle and moped rider deaths continue to include speeding/riding too fast for conditions, and riding impaired (alcohol only, alcohol and drugs, drugs only). Additional common factors in many of these fatal crashes include riding unendorsed, riding without a helmet (or unknown helmet use), roadway departure, following too close/failure to avoid, improper overtaking, riding left of center, and right of way violations. Annually, a small but consistent number of riders in Oregon collide with wildlife, livestock, or domesticated animals which also contributes to the total count of rider deaths each year. Consistently, the majority of these preventable crashes are related to rider choices, and by providing equitable access to training, timely enforcement, safe transportation systems, ongoing improvements to the rider safety program through data analysis followed by program adjustments, and positive peer-rider interactions/modeling coupled with setting high expectations of safe and compliant riding behaviors, ODOT and its partners will work to reverse the trend of more rider deaths.

List of Strategies

Program Area	Strategy	Project Name	Federal Project Number	New (Y/N)
Motorcycle Safety	Communication & Outreach	Motorcyclist Awareness	M11MA-25-80-00-00	N
	Training & Education for Motorcycle Safety	Training & Education for Motorcycle Safety / Motorcycle Helmet Use Promotion Program through training	M11MT-25-80-00-00	N

Adjustments

Communication & Outreach – Motorcyclist Awareness

Adjustment:

Is the implementation of the *Communication & Outreach – Motorcyclist Awareness* countermeasure strategy being adjusted? **No**

Description:

Other than specifically citing the eligible expenses this request is not changing any other aspect (problem ID/Strategy/targets/etc.) of the 3HSP. Problem ID for the Motorcycle Safety program consists of pages 205 thru 231 in the approved 3HSP.

Countermeasures:

- Communication & Outreach – Motorcyclist Awareness

Training & Education for Motorcycle Safety - Training & Education for Motorcycle Safety / Motorcycle Helmet Use Promotion Program through training

Adjustment:

Is the implementation of the *Training & Education for Motorcycle Safety - Training & Education for Motorcycle Safety / Motorcycle Helmet Use Promotion Program through training* countermeasure strategy being adjusted? **No**

Description:

Other than specifically citing the eligible expenses this request is not changing any other aspect (problem ID/Strategy/targets/etc.) of the 3HSP. Problem ID for the Motorcycle Safety program consists of pages 205 thru 231 in the approved 3HSP.

Countermeasures:

- Communication & Outreach – Motorcyclist Awareness

3HSP update

Action: Increase Funding

Description:

Increasing funding 3HSP funding allocation for Motorist Awareness for FY2024 and FY2025. The 3HSP update is adding 405(f) funding for the Motorist Awareness strategy. Other than revising the 405(f) funding allocations, this request is not changing any other aspect (problem ID/Strategy/targets/etc.) of the 3HSP. Problem ID for the Motorist Awareness program consists of pages 227 thru 228 in the approved 3HSP. The funding allocation is being revised by adding the following:

Allocation of Federal Funds – Estimate [1300.11\(b\)\(4\)\(iv\)](#)

Funding Source	2024	2025	2026
405(f)	\$58,839.47	\$55,174.12	\$19,862

3HSP update

Action: Adding Eligible Expenses For Motorcycle Safety Related Programs

Description:

The 3HSP update is adding 405(f) eligible expenses. Other than specifically citing the eligible expenses this request is not changing any other aspect (problem ID/Strategy/targets/etc.) of the 3HSP. Problem ID for the Motorcycle Safety program consists of pages 205 thru 231 in the approved 3HSP. The Eligible Expenses Include:

23 CFR 1300.25(m)

(1) Eligible uses. Except as provided in paragraph (m)(2) of this section, a State may use grant funds awarded under 23 U.S.C. 405(f) only for motorcyclist safety training and motorcyclist awareness programs, including—

(i) Improvements to motorcyclist safety training curricula;

(ii) Improvements in program delivery of motorcycle training to both urban and rural areas, including—

(A) Procurement or repair of practice motorcycles;

(B) Instructional materials;

- (C) Mobile training units; and
 - (D) Leasing or purchasing facilities for closed-course motorcycle skill training;
 - (iii) Measures designed to increase the recruitment or retention of motorcyclist safety training instructors; or
 - (iv) Public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcyclists, including “Share-the-Road” safety messages developed using Share-the-Road model language available on NHTSA's website at <http://www.trafficsafetymarketing.gov>.
-

3HSP update

Action: Increase Funding

Description:

The 3HSP update is adding 405(f) funding for Training and Education for Motorcycle Safety and Rider Licensure strategy. Other than revising the 405(f) funding allocations, this request is not changing any other aspect (problem ID/Strategy/targets/etc.) of the 3HSP. Problem ID for the Motorcycle Rider Safety program consists of pages 223 thru 231 in the approved 3HSP. The funding allocation is being revised by adding the following:

Allocation of Federal Funds – Estimate [1300.11\(b\)\(4\)\(iv\)](#)

Funding Source	2024	2025	2026
405(f)	\$45,963	\$65,662.97	\$45,963

Occupant Protection

Brief Program Overview

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 seatbelts 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.

The Key Performance Measures (refer to Metrics Performance Section)

B-1) Observed seatbelt use for passenger vehicles, front seat outboard occupants (Survey)

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

(Continue to next Page)

Did the program meet the performance targets as indicated in Annual Report

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

Yes – In 2023 Oregon had a seat belt usage rate of 97.01%. In 2022, Oregon was ranked number one in the nation for seat belt use rate at 96.5 percent. In 2023, Oregon's seat belt usage rate increased again to 97.01 percent. 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. The implementation of the countermeasure of High Visibility Enforcement will remain consistent with current practices. There are no changes to strategies at this time.

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

No – According to FARS 2022 data, Oregon had 108 unrestrained passenger vehicle occupant fatalities in all seating positions. The average unrestrained passenger vehicle occupant fatalities in all seating positions from 2018-2022 is 99. The implementation of the countermeasure strategies of High Visibility Enforcement, Child Restraint Inspection Stations, and Communications and Outreach will remain consistent with current practices. There are no changes to strategies at this time.

(Continue to next Page)

List of Strategies

Program Area	Strategy	Project Name	Federal Project Number	New (Y/N)
Occupant Protection	High Visibility Enforcement	Statewide Safety Belt Enforcement, Oregon State Police	M1HVE-25-45-00-0	N
Occupant Protection	High Visibility Enforcement	Local Police Department Safety Belt HVE	OP-25-45-16-00	N
Occupant Protection	Child Restraint Inspection Stations	Access to Car Seats for Low Income on a Sliding Scale	CR-25-45-11-00	Y
Occupant Protection	Child Restraint Inspection Stations	Region 1 CPS Fitting Stations	CR-25-45-11-01	N
Occupant Protection	Child Restraint Inspection Stations	Child Passenger Safety (CPS) Support, Region 2	CR-25-45-12-00	N
Occupant Protection	Child Restraint Inspection Stations	Child Passenger Safety (CPS) Support, Region 3	B1CPS_US-25-45-13-00	N
Occupant Protection	Child Restraint Inspection Stations	Child Passenger Safety (CPS) Support, Region 4	B1CPS-US-25-45-14-00	N
Occupant Protection	Child Restraint Inspection Stations	Child Passenger Safety (CPS) Support, Region 5	B1CPS-US-25-45-15-00	N
Occupant Protection	Communications and Outreach	Statewide Services – Occupant Protection – 405(b)	M1OP-25-45-00-00	N
Occupant Protection	Child Restraint Inspection Stations	Getting Parents Excited About Child Passenger Safety	OP-25-45-17-00	Y
Occupant Protection	Child Restraint Inspection Stations	Safe Rides for Kids: Enhancing Child Passenger Safety in Oregon	OP-25-45-18-00	Y
Occupant Protection	Child Restraint Inspection Stations	Statewide Instructor Development & Tech Training	OP-25-45-19-00	N
Occupant Protection	Communications and Outreach	Statewide Services – Occupant Protection – 402	UNATTD-25-45-00-00	Y

Adjustments

High Visibility Enforcement for Occupant Protection

Adjustment:

Is the implementation of the *High Visibility Enforcement for Occupant Protection* countermeasure strategy being adjusted? **No**

Description:

The implementation of this countermeasure strategy is not changing, as recent updates to the State policy of allowing straight time enforcement activities in addition to overtime enforcement activities for related grant projects is in its infancy and being evaluated for overall effectiveness. Data about the effectiveness of this recent change is not anticipated to be available for several years.

Countermeasures:

- High Visibility Enforcement

Child Restraint Inspection Stations

Adjustment:

Is the implementation of the *Child Restraint Inspection Stations* countermeasure strategy being adjusted? **No**

Description:

The implementation of this countermeasure strategy is not changing, as 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 decreasing the number of unrestrained passenger vehicle fatalities. Year-round public education is necessary to inform and educate motor vehicle drivers and passengers regarding Oregon laws, proper use of restraint systems, consequences of non- or improper use and availability of resources to assist them. Creation of locally based programs provide access to this education through access to certified car seat technicians by appointment or at child restraint inspection stations.

Countermeasures:

- Child Restraint Inspection Stations

Communications and Outreach

Adjustment:

Is the implementation of the *Communications and Outreach* countermeasure strategy being adjusted? **No**

Description:

The implementation of this countermeasure strategy is not changing, as providing education on seat belt safety and child passenger safety is vitally important. Year-round public education is necessary to inform and educate motor vehicle drivers and passengers regarding Oregon laws, proper use of restraint systems, consequences of non- or improper use and availability of resources to assist them. Other than enforcement, education campaigns are one of the only proven countermeasures for occupant projection. The two types of messaging Oregon uses are behavioral, and awareness based.

Countermeasures:

Communications and Outreach

Traffic Enforcement Services

Brief Program Overview

NHTSA asserts that it is important that all stakeholders in the criminal justice system are aware of the efforts being made to reduce traffic fatalities and to that end, peer-to-peer training, education, and outreach have been found to be most effective in promoting proven and promising practices. In Countermeasures That Work, NHTSA refers to training for law enforcement in the areas of motorcycle safety, older drivers, pedestrian safety, bicycle safety and DUI intervention. Additionally, according to NHTSA's Highway Safety Program Guideline, March 2009 law enforcement training is essential to support traffic enforcement services and to prepare law enforcement officers to effectively perform their duties. Training accomplishes a wide variety of necessary goals and can be obtained through a variety of sources.

This project also supports co-funding the impaired driving program and the necessary hours for DPSST to provide various traffic safety training activities throughout the state to law enforcement officers. Specifically, speed enforcement by providing training for radar/lidar training. These training projects address problems identified in Police Traffic Services of the Triennial Highway Safety Plan.

The Key Performance Measures (refer to Metrics Performance Section)

C-1) Number of traffic fatalities (FARS)

Program Review

This program did not meet the performance standards of lowering traffic fatalities to 488 in 2021. Instead saw a 21% increase in statewide traffic fatalities. Region 3 experienced a record high number of 112 traffic fatalities in 2021, the highest in over a decade.

List of Strategies

Program Area	Strategy	Project Name	Federal Project Number	New (Y/N)
Traffic Enforcement Services	Communications, Training, Outreach and Education	DPSST LE Training	M8*PT-25-30-00-00	N
Traffic Enforcement Services	Communications, Training, Outreach and Education	Law Enforcement Training (Statewide)	PT-25-30-16-00	N

Adjustments

Traffic Enforcement Services LE Trainings

Adjustment:

Is the Traffic Enforcement Services countermeasure of Communications, Training, Outreach and Education being adjusted? **No**

Description:

This countermeasure strategy is not changing as it continues to be successful in reference to the delivery of training and attendance by officers. Many officers and agencies rely on outside trainings such as this, especially smaller agencies that don't have as many resources. In 2021 we saw a significant increase in fatalities across the state. We were still experiencing fallout from the covid 19 pandemic, many agencies also wanted officers to limit traffic stops to egress violations. Even lesser vehicle miles being travelled, we also saw record numbers of speed violations and at record speeds; often triple digits. Holding these various trainings, officers have the ability to learn new information, techniques, make new contacts and become revitalized about the importance traffic safety is. They also receive continuing education credits to maintain their police certification.

Countermeasures:

Communications, Training, Outreach and Education

3HSP update: 405(e) Flex: Police Traffic Services

Action: Requested

Description:

This request reduces the 402 allocation to \$150,000 in FY2025 and FY2026 and moves \$100,000 originally allocated from 402 to 405(e) Flex for the Law Enforcement Traffic Safety Training Programs addressing the strategy of Communications, Training, Outreach and Education on pages 257-260 of the Oregon Approved 3HSP 2024-2026.

Allocation of Federal Funds – Estimate

Funding Source	2024	2025	2026
402	\$0	\$150,000	\$150,000
405(e) Flex	\$0	\$100,000	\$100,000

Roadway Safety

Brief Program Overview

The Roadway Safety Program partners with the ODOT Traffic-Roadway Section to educate local, regional and tribal governments, as well as private contractors who build and maintain roads, to ensure that all roads are engineered to meet the highest safety standards and systematic improvements in high crash risk locations. The Safe Systems approach – engineering, enforcement, education and emergency medical services – are the foundation of all Roadway Safety Program activities.

The Key Performance Measures (refer to Metrics Performance Section)

In fiscal year 2023 the Roadway Safety, Safety Corridors was placed under Police Traffic Services and had no standalone program section or performance measure in the FY 23 AGA.

Performance Review

See Statewide performance measures

List of Strategies

Program	Strategy	Project Name	Federal Project Number	New (Y/N)
Roadway Safety	Data and Program Evaluation	Digital Alert Technology Analysis	M1*RS-25-77-16-00	N
	Digital Alerting	Digital Alert Technology	M12BDAT-25-77-16-00	N
	Visible Enforcement	Safety Corridor Education and Enforcement	RS-25-77-16-00	N

Adjustments

Training and Education for Roadway Safety

Adjustment:

Is the implementation of the *The Safe Systems approach – engineering, enforcement, education and emergency medical services* as a countermeasure strategy being adjusted? **Yes**

Description:

We will continue to work with law enforcement agencies and work to educate the public. However, the safe systems design hierarchy to be used as a framework for evaluating countermeasures or strategies based on their alignment with the Safe System principle that deaths and serious injuries are unacceptable rather than a countermeasure itself therefore, we have adopted the following countermeasure adjustments.

Countermeasures:

Data and Program Evaluation: Each State should access and analyze reliable data sources for problem identification and program planning. Each State should conduct several different types of evaluation to effectively measure progress and to plan and implement new program strategies, as identified by NHTSA in the Uniform Guidelines for Highway Traffic Safety Program. Located in the 2025 3HSP Update section.

Digital Alerting, Located in the 2025 3HSP Update

Visible Enforcement for Roadway Safety

Adjustment:

Is the implementation of the *Visible Enforcement* countermeasure strategy being adjusted? **No**

Description:

We will continue to work with law enforcement agencies and work to educate the public.

Countermeasures:

Visible Enforcement

3HSP update: Roadway Safety Preventing Roadside Deaths 405(h)

Action: Request

Description:

This request includes countermeasures strategies changes and funding amounts to the Preventing Roadside Deaths program for Digital Alert Technology and adds 405(b) Flex funding which requires an update to the 3HSP funding allocation. The 3HSP update is adding 405(b) Flex funding for FY2025 and FY2026 for Preventing Roadside Deaths. This request updates relevant 405(h) and 405(b) Flex references in the 3HSP:

- Page 2 – **no change**
- Page 270, add countermeasure strategies

Digital Alerting to enable first responder vehicles to broadcast life-saving digital alerts that protect all roadway users.

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

- Page 270 – strike, “A number of ODOT first responder vehicles currently have digital alert technologies in place.”
- Page 270 – **update**, Allocation of Federal Funds, 3HSP Update: 405(h) Preventing Roadside Death and 405(b) Flex.

Allocation of Federal Funds – Estimate [1300.11\(b\)\(4\)\(iv\)](#)

Funding Source	2024	2025	2026
402	\$25,000	\$25,000	\$25,000
FHWA	\$643,000	\$680,000	\$680,000
405(h)	\$0	\$115,348	\$115,000
405(b) Flex	-	\$150,000	\$150,000

Safe Driving

Brief Program overview

The Safe Driving program consists of five different focus areas: Aging Road Users, Drowsy Driving, Following Too Close, Red Light Running and Lights and Swipes. Media campaigns are done for these programs to promote awareness and education to change driver behavior in these areas to prevent motor vehicle crashes, fatalities, and injuries.

The Key Performance Measures (refer to Metrics Performance Section)

OR-7) Number of fatal and serious injuries for drivers 65 years of age and older

Performance Review

Aging Road users are going to be trained during 2025, using At-Risk Providers certified through DMV.

List of Strategies

Program	Strategy	Project Name	Federal Project Number	New (Y/N)
Safe Driving	Education	Safe Driving Education	DE-25-20-16-00	N

Annual Adjustments

Adjustment:

Is the implementation of the *Communications and Outreach* countermeasure strategy being adjusted? **No**

Description

The implementation of this countermeasure strategy is not changing because we met our target and training can be effective.

Countermeasures:

Education

Formal Courses for Older Drivers

3HSP update: Safe Driving

Action: Request

Description:

This request combines amounts to the Safe Driving program for Safe Driving Statewide: Education and Media Aging Program Media/Education and adds 402 funding which requires an update to the 3HSP funding allocation. The 3HSP update is removing 405(b) Flex funding for FY2025 and FY2026 for Safe Driving. This request updates relevant 405(e) Flex and 402 references in the 3HSP:

- Page 2 – **no change**
- Page 279 – **update**, Allocation of Federal Funds, 3HSP Update: 405(e) Flex and 402

Allocation of Federal Funds – Estimate [1300.11\(b\)\(4\)\(iv\)](#)

Funding Source	2024	2025	2026
402	\$25,000	\$220,000	\$220,000
405(e) Flex	\$300,000	-	-

The update of Federal Funds is due to the needs of this training especially in rural areas and its success. Each year we plan to have more providers licensed and those that are licensed to keep their license. Most rural EMS is volunteers and do not have the funds for training. This project is to increase the workforce and knowledge through training to reduce response time with a knowledgeable workforce.

Based on the annual report, the object was adjusted. See page 74 in the FFY 2023 Annual Report. The saturation statewide for all of these programs was very robust this year, we heard positive feedback from the community.

Speed

Brief Program Overview

Speed fatalities in Oregon have been on the rise since 2018, seeing an 87% increase over four years, with a brief respite in 2020, when speed fatalities and serious injuries decreased 7% from 2019 to 2020. All Regions except Region 4 saw increases over the four-year period. FARS data for 2021 shows a 14% increase in speed related fatalities.

Problem identification on pages. 257-258 of the Triennial HSP.

The Key Performance Measures (refer to Metrics Performance Section)

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

Performance Review

According to 2021 FARS data the target number of 153, or less the performance measure was not met.

Oregon law enforcement agencies are starting to see a spike in the number of street racing and street takeover events. It has become a more common problem even outside of Portland.

In 2023, there were 139 street racing events in Portland, three of those events had upwards of a thousand people turn out to participate or supports street racers and spanned over a 3-day period. These street racing events generated 238 calls for service and resulted in 4 vehicular related deaths. There has been a total of 12 homicides related to street takeovers since 2021 in Portland. The last major street racing event in Portland in April 2024 had over 1,000 participants show up to block streets, cheer on racers, and wreak havoc on the City of Portland. During that event, 3 pedestrian observers were struck by vehicles doing burnouts in an intersection.

List of Strategies

Program Area	Strategy	Project Name	Federal Project Number	New (Y/N)
Speed	Communications and Outreach Supporting Enforcement	Speed Public Information and Education	M8*SC-25-35-00-00	N
Speed	High Visibility Enforcement	Speed – HVE Oregon Impact	SC-25-35-16-00	N
Speed	High Visibility Enforcement	Speed Racing Enforcement Portland Police Bureau	SC-25-35-18-00	Y
Speed	High Visibility Enforcement	Speed and Aggressive Driving Enforcement –Oregon State Police	M8*SC-25-35-19-00	N
Statewide - Region 1 Speed Management	High Visibility Enforcement	Supplies for Speed Enforcement Activities for Forest Grove Police Department	SC-25-35-11-00	N
Statewide - Region 2 & 3 Speed Management	High Visibility Enforcement Dynamic Speed Display/Feedback	Region 2 and 3 Speed Enforcement Outreach and Education	SC-25-35-13-00	N
Statewide - Region 4 Speed Management	High Visibility Enforcement Dynamic Speed Display/Feedback	Region 4 Speed Enforcement Outreach and Education	SC-25-35-14-00	N
Statewide - Region 4 Speed Management	Dynamic Speed Display/Feedback	Redmond School Zone Safety & Driver Compliance Initiative	SC-25-35-14-01	Y

Statewide - Region 5 Speed Management	High Visibility Enforcement Dynamic Speed Display/Feedback	Region 5 Speed Enforcement Outreach and Education	SC-25-35-15-00	N

3HSP Updates – Speed Chapter

Update 1: Enforcement, Outreach, Education, and Awareness Activities

Update 2: Speed Racing Enforcement Activities

3HSP Update 1 - Speed (enforcement, outreach, education, and awareness activities).

Action:

Increase funding, adding specific enforcement, outreach, education, and awareness activities and related equipment/supply purchases to support the activities associated with the enforcement, outreach, education, and awareness related to speeding.

Description:

This update is increasing 3HSP funding allocation for FY2025 and is specifically adding outreach, education, and awareness activities, including the addition of the *Dynamic Speed Display/Feedback Signs* countermeasure. It is also adding related equipment/supply purchases to support the activities associated with the enforcement, outreach, education and awareness activities related to speeding.

Additionally, this update is intended to add a funding source (Section 405e-Flexible) to the High Visibility Enforcement strategy for Speed described on pages 283 – 285.

These funds will be used for previously identified activities previously covered by Section 402 funds. Additional 402 funding is also added for FY2025 and FY2026 to support planned activities not contemplated at the time this Triennial Highway Safety Plan was written and approved. The High Visibility Enforcement Allocation of Federal Funds – Estimate chart below will replace the existing chart on page 285.

This update will change the funding source for the *Communications and Outreach Supporting Enforcement* Strategy found on pages 282 – 283 of the approved Triennial Highway Safety Plan from Section 402 to Section 405e-Flexible. This change will accommodate budget needs for the remainder of the FY2024 – FY2026 triennial period. The Communications and Outreach Supporting Enforcement Allocation of Federal Funds – Estimate chart below will replace the one found on page 283.

Strategy:

Elevate transportation system users' awareness of their speeds in specific areas within a community to increase compliance with posted speed limits. Increase law enforcement agency speed enforcement capabilities through speed data collection, data-informed speed enforcement missions, the use of speed measuring devices and equipment/supplies necessary to support speed enforcement activities, and innovative transportation system user education initiatives. Speed enforcement, outreach, awareness, and education activities are intended to reduce traffic crashes, injuries, and fatalities.

Problem:

Speeding continues to be a locally identified problem. Local crash data demonstrates that speeding continues to contribute to crashes, injuries and fatalities. Community partners are requesting law enforcement agencies dedicate enforcement staff and resources to address this problem. Law enforcement agencies continue to be limited in available staff and resources to assign to speeding issues known to those agencies or reported by individuals and community partner entities. Law enforcement agencies are seeking opportunities and resources to support existing enforcement activities to increase public awareness of and compliance with speed limits without additional staff. Law enforcement agencies are seeking opportunities to strategically carry out enforcement activities informed by data gathered through the use of deployed equipment in areas of concern. Law enforcement agencies are seeking opportunities to provide the traveling public with information (outreach/education/awareness) related to their speeds while gathering speed data in areas of concern. Part of the intent of this outreach, education, and awareness effort is intended to gain compliance with speed limits in areas of concern. The outcome is intended to result in less enforcement activity demand than if no effort was made to bring the issue of speed to the attention of the transportation system users prior to or in conjunction with a speed enforcement mission.

Unstaffed speed display devices, also known as speed feedback signs, which can be portable (on trailers) or permanently installed, can show drivers that they are speeding and may encourage some drivers to slow down. These feedback signs (with radar to detect speeds) may also suggest to drivers that speeds are being monitored or enforcement is nearby. Portable changeable message signs (PCMS) are a similar device that can be triggered by speeding but display a message such as "Slow Down Now."

Automated speed display monitors also provide a method to collect location-specific travel speed data. A meta-analysis of dynamic speed feedback devices found that these devices are effective at reducing speed at installation locations for different vehicle types across a variety of roadway contexts (Fisher et al., 2021).

Work Zone:

Speed feedback plus other messages such as "Slow Down Now" when triggered by a threshold speed, can also be effective in reducing speeds in work zones (Brewer et al., 2006; Mattox et al., 2007). In work zones, a combination of a parked police vehicle and speed feedback trailer reduced average and 85th percentile traffic stream speeds and

free flow speeds to a similar degree as automated camera enforcement, whereas the effect of speed trailers alone was the same as no treatment. The presence of parked police alone was also effective, but to a lesser extent than the combination of police + trailer or the camera system. The number of speeders above 10 mph over the limit was essentially reduced to zero by both the automated enforcement and police + trailer combination. However, the treatment effects on speeds in work zones disappeared within 40 – 50 minutes of removal (Hajbabaie et al., 2011).

School Zone Speeding:

Signs that provided either an implication that speeds were being monitored or a social norms message (“Average Speed” at the site; “Your Speed”) were effective at reducing speeds in a 50 km/h (31 mph) zone (Wrapson et al., 2006). Several U.S. studies have found promising reductions of speeds in school zones in response to permanent installations of speed display or changeable message signs (Lee et al., 2006; O’Brien & Simpson, 2012; Rose & Ullman, 2003), and little sign of driver “habituation” to the signs during school hours (O’Brien & Simpson, 2012).

Curves/Rural Communities:

Permanently installed dynamic speed display signs also decreased speeds and crashes at rural, two-lane curves (speed limits 50 to 60 mph). A high-quality evaluation of dynamic speed display or curve warning signs installed at 22 rural, two-lane sites in 7 States estimated that crashes were decreased by 5 to 7% (Hallmark et al., 2015). The evaluators tested speed feedback signs and dynamically activated curve warning signs with the message “Slow Down” when motorists exceeded the 50th percentile speed on sites selected for speeding and crash problems. The speed sign displayed the vehicle’s actual speed, up to a certain threshold, which was selected to avoid the possibility that displaying actual speeds would encourage some motorists to test their speeds above this level. Once this maximum speed was displayed, the signs replaced the number or message with the actual speed limit or advisory limit. The evaluation found both sign types reduced the average mean speed and proportions of vehicles exceeding by 5, 10, 15, and 20 mph at 1 month, 12 months, and 24 months after installation at most locations. Although trends suggested the speed feedback signs were slightly more effective at reducing speeds at more sites compared to the “slow down” signs, statistical tests could not confirm this trend

Countermeasures and Justification:

Strategy - Communications and Outreach Supporting Enforcement – CTW 3 stars citation, Chapter 3, Item 4.1 – Page 282 3HSP

Communications and Outreach Supporting Enforcement Allocation of Federal Funds – Estimate (Will Replace the Funding Estimate on Page 283)

[1300.11\(b\)\(4\)\(iv\)](#)

Chapter	Funding Source	2024	2025	2026
Speed	402	\$75,000	\$0	\$0
Speed	405 E Flex	\$0	\$75,000 M8*SC-25-35-00-00	\$75,000

Strategy - High-Visibility Enforcement for Speed, 4 stars, page 4-31 – Page 284 3HSP

High Visibility Enforcement Allocation of Federal Funds – Estimate (Will Replace the Funding Estimate on Page 285 AND is a duplicate table referenced in the 3HSP Update – Speed Racing Enforcement Activities) [1300.11\(b\)\(4\)\(iv\)](#)

Chapter	Funding Source	2024	2025	2026
Speed	405 E-Flex	\$0	\$140,000 (M8*SC-25-35-19-00)	\$165,000
Speed	402	\$798,851	\$902,500 (SC-25-35-16-00) (SC-25-35-18-00)	\$900,000
Speed Region 1	402	\$21,150.00	\$7,900 (SC-25-35-11-00)	\$100,000
Speed Region 2	402	\$0	*See below	
Speed Region 2 & 3	402	\$0	\$34,000 (SC-25-35-13-00)	
Speed Region 3	402	\$13,333	*See below	
Speed Region 4	402	\$13,333	\$28,100 (SC-25-35-14-00)	
Speed Region 5	402	\$13,333	\$6,000	

			(SC-25-35-15-00)	
3 Year Total of 402 Funds: \$2,838,500		\$860,000	\$978,500	\$1,000,000

***FFY25 combined Regions 2 and 3 into one grant with the total amount listed in the Region 2 & 3 row.**

Strategy - Dynamic Speed Display/Feedback Signs, 5 stars, page 4-36 – **New to 3HSP**

And

Equipment and supplies are allowable expenses if they are necessary to carry out or support the activity of a project. In this case, the activity is speed enforcement, education, outreach, and awareness.

2 CFR 200.313, 2 CFR 200.314, and 2 CFR 200.439

Uniform Guidelines for State Highway Safety Programs – Highway Safety Program Guideline No. 15 – Traffic Enforcement Services - [Uniform Guidelines for State Highway Safety Programs \(nhtsa.gov\)](https://www.nhtsa.gov)

Dynamic Speed Display/Feedback Allocation of Federal Funds – Estimate
[1300.11\(b\)\(4\)\(iv\)](#)

Chapter	Funding Source	2024	2025	2026
Speed	402	\$0	\$0	\$0
Speed Region 1	402		\$0	\$175,000
Speed Region 2	402		*See below	
Speed Region 2 & 3	402		\$51,000 (SC-25-35-13-00)	
Speed Region 3	402		*See below	
Speed Region 4	402		\$108,000 (SC-25-35-14-00)	
Speed Region 5	402		\$14,000 (SC-25-35-15-00)	

3 Year Total of 402 Funds: \$348,000	\$0	\$173,000	\$175,000

***FFY25 combined Regions 2 and 3 into one grant with the total amount listed in the Region 2 & 3 row.**

Target (link to all strategies listed):

C-1 Number of traffic fatalities (FARS)

Strategy to Project Considerations (23 CFR 1300.11(b)(4)(v) and 23 CFR 1300.11(b)(4)(vi)):

Considerations will include but are not limited to priorities and actions identified in local transportation safety plans, and local transportation jurisdiction and local law enforcement agency requests for assistance that are supported by information including traffic safety data, community feedback and engagement, high crash areas, affected communities, and community priorities.

Uniform Guideline number 15 supports the selection of the identified countermeasures. Specifically, the sections related to enforcement, data, and communication.

3HSP Update 2 - Speed - (Speed Racing Enforcement activities).

Action:

Increase funding, highlighting/adding speed racing as a distinct problem and enforcement as a distinct activity to address the speed racing problem.

Description:

This update is increasing the 3HSP funding allocation for FY2025 and is specifically adding funding for speed racing enforcement activities. It is also adding related equipment/supply purchases to support the activities associated with the enforcement of laws related to speed racing.

Strategy:

Increase law enforcement agency speed racing enforcement capabilities through speed racing enforcement missions and activities that support the development, implementation, and follow-on activities necessary to carry out those missions. Supply law enforcement agencies with the equipment/supplies necessary to support speed racing enforcement activities. Speed racing enforcement activities are intended to reduce traffic crashes, injuries, and fatalities.

Problem:

Speed racing continues to be a locally identified problem. Local crash data demonstrates that speed racing continues to contribute to crashes, injuries and fatalities.

Due to the increasing problem of speed racing in certain areas of the state, there is a need to add specific speed racing activities and related equipment/supply purchases to the HVE activities, and related equipment purchases to support the activities associated with HVE Speed Racing enforcement efforts. Review of crash data supports dedicated speed racing enforcement activity to address this issue in specific locations throughout the state.

Speed racing and related activities impacting the transportation system continue to see growth in specific locations within Oregon. These semi-organized events have resulted in property damage, injuries and fatalities to event participants, bystanders, and people not associated with the event. In 2023 in Portland, there were 139 street racing events, three of those events had upwards of a thousand people turn out to participate or support street racers and spanned over a 3-day period. These street racing events generated 238 calls for service and resulted in 4 vehicular related deaths. There has been a total of 12 homicides related to street takeovers since 2021. In one of the last major street racing events in April 2024, there were over 1,000 participants that blocked streets impacting traffic flow and EMS routes and exposing drivers, riders, observers and non-participants to elevated risk of being involved in a preventable crash. During that event, 3 pedestrian observers were struck by vehicles doing burnouts in an intersection.

Example of the local problem - summary of activities performed in a recent three-day speed racing intervention mission (8/2/2024 – 8/4/2024). Reported by the Portland Police Bureau related to a multi-agency speed racing mission:

184 traffic stops
80 citations
39 vehicles towed
29 arrests

These events take a concerted effort (activities) and a significant amount of resources to address the activity of speed enforcement during these events. These activities and resources include:

- investigation activities into the organization/staging of the events.
- pre and post investigations of the participants (vehicle owners, drivers/riders, active participants)
- interagency coordination/scheduling
- straight time and overtime expenditures
- resource dedication (vehicles, plane, UAV), equipment/supply purchase/training/distribution/use
- documentation/evidence processing
- evidence storage
- trial preparation and prosecution

The concern is that without visible enforcement, awareness, outreach, and educational interventions for participation in the events more crashes will occur leading to more injuries and fatalities. Additionally, without visible and publicized enforcement and prosecution activities related to speed, there is concern that speed racing events will lead to more unsafe driving behavior by this group of drivers even when not involved in the events themselves.

Countermeasures and Justification:

Strategy - Speed High-Visibility Enforcement, 4 stars, page 4-31 – Page 284 3HSP

And

Equipment and supplies are allowable expenses if they are necessary to carry out or support the activity of a project. In this case, the activity is speed enforcement, education, outreach, and awareness.

2 CFR 200.313, 2 CFR 200.314, and 2 CFR 200.439

Uniform Guidelines for State Highway Safety Programs – Highway Safety Program Guideline No. 15 – Traffic Enforcement Services - [Uniform Guidelines for State Highway Safety Programs \(nhtsa.gov\)](https://www.nhtsa.gov/rulemaking/uniform-guidelines-for-state-highway-safety-programs)

High Visibility Enforcement Allocation of Federal Funds – Estimate (Will Replace the Funding Estimate on Page 285 AND is a duplicate table referenced in the 3HSP Update - Speed Enforcement, Outreach, Education, and Awareness Activities) 1300.11(b)(4)(iv)

Chapter	Funding Source	2024	2025	2026
Speed	405 E-Flex	\$0	\$140,000 (M8*SC-25-35-19-00)	\$165,000
Speed	402	\$798,851	\$902,500 (SC-25-35-16-00) (SC-25-35-18-00)	\$900,000
Speed Region 1	402	\$21,150.00	\$7,900 (SC-25-35-11-00)	\$100,000
Speed Region 2	402	\$0	*See below	

Speed Region 2 & 3	402	\$0	\$34,000 (SC-25-35-13-00)	
Speed Region 3	402	\$13,333	*See below	
Speed Region 4	402	\$13,333	\$28,100 (SC-25-35-14-00)	
Speed Region 5	402	\$13,333	\$6,000 (SC-25-35-15-00)	
3 Year Total of 402 Funds: \$2,838,500		\$860,000	\$978,500	\$1,000,000

***FFY25 combined Regions 2 and 3 into one grant with the total amount listed in the Region 2 & 3 row.**

Target (link to strategy):

C-1 Number of traffic fatalities (FARS)

Strategy to Project Considerations (23 CFR 1300.11(b)(4)(v) and 23 CFR 1300.11(b)(4)(vi)):

Considerations will include but are not limited to priorities and actions identified in local transportation safety plans, and local transportation jurisdiction and local law enforcement agency requests for assistance that are supported by information including traffic safety data, community feedback and engagement, high crash areas, affected communities, and community priorities.

Uniform Guideline number 15 supports the selection of the identified countermeasures. Specifically, the sections related to enforcement, data, and communication.

Traffic Records

Brief Program Overview

The Traffic Records Program provides funding selected based on performance measures identified in the Traffic Records Assessment and Traffic Records Strategic Plan annually approved by the Traffic Records Coordinating Committee. The projects selected are designed to improve traffic records performance measures, and to allow for the more timely, complete, accurate, integrated, accessible data.

The countermeasure strategy of traffic records improvement was informed by Highway Safety Program Guideline number 10 specific to traffic record system information components, traffic records system information quality, uses of a traffic records system, traffic records system management. Projects are selected by the Traffic Records Coordinating Committee under the guidance of the Traffic Records Strategic Plan.

The Key Performance Measures (refer to Metrics Performance Section)

OR-9) Number of traffic records performance measures identified in Traffic Records Strategic Plan.

Performance Review

Yes, the performance measure was met. No changes from the approved 3HSP are anticipated. For the year 2023, we successfully improved 1 (one) traffic record. “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, allowing Oregon to progress with its 405c program.”

List of Strategies

Program Area	Strategy *See list below	Project Name	Federal Project Number	New (Y/N)
Traffic Records	15.6	B3C-25-54-16-00 ODOT Data MIRE File Improvement	B3C-25-54-16-00	N
	15.6	ODOT Traffic Roadway Analysis Effort	B3SA-25-54-18-00	N
	15.6	ODOT Data Transinfo Migration	B3SP-25-54-19-00	Y
	15.4	CAR Unit Crash Data Timeliness	B3SP-25-54-20-00	Y
	15.4	DMV Online Citizen Crash Report	B3T-25-54-16-00	N
	15.4	DMV Crash Report Imaging	B3T-25-25-17-00	N
	15.4	Risky Driver Research	B8L *PT-25-22-11-00	Y
	15.1,15.3	STOP-Statistical Transparency of Policing	F1906CMD-25-54-00-00	N
	15.3	TSO-Local Ecite/Ecrash	TR-25-54-00-00	N
	15.4	Safe System Research Road Map	TR-25-54-16-00	Y

Annual Adjustments

15.1 Improves timeliness of a core highway safety database.

Adjustment:

Is the Improves timeliness of a core highway safety database countermeasure strategy being adjusted? **No**

Description:

The implementation of this countermeasure strategy is not changing because we are timeliness is a core need for highway safety professionals.

15.2 Provide labor and resources to improve EMS records and availability in a timely accurate manner

Adjustment:

Is the Provide labor and resources to improve EMS records and availability in a timely accurate manner countermeasure strategy being adjusted? **No**

Description:

The implementation of this countermeasure strategy is not changing because modernization and improvement of the EMS records system will provide meaningful decision making capabilities for decision makers.

15.3 Provide tools and training to local law enforcement to issue electronic citation and crash documentation.

Adjustment:

Is the Provide tools and training to local law enforcement to issue electronic citation and crash documentation countermeasure strategy being adjusted? **No**

Description:

The implementation of this countermeasure strategy is not changing because modernization and improvement of the Citation and crash documentation records systems will provide meaningful decision making capabilities for decision makers.

15.4 Provide labor, software, and assistance to improve the overall functionality of the crash records system

Adjustment:

Is the Provide labor, software, and assistance to improve the overall functionality of the crash records system countermeasure strategy being adjusted? **No**

Description:

The implementation of this countermeasure strategy is not changing because modernization and improvement of the crash documentation records systems will provide meaningful decision making capabilities for decision makers.

15.5 Provide resources to better integrate EMS, Crash, and possibly other data in Oregon, and where possible improve access.

Adjustment:

Is the Provide resources to better integrate EMS, Crash, and possibly other data in Oregon, and where possible improve access countermeasure strategy being adjusted? **No**

Description:

The implementation of this countermeasure strategy is not changing because modernization and improvement of the crash documentation records systems will provide meaningful decision making capabilities for decision makers.

15.6 Provide software and assistance to improve the overall completeness and accessibility of the roadway systems measurements and data

Adjustment:

Is the Provide software and assistance to improve the overall completeness and accessibility of the roadway systems measurements and data countermeasure strategy being adjusted? **No**

Description:

The implementation of this countermeasure strategy is not changing because modernization and improvement of the crash documentation records systems will provide meaningful decision making capabilities for decision makers

Vehicle Equipment Safety Standards

Brief Program Overview

The Vehicle Equipment Safety Standards Program provides resources regarding vehicle equipment standards as they relate to federal and state laws and rules. The program also administers the Emergency Vehicle Designation and Tow Truck Equipment programs.

The Key Performance Measures (refer to Metrics Performance Section)

OR-4) Number of people killed or seriously injured due to defective/inadequate brakes, or no brakes.

Performance Review

No, although the 2018-2022 5 year rolling average is 16 versus the 2017-2021 5-year average of 12, the 5-year rolling average of fatalities has remained the same and there have been an increase in serious injuries, which may indicate a decrease in the severity of crashes occurring.

List of Strategies

Program Area	Strategy	Project Name	Federal Project Number	New (Y/N)
Vehicle Equipment	Safe Systems	Safety Awareness	CL-25-80-00-00	N

Adjustments

Training and Education for Vehicle Equipment Safety

Adjustment:

Is the implementation of the *Training and Education for Vehicle Equipment Safety* countermeasure strategy being adjusted? **No**

Description:

We will be working with ODOT Communications to produced new educational videos and social media informational ads in English and Spanish, but the countermeasure strategy will remain the same.

Countermeasures:

Training and Education for Vehicle Equipment Safety

NHTSA Funds

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

Other Funds

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

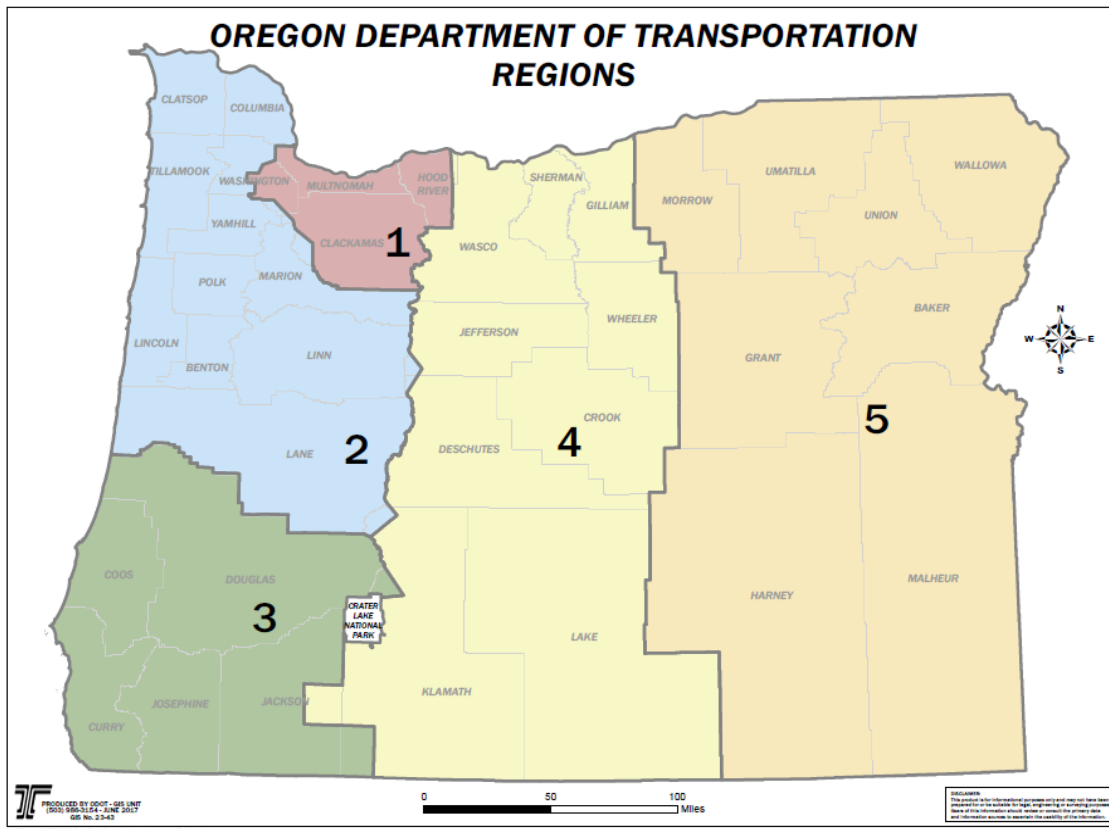
Links to 23 CFR:

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

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

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

ODOT Region Map and Table of Counties by Region



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

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

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

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

Promised Projects:

In Accordance with the requirements of 23 CFR 1300.41 (b)(3) there are two Promised Projects for FFY2025.

M11MA-25-80-00-00 obligates \$55,174.12 of 405(f) funds allocated in 2021.

DUI_AL-25-14-16-00 obligates \$20,700 of 164 funds allocated in 2023.

Program	Federal Project Number	Project Title
Statewide	See breakout below	Program Management
Anticipated Award Amount	Funding Source*	
\$1,555,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☒ No ☐
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
GTS 402 eligibility codes: PS, CP,DD, DE, EM, MC, OP, RS, SC, PT, RT, CL, TC 23 USC 402: Highway safety programs (house.gov): 402 funds - for each individual program the 402 Program Management fund allocation will be as identified in the table below. Program Management activities include salaries, benefits, travel, services and supplies, and office supplies for management and support personnel.

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

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

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

Location and Affected Communities:

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

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

ODOT Transportation Safety Office, State Governmental Agency

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

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

<u>Local Expenditure</u>	Yes ☐	No ☒
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and %	N/A	

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs, specifically paragraph (c)
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☒ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☒ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost Sharing or Matching: The cost sharing or matching for Program Management will come from state funds. Program Management costs are those direct and indirect costs that are attributable to the management of the individual Highway Safety Program: Bicycle and Pedestrian, Community Safety Programs, Distracted Driver, Driver Education, Emergency Medical Services, Motorcycle Programs, Occupant Protection, Roadway Safety, Speed Management, Traffic Services, Traffic records, Vehicle Equipment, Judicial. Program Management costs include salaries, benefits, program specific memberships & subscriptions, travel, services and supplies, and office supplies for management and support personnel.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

This activity will contribute to the state highway safety performance target of reducing the total number of fatalities through state level program management to ensure program activities are implemented as identified by NHTSA as necessary in the Uniform Guidelines for State Highway Safety Program.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

This program will support all Public Participation and Engagement events as those occur throughout the FFY.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Please see Program listing, program numbers and funding break out below.

Program Name	Project Number	Anticipated 402 Award	State Highway Funds
Bicycle and Pedestrian	PS-25-68-90-00	\$62,000.00	\$25,000.00
Community Safety Programs	CP-25-25-90-00	\$730,710.11	\$232,856.00
Distracted Driver	DD-25-20-90-00	\$71,413.49	\$30,706.00
Driver Education	DE-25-20-90-00	\$76,639.49	\$30,319.74
Emergency Medical Services	EM-25-24-90-00	\$52,848.09	\$20,424.00
Motorcycle Programs	MC-25-80-90-00	\$60,896.77	\$30,448.39
Occupant Protection	OP-25-45-90-00	\$160,168.47	\$60,084.24
Roadway Safety	RS-25-77-90-00	\$43,092.51	\$21,546.20
Speed Management	SC-25-35-90-00	\$41,098.42	\$20,549.20
Traffic Services	PT-25-30-90-00	\$34,065.62	\$17,032.80
Traffic records	TR-25-54-90-00	\$32,991.85	\$16,495.90
Vehicle Equipment	CL-25-80-90-00	\$99,277.52	\$49,638.71
Judicial	TC-25-24-90-00	\$89,797.66	\$44,898.83
Totals		\$1,555,000.00	\$600,000.00

Program	Federal Project Number	Project Title
Statewide	PA-25-91-90-00	Planning & Administration
Anticipated Award Amount	Funding Source*	
\$900,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☒ No ☐	
This project will fund Planning and Administrative (P&A) costs for TSO's Highway Safety Program(s). Eligible expenses will include travel, services and supplies, and office equipment expenses to support program management and efforts (23 CFR 1300.13(a)). Authority provided to State Highway Safety Offices empowers the SHSO to carry out the activities described in 23 CFR 402.	
<u>Program Management Costs</u> Yes ☐ No ☐	
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).	
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒	
Click or tap here to enter text.	

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
23 CFR 1300 13(a)(1)(i): Planning and administration (P & A) costs are those direct and indirect costs that are attributable to the management of the Highway Safety Agency. Such costs could include salaries, related personnel benefits, travel expenses, and rental costs specific to the Highway Safety Agency. The salary of an accountant on the State highway safety agency staff is an example of a direct cost attributable to P & A. Centralized support services such as personnel, procurement, and budgeting would be indirect costs.

Planning and Administration: a maximum of 18% of annual 402 funds may be used for planning and administration (P&A), with 38.41% match requirement.

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance,
- affected communities, where applicable.

This project will fund Planning and Administrative (P&A) costs for TSO's Highway Safety Program(s). Eligible expenses will include travel, services and supplies, and office equipment expenses to support program management and efforts (23 CFR 1300.13(a)). Authority provided to State Highway Safety Offices empowers the SHSO to carry out the activities described in 23 CFR 402. Throughout all ODOT Regions 1-5, See ODOT Region Map and Table of Counties by Region.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

ODOT, Transportation Safety Office, State Governmental Agency

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

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

<u>Local Expenditure</u>	Yes ☐	No ☒
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and %	N/A	

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☒ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs, specifically paragraph (c)
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☒ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost Sharing or Matching: The cost sharing or matching for P&A will come from state funds or via the TSO portion of the Quarterly Assessment charges. Planning and administration (P & A) costs are those direct and indirect costs that are attributable to the management of the Highway Safety Agency. Such costs could include salaries, related personnel benefits, travel expenses, and rental costs specific to the Highway Safety Agency.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

This activity will contribute to the state highway safety performance target of reducing the total number of fatalities through state level program management to establish procedures, conduct planning and ensure program activities are implemented as identified by NHTSA as necessary in the Uniform Guidelines for State Highway Safety Program.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

<u>Public Participation and Engagement (PP&E)</u>
Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.
This program will provide the funding and support required by the individual highway safety programs to conduct Public Participation and Engagement events.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
N/A

Program	Federal Project Number	Project Title
Statewide	CP-25-25-00-00	ODOT Regions: Program Management
Anticipated Award Amount	Funding Source*	
\$175,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☒ No ☐
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
23 USC 402: Highway safety programs (house.gov): Region Program Management eligible uses include those identified in the Statewide Program Management section of the AGA.

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

ODOT includes five geographical regions. This project will pay for operational needs for TSO staff stationed in each of the regions, i.e. supplies; and office supplies and equipment for TSO's five Region Transportation Safety Coordinator positions stationed in each local Regional Office (RTSCs). Salem (SHSO), and ODOT Regions 1-5, See ODOT Region Map and Table of Counties by Region

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

ODOT Transportation Safety Office, State Governmental Agency.

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

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

Local ExpenditureYes ☐No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % N/A

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☒ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs, specifically paragraph (c)
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☒ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☒ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost Sharing or Matching: The cost sharing or matching for Region Program Management will come from state funds. Region Program Management costs are those direct and indirect costs that are attributable to the management of the individual Region Program Management of Regions 1 through 5. Program Management program specific memberships & subscriptions as needed, travel, services and supplies, and office supplies for management and support personnel.

<u>High Visibility Enforcement (HVE)</u> Yes ☐ No ☒
Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).
N/A

<u>Contribution to safety performance targets submitted to NHTSA</u>
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This activity will contribute to the state highway safety performance target of reducing the total number of fatalities through state level program management support for each region to ensure program activities are implemented as identified by NHTSA as necessary in the Uniform Guidelines for State Highway Safety Program.

<u>Paid Media</u> Yes ☐ No ☒
Instruction: Please provide information regarding paid media.
N/A

<u>Public Participation and Engagement (PP&E)</u>
Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.
This program will support all Public Participation and Engagement events as those occur throughout the FFY within each region.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Click or tap here to enter text.

Program	Federal Project Number	Project Title
Statewide	M5IDC-25-12-90-00	Program Management
Anticipated Award Amount	Funding Source*	
\$280,000	405(d)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☒ No ☐
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
23 CFR 1300.23 Impaired Driving Countermeasures Grants: Except as provided in paragraphs (j)(2) through (6) of this section, a State may use grant funds awarded under 23 U.S.C. 405(d) only for the following programs: Excerpt: (ii) Hiring a full-time or part-time impaired driving coordinator of the State's activities to address the enforcement and adjudication of laws regarding driving while impaired by alcohol, drugs or the combination of alcohol and drugs.

<u>Planned Activity Description</u> (Project Funding Narrative)

Instruction: Must include description of

- | |
|--|
| <ul style="list-style-type: none">• activities planned,• location of project performance, and• affected communities, where applicable. |
|--|

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

Location and Affected Communities:

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

<u>Participating Sub-Recipient(s)/Agencies</u>

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

ODOT Transportation Safety Office, State Governmental Agency

<u>Countermeasure Strategy</u>

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

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

<u>Local Expenditure</u>	Yes ☐	No ☒
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and %	N/A	

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs, specifically paragraph (c)
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☒ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☒ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

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

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

This activity will contribute to the state highway safety performance target of reducing the total number of fatalities through state level program management to ensure program activities are implemented as identified by NHTSA as necessary in the Uniform Guidelines for State Highway Safety Program.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

<u>Public Participation and Engagement (PP&E)</u>
Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.
This program will support all Public Participation and Engagement events as those occur throughout the FFY.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Please see attached Program listing, program numbers and funding break out.

Program	Federal Project Number	Project Title
Statewide	B8A*CP-25-21-15-00	Portable Education and Awareness
Anticipated Award Amount	Funding Source*	
\$150,000	405(e) Flex	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Pg. 107: 23 CFR 1300.24(f)(2) Allows for the use of flex funds to action projects eligible under the authority of 23 CFR 402: Community Traffic Safety Programs 405(e) Funds: CP; 23 CFR 1300.13(b) Discretionary Highway Safety

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

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

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

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

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

State of Oregon – ODOT - Transportation Safety Office – Regions 1, 2, 3, 4 &5

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Page 104. – Education, outreach, communications and training.

Problem 1300.11(b)(4)(i) 1300.12(b)(2)(viii)

Partnerships in collaboration with communities and non-profits to address traffic safety issues through grassroots efforts.

Page 260. - Communications, Training, Outreach and Education

Problem 1300.11(b)(4)(ii) 1300.12(b)(2)(viii)

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

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % Click or tap here to enter text.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☒ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☒ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use

- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Equipment: Funds will be used to purchase four trailers. Pre-approval from NHTSA to purchase equipment will be pursued upon approval of Oregon's Annual Grant Application for FFY2025.

Compensation personal services and fringe benefits: Funds will be used to cover ODOT staff time to transport the trailers already in circulation.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

This project provides funding to support community traffic safety programs and projects throughout the state by providing a portable demonstration of the potentially catastrophic human and material consequences of unsafe driving decisions, such as impaired, distracted, and excessive speed driving behaviors. Displays can be paired with local or statewide campaigns to enhance messages at local events and/or identified locations. This project will help meet the state's safety performance targets of reducing the number of fatalities and serious injuries, and the number of drivers age 20 or younger involved in fatal crashes (FARS).

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

This project is the result of years' worth of requests for trailers that were either unavailable due to being booked out already, and/or only having a total of four trailers total available and having them spread out and not as easily available. Additionally, we have had to rely on Oregon Department of Transportation staff to move trailers for our office when most available for them because we have not had a dedicated funding stream to be able to pay for staff to move the trailers when it best meets the needs of the communities that are requesting the trailers. Lastly, of the four trailers we currently have in rotation, only two of the four are enclosed which, depending on the type and location of the event, can cause a safety concern using open, flatbed trailers.

The TSO conducted a statewide PP&E survey in 2024 and one of the questions asked of the 1,511 total responses received was: "How do you best receive traffic safety educational information? Please select your top two." Of the nine total options, "community events" was chosen as an option a total of 466 which was the second highest response overall. These trailers would add significant value to more community events throughout the state.

Additionally, the TSO held eight in-person PP&E events throughout the state in 2024. At the Island City event specifically, the comment was made that we need to “bring the crash vehicle to schools”. At the Redmond event, the comment was made that there should be more “transportation safety booths at community events to help with positive cultural norming,” and in Grants Pass, there was a discussion about mock crashes. All eight events referenced the need for more education to teens, where traditionally, school functions and county fairs are the most popular requests for crash cars.

The decision for four total enclosed trailers would allow the TSO to have an enclosed trailer that would address four of the five of the Oregon State Police’s “Fatal Five” crash factors (speed, distracted, impairment, and safety belts). With the two we already have in circulation; we can have an alcohol impaired crash car and a drug impaired crash car in addition to a serious injury crash car. Input received from the PP&E conducted in addition to statewide crash data has led to selecting this project as a priority for funding.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

See 405(e) flex grant application documents in Appendix.

Program	Federal Project Number	Project Title
Statewide	B8A*DE-25-21-16-00	Data Gathering and Public Opinion
Anticipated Award Amount	Funding Source*	
100,000	405(e) Flex	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
<u>23 CFR 1300.24(f)(2)</u> Allows for the use of flex funds to action projects eligible under the authority of 23 CFR 402: Conduct evaluations to effectively measure progress, determine program effectiveness, to plan and implement new program strategies, GTS eligible use code: B8A*DE

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of • activities planned, • location of project performance, and • affected communities, where applicable.
Gather data to conduct public opinion surveys and other research around Oregon. Collaborate with the 15+ separate TSO Program Managers for public opinion surveys and other potential research projects related to traffic safety programs. This project will empower underserved and over-represented populations by providing data tools that enhance visibility into crash factors impacting them. By prioritizing safety issues through targeted analysis, it aims to mitigate disparities in road safety outcomes and enable more inclusive participation in civic life.

<u>Participating Sub-Recipient(s)/Agencies</u>
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Any community representative in any county in Oregon who utilizes public roads and who receives an invitation and chooses to participate in the survey. Their participation will influence the work of TSO – which will impact all highway system users.

<u>Countermeasure Strategy</u>
Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.
Data and Program Evaluation: Program Evaluation – NHTSA Uniform Guidelines for Highway Safety Program Data and Program Evaluation (Guidelines 3, 4,7, 8,11,13,14,15,19,20, & 21) Public Opinion Survey is used in all traffic safety programs. See example shown in the Triennial HSP, Motorcycle Safety Program, Public Engagement, page 225-7.

<u>Local Expenditure</u>		Yes ☐	No ☒
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.			
Value \$ and %	0%		

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☐ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

N/A

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

This survey will create many new data points to contribute to the state's understanding of traffic safety, enhancing the state's ability to implement effective traffic safety measures and policies. This will lead more detailed efforts to improve road conditions, reduce accident rates, and increase public awareness and education regarding traffic safety issues.

This project will assist the traffic safety programs with data collection of public opinion surveys and other research. ODOT works to change public attitudes and behaviors about transportation safety issues. ODOT is retaining the services of a contractor to conduct surveys, and related services to evaluate the effectiveness of Transportation Safety Office work. The primary goal is to achieve public opinion survey results based on methodology designed by USDOT NHTSA, evaluate the effectiveness of ODOT's efforts to change public attitudes and behaviors about transportation safety issues, and to report the findings in a manner that meet survey recommendations of the USDOT NHTSA, Federal Highway Administration ("FHWA") and ODOT.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

<u>Public Participation and Engagement (PP&E)</u>
Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.
Public Select Oregonians (random) from all counties within the State of Oregon will be invited to participate in the survey. See ODOT Region Map and Table of Counties by Region.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Click or tap here to enter text.

Program	Federal Project Number	Project Title
Statewide	CP 25-25-11-00	R1 Program Education and Outreach
Anticipated Award Amount	Funding Source*	
\$198,200	402	Driver Education, Mass Media Campaign, Prelicensure Driver Education

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

<u>Eligible Use of Funds</u>
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Pg. 107 - <u>23 USC 402: Highway safety programs</u> : 402 Funds: CP, PM & DE; 23 CFR 1300.13(b) Discretionary Highway Safety

<u>Planned Activity Description</u> (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Region 1 Education & Outreach – Little known laws - \$95,000

Activities: This project will build on the education and outreach campaign developed in Region 1 for little known traffic laws/and/or changes in traffic laws during grant year 23-24. PSAs produced in 23-24 were produced in English, Spanish and Russian. These will be distributed through social media, movie theatres, broadcast, and interactive media.

Problem Identification: The project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan pgs. 64 and 65 and producing them in Russian and Spanish addresses the problem identification on pgs. 51-55 of the Triennial Highway Safety Plan.

Location: Region 1 Clackamas, Hood River, Multnomah, and Washington Counties.

Affected Communities: Road users in the counties of Clackamas, Hood River, Multnomah, and Washington Counties, including Russian and Spanish Speakers.

Region 1 Outreach and Education around Safety Priority Index System sites and projects - \$40,000

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

Problem Identification: This project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan pg. 74.

Location: Region 1 Clackamas, Hood River, Multnomah, and Washington Counties please see Attachments A & B for specific project locations.

Affected Communities: Road users, families, businesses, government entities and organizations who live along, are located on, or use roadways identified as SPIS sites.

Outreach and Education on the OR211 Safety Corridor- \$23,000

Activities: This project will conduct education and outreach efforts regarding the OR Highway 211 Safety Corridor in Region 1 that was designated in October 2021. This project will work with the safety corridor stakeholder group to identify safety messaging and appropriate forms of outreach to inform the motoring public and local community about the improvements

being made, the types of behaviors that are causing crashes in the area, why they are dangerous behaviors, and to raise awareness about the Safety Corridor' purpose and goals as identified in the Statewide chapter of the Triennial HSP.

Problem Identification: This project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan pg. 73.

Location: Region 1 Clackamas County - Road users, families, businesses, government entities and organizations who live along, are located on OR211, particularly between MPs 14-22, which is the designated Safety Corridor.

Affected Communities: Road users, families, businesses, government entities and organizations who live along, are located on OR211, particularly between MPs 14-22, which is the designated Safety Corridor.

Driver Education for Low Income Teens - \$40,200

Activities: This project was successfully piloted in 23-24 and provides financial assistance to low income teens to take and complete Driver Ed. The budget is to provide financial assistance for teens, who would otherwise not be able to afford to participate in Driver Ed to have that opportunity.

Problem Identification: This addresses the problem identification that starts on page 45 of the Triennial Highway Safety Plan.

Locations: Region 1 Multnomah County, Reynolds High School, Troutdale Oregon. David Douglas High School, Tigard, Oregon, Tualatin, Oregon and SE Portland, Oregon.

Affected Communities: Low income families and teens who attend Reynolds and David Douglas High School and low income students in the Tigard-Tualatin School District.

Participating Sub-Recipient(s)/Agencies

ODOT - Transportation Safety Office Region 1
OR211 Stakeholder Group
Molalla River School District
David Douglas High School
Reynolds High School
Tigard-Tualatin School District

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Region 1 Education & Outreach – Little known laws

Region 1 Outreach and Education around Safety Priority Index System sites and projects

Outreach and Education on the OR211 Safety Corridor

The above three projects fall under countermeasures Mass Media Campaigns – CTW, Chapter 1, Section 5.2 and Communications and Outreach– CTW, Chapters 2, 4, & 7, pages 232, 319 & 563 pg. 107 of the approved 3HSP.

Driver Education for Low Income Teens – falls under the countermeasure Pre-licensure Driver Education – CTW Chapter 6, section 2.1 pg. 282. Pg. 107 of the approved 3HSP.

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$198,200 - 100%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☐ Cost sharing or matching
- ☐ Program income (deduction, addition, or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages, and other settlements
- ☐ Fund raising and investment management costs

- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Expenses for this project will include Community Affairs time spent developing media and working with members of the OR211 stakeholder group in particular the school district to develop a safety video, also they will spend time placing the media. Direct costs include consulting services and media placement from our media provider GARD and potentially another consultant to develop a graphic for roundabout education. Direct costs also included direct payments to Driver Education Providers.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Region 1 Education & Outreach – Little known laws – This project provides more education and outreach about little known but important laws and new infrastructure treatments (what they mean and how to use them), and awareness about behaviors that contribute to fatal and serious injury crashes is needed. This project will help meet the state's safety performance targets of reducing the number of fatalities and serious injuries.

Region 1 Outreach and Education around Safety Priority Index System sites and projects - the ODOT's Safety Priority Index System (SPIS) alerts transportation officials to public roadway segments exhibiting unusually high incidences of crashes. The most recent completed SPIS

report is from 2020, which evaluates crash data from 2017-2019. The 2020 SPIS report contained 292 'top 10 percent' and 'top 5 percent' sites in the Region. Of those, 16 sites were identified for increased enforcement, primarily of speeding, DUII, and/or red-light-running. This project will do education and outreach around these sites and the infrastructure projects being implemented to improve them. Education and outreach will focus on addressing behaviors and/or education on new safety infrastructure to reduce the fatalities and serious injuries at these sites and projects, contributing to the state's performance targets of reducing the number of fatalities and serious injuries.

Outreach and Education on the OR211 Safety Corridor – OR211 from MP 14 -22 was designated a safety corridor because it's fatal and serious injury crash rate is 150% higher than similar roadways. While ODOT works to bring down the crash rate through implementing low-cost engineering solutions, TSO will work on education and outreach to change behavior to help meet the state's safety performance targets of reducing the number of fatalities and serious injuries.

Driver Education for Low Income Teens - ODOT DMV data identifies that teens who take an approved driver education program have a 21% lower crash rate and 57% fewer traffic convictions than those who don't. This project contributes to the state's performance targets of reducing the number of fatalities and serious injuries and to the performance measure C-9) Number of drivers aged 20 or younger involved in fatal crashes (FARS).

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

In 23-24 two PSAs will be produced in English, Spanish & Russian, the \$75,000 for 24-25 is for the potential creation of another video on another little known law, possible translation and for placement.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

Region 1 Education & Outreach – Little known laws – This project started out as an informal survey. The R1 RTSC was sitting in a project meeting, the only non-engineer and asked what the green bike boxes were for? It was explained that they signal a potential point of conflict between bikes and vehicles. The engineers stated that "Everyone knows that." My informal survey revealed no one knows what the green bike boxes signify. In 2020, the R1 RTSC put forth the concept of a presentation at the Driver Ed conference "Beyond the Mechanics- What's happening on our roads." The presentation included little known laws. I surveyed law enforcement and traffic engineers for what laws with which they felt Oregonians were unfamiliar. A Lt. with the Washington County Sheriff's office stated he wanted people to know the real effects of speed. A deputy from Multnomah County offered up the Move It law, and

then bike boxes, pedestrian laws, U turn and in Oregon yellow is red. Prior to starting the media campaign this year I sent the list of little known laws to PBOT who did an informal survey and the two area we are focused on are the zipper merge and bike boxes. The presentation received an overall score of 4.72 out of 5.

At the March 5, PP&E event Community Traffic Safety was the second top traffic safety concern identified by attendees at 13%, and the attendees who represent organizations such as Slavic Community NW, Immigrant and Refugee Organization, people with disabilities, Ethiopian and Eritrean Cultural Center identified Community Traffic Safety as their organizations second top traffic safety concern at 12%.

From January to March, I had several conversation with Lale Santelices from the Portland Bureau of Transportation (PBOT) about little know traffic laws that drivers need more education on. On March 22, I sent an e-mail asking her what traffic laws PBOT would be interested in seeing this project cover, they provided lots of feedback and in the end, we decided to focus on bike boxes and the zipper merge – no one in the Portland Metro Area knows how to zipper merge.

During the April 3 PP&E event at the Multi-Disciplinary DUII Conference Officer Oblack, Gresham PD asked for a brochure on yellow is red. In follow up conversations, he mentioned a brochure that he could give to drivers (currently he and other officers print out ORSs), in an e-mail on 4/18/24 he asked the brochure to cover yellow is red, traffic lights and pavement markings.

In addition, during the eight PP&E sessions held around the state adult education and advertising on traffic laws was mentioned in the notes nineteen times. The most relevant comments were:

- People should be more informed about traffic laws particularly newcomers.
- Social media education around transportation safety
- Continued efforts for social media ads.
- Bike and auto education around knowing how to interact.
- Drivers need to be current on traffic laws.
- More information on basic rules
- Driver Ed refresher.
- Education on Zipper Merging
- Social media to put more messaging out.

Region 1 Outreach and Education around Safety Priority Index System sites and projects – This project like the “Little Known Laws” project has also been a long time in the making. During the Safety Priority Index System (SPIS) analysis, SPIS sites are also identified as needing education and outreach to solve a problem rather than infrastructure. The Region 1 Community Affairs team holds public meetings on projects and does a lot of communication around projects and closures due to construction. During the public meetings they often receive questions around new infrastructure, how to use it, the safety benefits etc. Based on those public comments it was decided to link safety messaging with project communications focusing on safety messaging relating to those projects. For example, prior to funding this project we have done work zone safety messaging, pedestrian law safety messaging, a flyer on how to use a roundabout, etc.

In year 1 of this project, the funds were used to put a Work Zone Safety Billboard on I-84 at the beginning of a long construction corridor, (staff time to create a zipper merge graphic,

(Oregonians inability and lack of knowledge around zipper merging creates traffic safety issues around lane closures) and social media buys to educate Oregonians about the zipper merge.

Outreach and Education on the OR211 Safety Corridor – In order to designate a safety corridor there must be a stakeholder group. The OR211 Safety Corridor Stakeholder group consists of public officials, concerned citizens, school representatives, police, fire, and Clackamas County Transportation Safety employees. The group meets annually, during the first meeting, the group mentioned they would like to do education and outreach on how to deal with a car crash on OR211, what drivers should do when approaching a crash scene, this never got off the ground. However, during the annual 2024 meeting which took place May 22, 2024, the group decided they wanted to outreach and education in conjunction with the schools. Kids asking adults to drive safety. Please see meeting minute notes. The \$23,000 will be used for 1-3 safety videos, e-mail updates on the safety projects, press releases around the safety messaging and a mailer for decommissioning if that occurs. The amount also includes Community Affairs staff time to create the safety messaging and work with Molalla River School District.

On June 6, 2024, the R1 RTSC, Katelyn Jackson from Community Affairs met with Tony Mann superintendent of Molalla River School District to discuss the video project. Rob Sadowsky, Transportation Safety Outreach Coordinator from Clackamas County was also invited but could not make it. He will most likely be involved in the project.

Driver Education for Low Income Teens – The cost of Driver Ed for low income families has been a barrier for their children to participate in Driver Ed. Driver Ed comes up often in meetings and discussions with partners. Like most projects in this grant, this feedback has been consistent throughout the years however, it came to fruition in 2022 after I bumped into a David Douglas High School teacher at my neighborhood coffee shop. During our conversation he mentioned that he teaches a lot of students that drive without licenses because they can't afford Driver Ed. He also mentioned that David Douglas does have a Driver Ed program. In 2023, I put money in the R1 Education and Outreach grant to pilot a Driver Ed Program, when I mentioned this during a Safe Kids Monthly meeting Mary Jo Anderson who works in Safe Routes to School for Multnomah County said that she would be interested in learning more about what I was trying to accomplish. We met on November 7, 2023, and she told me I should reach out to David Douglas High School and Reynolds High School in Troutdale.

I connected with David Douglas' Assistant Principal Rolando Gonzalez, and we worked together to design the project and how we would determine eligibility. After the pilot was up and running at David Douglas I reached out to Reynolds, and the project is basically the same; however, at David Douglas the students must sign up in time to be selected and only four made the cut, while around 24 were eligible for the assistance. At Reynolds they choose the students and hold a place for them.

The Traffic Safety Office Survey conducted in 2024, received 673 responses from Region 1 citizens. While only 3% of respondents identified Driver Education as their number one priority, 29% of respondents identified it as one of their top five areas to invest traffic safety dollars. Relevant comments were:

- We need mandatory driver education.
- Make driving safety mandatory in school.
- Fund Driver Ed.
- FREE Driver Ed for teens!
- Driver education courses in schools, with guaranteed reduction rates for insurance.
- Make Driver Ed required.
- Free or subsidized driver education for young people

In addition, during the eight PP&E activities held through Oregon in 2024 Driver Ed for Teens was mentioned in the notes 17 times. Relevant comments were:

- The biggest barriers to Driver Ed are finances and time.
- 17 people commented that Driver Ed should be mandatory.
- Driver Ed needs to be multi-lingual.
- Driver Ed needs to be longer.
- Driver Ed needs to be provided by outside institutions.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Click or tap here to enter text.

Program	Federal Project Number	Project Title
Statewide	CP-25-25-12-00	Region 2 Program: Education and Outreach
Anticipated Award Amount	Funding Source*	
\$25,000	402	Driver Education & Awareness, Mass Media Safety Campaigns

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

<u>Eligible Use of Funds</u>
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Pg. 107 - <u>23 USC 402: Highway safety programs</u> : 402 Funds: CP, CR, OP, PM, AL & DE; 23 CFR 1300.13(b) Discretionary Highway Safety

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Education and Outreach Region 2 - \$25,000

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

Location: Local jurisdictions and traffic safety organizations within Region 2. See ODOT Region Map and Table of Counties by Region.

Affected Communities: Road users in Clatsop, Columbia, Benton, Lane, Lincoln, Linn, Marion, Polk, Tillamook, Yamhill, the western half of Washington, and a section of Clackamas, Jefferson, Deschutes, and Klamath counties.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

State of Oregon – ODOT - Transportation Safety Office - Region 2.

Mini grants (sub-awards) may be provided to any Oregon city, county, tribal nation, state LEA, hospital, school district, non-profit, or other agency in Region 2 that fits eligibility criteria and amendments will be submitted as they are identified.

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

All projects outlined above utilize countermeasures identified in the FFY 24-26 HSP, as identified in the statewide chapter under:

The project falls under countermeasures Mass Media Campaigns – Countermeasures That Work, Chapter 1, Section 5.2 (page 1-59) and Communications and Outreach–

Countermeasures That Work, Chapters 2, 4, & 7 (pages 79-80, 162, 220), and page 107 of the approved 3HSP.

Education, outreach, and communications often are not supported by specific countermeasures; however, they are informed by Highway Safety Program Guidelines 4 driver education and training and guidelines 8, 13, 14, 15, 19, 20 (specifically communication program) and 21 (specifically the outreach program).

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$25,000 & 0%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs

- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost sharing and matching: Matching funds for this grant are intended to be provided local match identified by mini-grantee agencies to be determined.

Direct costs include consulting services from our media provider GARD Communications.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Education and Outreach Region 2 - \$25,000

This project provides funding for community traffic safety programs and projects through local problem identification submitted throughout the year. Projects can include program supplies utilized by the Region 2 Traffic Safety Coordinator and/or a specific requesting agency, funds for safe driving media campaign targeting designated a safety corridor where the fatal and serious injury crash rate is 150% higher than similar roadways, mini-grants to local agencies, etc. for targeted crash reduction. This project will help meet the state's safety performance targets of reducing the number of fatalities and serious injuries.

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

The \$25,000 grant will be used for targeted radio ads and geofenced social media messaging in and near the designated Oregon safety corridors.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

Paid media and targeted outreach in Oregon safety corridors. A requirement to designate a safety corridor includes a high crash rate (150% fatal and serious injury crash rate compared to similar roadways with similar roadway classification) and an active local stakeholder group. A safety corridor stakeholder group consists of public officials, concerned citizens, school representatives, police, fire/EMS, public works, and transportation safety staff. During the first meeting of the OR-22W Safety Corridor on 11/18/2020, the group requested a grant to do education and outreach specific to the types of crashes occurring within the safety corridor. The \$25,000 grant will be used for targeted radio ads and geofenced social media messaging in and near the designated Oregon safety corridors.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

See 405(e) flex grant application documents.

Program	Federal Project Number	Project Title
Statewide	CP-25-25-18-00	TSO TSAP Development
Anticipated Award Amount	Funding Source*	
\$400,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☒ No ☐
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Page 141, Communities that plan for safety. https://www.ecfr.gov/current/title-23/part-1300#p-1300.11(b)(4) 402 Community Traffic Safety Programs CP, Planning and Administration PA

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

This project will provide for a proportional share covering behavior in the development of the state of Oregon's strategic highway safety plan (SHSP), or Transportation Safety Action Plan (TSAP), which will incorporate the safe systems approach to planning for safety. The state of Oregon is the state's largest or aggregate community entity. The project will hire a consultant contractor to work in tandem with a project management team, a technical team, and gather input on a statewide basis, as well as build on existing public participation and engagement efforts conducted as part of development of ODOT's highway safety plan, and AGA. It will also use public engagement input provided as part of other major plan updates as applicable to transportation safety. Specific activities will include data analysis, consideration of current vision, goals and listed activities, development of new goals and activities based on most current data and as appropriate, with the resultant product being a new 2026-2030 SHSP/TSAP.

Location: Salem, Marion County, Oregon

Affected Parties: All Oregon residents and professionals with an interest in transportation safety plans, safety outcomes, and transportation safety issues. Requests for proposal include an element of public input and evaluation of the plan developed as part of the project.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

TSO, ODOT Planning, State of Oregon, Salem, Marion County, Oregon

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Page 141, Communities that plan for safety see greater success reducing death and serious injury. [https://www.ecfr.gov/current/title-23/chapter-III/part-1300#p-1300.12\(b\)\(2\)\(ix\)](https://www.ecfr.gov/current/title-23/chapter-III/part-1300#p-1300.12(b)(2)(ix))

Communities that plan for and work on identified transportation safety issues are foundational to the reduction of fatalities and serious injuries.

AND

23 CFR 1300 13(a)(1)(i): Planning and administration (P & A) costs are those direct and indirect costs that are attributable to the management of the Highway Safety Agency.

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$0 and 0%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs

- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Match from labor and benefits, and from allowable ongoing project implementation cost of efforts identified in the current TSAP plan, Direct cost includes TSAP preparation contractor.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Number of fatalities 1300.11(b)(3)(ii) Development of safety goals and effort plans will help decision makers select projects designed to address this performance measure in a more timely manner.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

Having local and statewide transportation safety plans was a discussion held at most of the general public engagement events held in the prior year, and specifically came up at the TSO's annual conference event. Oregonians engage TSO, ODOT Planning, and other elements of the agency to assure that there is a plan for safety in place at the statewide level, and citizens are always hopeful that their issue rises to the level of statewide importance. Local safety action plans are also motivated by the statewide TSAP.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Statewide	M8*CP-25-25-00-00	TSO Annual Conference
Anticipated Award Amount	Funding Source*	
\$45,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☒ No ☐
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

<u>Eligible Use of Funds</u>
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Page 141, Communities that plan for and work on identified transportation safety issues are foundational to the reduction of fatalities and serious injuries. AND Page 105 Communications, Training, Outreach and Education – 1300.11(b)(4)(ii)(B) - Partnerships in collaboration with communities and non-profits to address traffic safety issues 402 Community Traffic Safety Program, Program Management and Planning- Codes CP, PA

<u>Planned Activity Description</u> (Project Funding Narrative)

Instruction: Must include description of

- | |
|--|
| <ul style="list-style-type: none">• activities planned,• location of project performance, and• affected communities, where applicable. |
|--|

Provide communications, and educational training for the OTSC, law enforcement, citizens and various traffic safety advocates by planning and hosting the annual ODOT TSO Transportation Safety Conference to encourage local agencies work on identified transportation safety issues.

Provide a multi-disciplinary approach when planning the conference to engage a more broad audience by offering different tracks, including educating local 'grass roots' groups and communicating and collaborating.

Provide a multi-disciplinary approach when planning the conference to engage a more broad audience by offering different tracks to provide transportation safety training and opportunities for collaboration.

Increase the number of attendees from the 2023 number of 182 conference (due to the covid 19 pandemic, conferences in 2020, 2021 and 2022 were not held).

Increase at least 5% of attendees learn something new or take something new away from the conference. (Information tabulated through evaluations).

Location: Grand Rhonde, Grande Rhonde Tribal Land, Polk County, Oregon

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

<u>Participating Sub-Recipient(s)/Agencies</u>

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

TSO, ODOT Planning, State of Oregon, Salem, Marion County, Oregon

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Because it is statewide, this project touches multiple countermeasures including:

Page 141, Communities that plan for *and work on* safety see greater success reducing death and serious injury. [https://www.ecfr.gov/current/title-23/chapter-III/part-1300#p-1300.12\(b\)\(2\)\(ix\)](https://www.ecfr.gov/current/title-23/chapter-III/part-1300#p-1300.12(b)(2)(ix))

AND

Page 290 Data and Program Evaluation - Each State should access and analyze reliable data sources for problem identification and program planning. NHTSA in the Uniform Guidelines for Highway Traffic Safety Program. (Guidelines 3, 4,7, 8,11,13,14,15,19,20, &21).

AND

Page 105 - Communications, Training, Outreach and Education – 1300.11(b)(4)(ii)(B) - Outreach and education efforts focus on maintaining and building on partnerships

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$0 and 0%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Match from labor and volunteer participation, direct costs including speakers, facility related costs.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Number of fatalities 1300.11(b)(3)(ii) Offering a transportation safety conference provides an opportunity to inform educate and motivate safety professionals and volunteers, and helps us work together on reducing fatalities statewide.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

The annual conference is a frequently requested event, with those seeking it wanting to be informed, and able to provide input to safety professionals. There are not metrics in the PPE results documents as yet, but surveys, polls and in person encounters all point to a need for more frequent interaction.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Click or tap here to enter text.

Program	Federal Project Number	Project Title
Statewide	M8*CP-25-25-13-00	Region 3 Program: Education and Outreach
Anticipated Award Amount	Funding Source*	
\$25,000	405(e) Flex	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Pg. 107: 23 CFR 1300.24(f)(2) Allows for the use of flex funds to action projects eligible under the authority of 23 CFR 402: Community Traffic Safety Programs 405(e) Funds: CP, PM, & DE; 23 CFR 1300.13(b) Discretionary Highway Safety

<u>Planned Activity Description</u> (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Education and Outreach Region 3 – \$7,500

Activities: This project funds grassroots transportation safety education, outreach, and/or services to local jurisdictions, traffic safety organizations, non-profits and law enforcement to address data driven and community-identified behaviors that have been contributing to the increase in traffic fatalities and serious injuries in Region 3.

Location: All Region 3 Counties including Coos, Curry, Douglas, Jackson and Josephine Counties

Affected Communities: All residents of Region 3, living in Coos, Curry, Douglas, Jackson and Josephine Counties

Region 3 Financial Assistance for LE/Traffic Safety Partner Training - \$6,000

Activities: This project will provide financial assistance to both law enforcement and traffic safety partners to attend conferences to further their knowledge and participate in and complete continuing education requirements regarding traffic safety and enforcement of traffic laws. This addresses the problem identification on pages 7-15, and 30-41 of the Triennial Highway Safety Plan. This project will also help meet the performance targets found in the Impaired Driving program chapter starting on pg. 182; and under Police Traffic Safety beginning on pg. 260 of the Triennial Highway Safety Plan.

Location: All Region 3 Counties including Coos, Curry, Douglas, Jackson and Josephine Counties

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

Outreach and Education on the US199 Safety Corridor- \$11,500

Activities: This project will conduct local media messaging via education and outreach efforts regarding the US199 Safety Corridor in Region 3. Messaging will focus on the types of behaviors that are causing crashes in the area, why they are dangerous behaviors, and to raise awareness about the Safety Corridor purpose and goals as identified in the Statewide chapter of the Triennial HSP.

Location: Region 3 Josephine County – All US199 road users, including the high number of out-of-state travelers and the tourism traffic.

Affected Communities: All communities along US199 from the California border to the Grants Pass city limits.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

State of Oregon – ODOT – Transportation Safety Office – Region 3; Sixes Rural Fire Department

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

All projects and yet unallocated expenditures above utilize countermeasures identified in the FFY 24-26 HSP.

Page 104. – Education, outreach, communications and training.

Page 260. - Communications, Training, Outreach and Education

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$10,000 = 40%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Expenses for this project will include eligible match from agencies receiving project funding or travel/training assistance. Additional costs for the US199 Safety Corridor local safety messaging will either be for GARD, the statewide media contract holder, or consulting/contractual services to local media outlets to create and air.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Education and Outreach Region3 - \$7,500

This project provides funding for community traffic safety programs and projects through local problem identification submitted throughout the year. Projects can include program supplies utilized by the Region 3 Traffic Safety Coordinator and/or a specific requesting agency, funds for identified local training coordination, projects with local agencies, etc. for targeted crash reduction. This project will help meet the state's safety performance targets of reducing the number of fatalities and serious injuries.

Outreach and Education on the US199 Safety Corridor- \$11,500

Financial Assistance for LE/Traffic Safety Partner Training Region 3 - \$6,000

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

Education and Outreach on the US199 Safety Corridor - \$11,500

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

The Traffic Safety Office Survey conducted in 2024, received 156 responses from Region 3. The top five identified priority rankings by program were: Distracted Driving (68%), Road Safety (62%), Impaired Driving (57%), Speed (54%), Bicyclist and Pedestrian at (47%) and Police Traffic Services (36%).

Region 3 respondents indicated that they best receive traffic safety educational information via: Community events (61), Email (59), Facebook or other social media (81), and radio (35).

Some of the feedback below is from the three Regional PP&E events held between May 14-16, 2024: Mandatory driver education came up unanimously at every session. However driver education for all drivers came up often too. Education on traffic laws is needed. There is a constant need for ever-evolving education around distracted driving; More education through

schools; Don't be sensitive with your messaging or sugar coat the truth – tell people the TRUTH; and so much more.

When polled many said that they thought law enforcement was doing pretty well. There was a lot of praise and also conversation around recruitment and retention and the time it takes to bring a law enforcement officer to speed to be able to patrol on their own. The Medford PD indicated that they target driving behaviors on a monthly basis by NHTSA campaign to align with HVE funding; Law enforcement needs to hold juveniles accountable; We want more people to be cites, no more warnings; Law enforcement needs more resources and bodies too; More funding is needed – push more to receive tax credits for those that take option driver courses; and so much more.

Concerns around EMS included: we are reactive and we need more inter-agency training exercises; Communicate more with each other, and provide feedback; most attendees had very limited knowledge of the inner workings of EMS which made it difficult to provide input; Would like to have more certification training available locally. Traffic Incident Management (TIM) program and training is beneficial; and so much more.

In February 2024 the statewide Police Traffic Services Conference was held in Bend, Or. At this event, participants were asked questions about what types of assistance is needed to help their agencies conduct successful traffic enforcement, as well as allow them to maintain certification as law enforcement officers. Responses gathered include:

- We put on regular traffic trainings on topics like intoxilyxer use and SFSTs but I don't think they are grant funded. I would like to know more.
- Our training budget is very limited, any training is needed and appreciated.
- Child passenger safety training is requested

Assistance with large/multi-agency grant supported enforcement saturation patrols such as DUII, or speeding would help impact crashes and fatalities. I participated in one on US199 last year with over 10 troopers that was ODOT funded. It had a large impact on drivers and put out a message to slow down. It would be great to organize a large-scale saturation in our area to help address our issues.

One of the best ways for LE officers to keep informed about changes in laws and best practices for community education and enforcement is by attending trainings and conferences specifically on the topics of transportation safety. In Region 3 where a majority of the counties are rural and departments very small, it can be difficult for agencies to accommodate a training budget to keep officers up to date on these changes. Even in the more urban population centers, encouragement for professional development in the area of transportation safety can be bolstered with the assistance of financial reimbursement for course registration and lodging costs.

Outreach and Education on the US199 Safety Corridor – In order to designate a safety corridor there must be a stakeholder group. The US199 Safety Corridor Stakeholder group consists of public officials, concerned citizens, EMS representatives, police, fire, and Josephine County Transportation Safety employees.

A portion of funding is left open for potential project ideas identified by communities within the five counties of Region 3 as identified by crash data, local political subdivision, and at the requests of community safety groups, schools, city and county agencies, etc. for FFY25.

While other projects have been identified and funded through the SHSO in advance using PP&E events, an online survey, and by recording requests from local agencies to the Region Transportation Safety Coordinators and Program Managers, this portion of funding remains available and unallocated throughout the grant year to assist real time problem identification and support of local safety fairs, education campaigns, service gaps identified in local safety programming, development and distribution of problem or event specific educational materials, and projects based on emerging trends and community priorities.

Input received from the PP&E conducted in addition to crash data for this region has led to selecting these topics as priorities for funding.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See 405(e) flex grant application documents.

Program	Federal Project Number	Project Title
Statewide	M8*CP-25-25-14-00	Region 4 Program: Education and Outreach
Anticipated Award Amount	Funding Source*	
\$41,000	405(e) Flex	Driver Education & Awareness, Mass Media Safety Campaigns, Prelicensure Driver Education, Transportation Safety Partner Training, Child Passenger Seat Safety Education

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Pg. 107: Code CP

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Region 4 Driver Ed for Low Income Teens - \$7,000

Activities: This funding will provide financial assistance to low-income teens to take and complete Driver Education training. This addresses the problem identification on page 37 to 45 of the Triennial Highway Safety Plan and within the Driver Education chapter starting on page 151. This portion of the grant will cover the registration costs of the class for qualifying teens, residing within Region 4 who otherwise not be able to afford to participate in Driver Education. Not only have the prices of these courses been rapidly increasing, but number of locations providing these courses have been on the decline. There are only four ODOT approved driver education schools in Region 4 at this time, often requiring families to drive long distances to access classes. Access to ODOT accredited instruction can be additional significant financial hardship for students living in rural areas, so offsetting these costs by providing financial assistance for course registration will make these courses more accessible.

Location: All Region 4 Counties including Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler Counties

Affected Communities: Low-income teens residing within the ODOT Region 4 counties listed above.

Region 4 Financial Assistance for LE/Traffic Safety Partner Training - \$9,000

Activities: This project will provide financial assistance to both law enforcement and traffic safety partners to attend conferences to further their knowledge and participate in and complete continuing education requirements regarding traffic safety and enforcement of traffic laws. This addresses the problem identification on pages 7-15, and 30-41 of the Triennial Highway Safety Plan. This project will also help meet the performance targets found in the Impaired Driving program chapter starting on pg. 182; and under Police Traffic Safety beginning on pg. 260 of the Triennial Highway Safety Plan.

Location: All Region 4 Counties including Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler Counties

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

Firebusters Child Education Program - \$5,000

Activities: In partnership with the Central Oregon Fire Chiefs Association, this project will develop and air two transportation safety related educational segments to be released on television, in the classroom, and on youtube.com for elementary aged students and their families. There will be five life safety segments created in total with up to two of them being transportation centered. Children will also be given an opportunity to win an award assembly through completion of an activity worksheet created by the Firebusters team for the purpose of concept review and retention. The children will also be rewarded for participation with prizes donated by local businesses as incentives.

Location: Crook, Deschutes, and Jefferson Counties and the Confederated Tribes of the Warm Springs

Affected Communities: Children ages 5-11 and their families, residing or going to school in Crook, Deschutes, and Jefferson Counties and within the lands of the Confederated Tribes of the Warm Springs.

Education and Outreach Region 4 – \$20,000

Activities: This project funds grassroots transportation safety education, outreach, and/or services through mini-grants to local jurisdictions, traffic safety organizations, non-profits and law enforcement to address data driven and community-identified behaviors that have been contributing to the increase in traffic fatalities and serious injuries in Region 4.

Location: All Region 4 Counties including Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler Counties

Affected Communities: All residents of Region 4, living in Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler Counties

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Central Oregon Fire Chiefs Association, Safe Kids Columbia Gorge (non-profit), Lake District Hospital District/Public Health, Sisters-Camp Sherman Fire Department, City of Bend Fire and Rescue, Jefferson County Public Health, St. Charles (medical center), City of Redmond Fire & Rescue, FOREVER5 (non-profit), Neighbor Impact/Head Start (non-profit), City of Remond, Deschutes County Public Health

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

All projects outlined above utilize countermeasures identified in the FFY 24-26 HSP, as identified in the statewide chapter under:

Countermeasures That Work

Mass Media Campaigns, Chapter 1, Section 5.2

Pre-licensure driver education, Chapter 6, Section 2.1

Enforcement Strategies Chapter 8, Section 3.3

Driver Training, Chapter 8, Section 4.5

Strategies for Older Children, Chapter 2, Section 6.1

Education, outreach, communications and training often are not supported by specific countermeasures; however, they are informed by Highway Safety Program Guidelines 4 driver education and training and guidelines 8, 13, 14, 15, 19, 20 (specifically communication program) and 21 (specifically the outreach program).

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$20,090 at 49%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☒ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures

- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Program Income: If a Child Passenger Safety program is awarded to a community group or local political subdivision through a mini-grant with this funding, co-pays will be collected from car seat distribution to low-income qualifying families. All of this funding will be re-invested back into the program budget to purchase additional seats or eligible program supplies. All records of co-pays collected and funds spent will be documented for review by project director prior to claim reimbursement.

Cost sharing and matching: Matching funds for this grant are intended to come from travel costs that include meal per diem and mileage; expenses for community events that are covered by partner agencies including but not limited to venue expenses, meals, and speaker fees; local match identified by mini grantee agencies to be determined.

Travel costs: Identified funds for in-state travel will be awarded to R5 agencies to assist in the attendance of approved traffic safety training/conferences. Available travel funds for this purpose will cover lodging expenses only.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Region 4 Driver Ed for Low Income Teens - \$7,000

ODOT DMV data identifies that teens who take an approved driver education program have a 21% lower crash rate and 57% fewer traffic convictions than those who don't. This project contributes to the state's performance targets of reducing the number of fatalities and serious injuries and to the performance measure C-9) Number of drivers aged 20 or younger involved in fatal crashes (FARS).

Region 4 Financial Assistance for LE/Traffic Safety Partner Training - \$9,000

NHTSA asserts that it is important that all stakeholders in the criminal justice system are aware of the efforts being made to reduce traffic fatalities and to that end, peer-to-peer training, education, and outreach have been found to be most effective in promoting proven and promising practices. In Countermeasures That Work, NHTSA refers to training for law enforcement in the areas of motorcycle safety, older drivers, pedestrian safety, bicycle safety and DUII intervention as essential to support traffic enforcement services, and to prepare law enforcement officers to effectively perform their duties. Training accomplishes a wide variety of necessary goals and can be obtained through a variety of sources

Education and Outreach Region 4 – \$25,000

This project provides funding for community traffic safety programs and projects through local problem identification submitted throughout the year. Projects can include program supplies utilized by the Region 4 Traffic Safety Coordinator and/or a specific requesting agency, funds for identified local training coordination, mini-grants to local agencies, etc. for targeted crash reduction. This project will help meet the state's safety performance targets of reducing the number of fatalities and serious injuries. – The Firebusters Child Education Program (budgeted for \$5,000 within Education and Outreach Parent grant.) is one of these recommended community safety programs as described above.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

Education and Outreach Region 4 –

This portion of funding is left open for project ideas identified by communities within the nine counties of Region 4 as identified by crash data, local political subdivision, and at the requests of community safety groups, schools, city and county agencies, etc. for FFY25. While other projects have been identified and funded through the SHSO in advance using PP&E events, an online survey, and by recording requests from local agencies to the Region Transportation Safety Coordinators and Program Managers, this portion of funding remains available and unallocated throughout the grant year to assist real time problem identification and support of local safety fairs, education campaigns, service gaps identified in local safety programming, development and distribution of problem or event specific educational materials, and projects based on emerging trends and community priorities.

Region 4 Driver Ed for Low Income Teens –

The cost of Driver Ed for families has been a barrier for their children to participate in Driver Ed. Driver Ed comes up often in local meetings and discussions with community and agency partners. The Traffic Safety Office Survey conducted in 2024, received 141 responses from Region 4 citizens. Twenty-nine percent of respondents identified Driver Education as their top five areas to invest traffic safety dollars.

When asked in the online survey how TSO could best support Traffic Safety Education in their community, the residents of Region 4 replied with the following comments:

- Bring driver education including behind the wheel practice back into the High Schools.
- More education on driving through roundabouts
- By funding it and providing education to elementary schoolers and older.
- Make driver training in schools more available. This should include cycling education and e-bike safety.
- Offer workshops at high schools. Require more driver education to obtain an ODL (especially young people).
- Work with high school to do e-bike and driver education
- establishing a good drivers education program at all the high schools.

Comments obtained from participants at the in-person PP&E sessions held between April 11th and May 1st, in Redmond, Lakeview, and The Dalles, OR were:

- Better education on roundabouts
- Education for non-vehicles sharing the road with vehicles and vice versa
- E-bike education for riders and drivers
- State funded driver education courses
- More education about sharing the road for all road users\
- Education on new laws
- Highschool driving education
- Improve education on cell phone use when driving

Region 4 Financial Assistance for LE/Traffic Safety Partner Training -

In February 2024 the statewide Police Traffic Services Conference was held in Bend, Or. At this event, participants were asked questions about what types of assistance is needed to help their agencies conduct successful traffic enforcement, as well as allow them to maintain certification as law enforcement officers. Responses gathered include:

- We put on regular traffic trainings on topics like intoxilyxer use and SFSTs but I don't think they are grant funded. I would like to know more.
- Our training budget is very limited, any training is needed and appreciated.
- Child passenger safety training is requested
- Assistance with large/multi-agency grant supported enforcement saturation patrols such as DUII, or speeding would help impact crashes and fatalities. I participated in one on US199 last year with over 10 troopers that was ODOT funded. It had a large impact on drivers and put out a message to slow down. It would be great to organize a large-scale saturation in our area to help address our issues.

One of the best ways for LE officers to keep informed about changes in laws and best practices for community education and enforcement is by attending trainings and conferences specifically on the topics of transportation safety. In Region 4 where a majority of the counties are rural and departments very small, it can be difficult for agencies to accommodate a training budget to keep officers up to date on these changes. Even in the more urban population centers, encouragement for professional development in the area of transportation safety can be bolstered with the assistance of financial reimbursement for course registration and lodging costs. Some of the feedback below is from the three Regional PP&E events held between April 11th and May 1st:

- Difficulty for LE to enforce laws with the constant changing laws and regulations, expectations/impacts morale
- More enforcement of distracted driving laws
- Change in legislation and case law to make it easier for LE to enforce traffic laws
- More focus on transportation safety as a whole for police departments
- Education grant to reimburse OT to attend enforcement courses that are offered optionally after hours (DPSST)
- Dedicated traffic enforcement
- Education on new laws
- More stringent enforcement on impaired driving

Input received from the PP&E conducted in addition to crash data for this region has led to selecting these topics as priorities for funding.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See 405(e) flex grant application documents.

Program	Federal Project Number	Project Title
Statewide	M8*CP-25-25-15-00	Region 5 Program: Education and Outreach
Anticipated Award Amount	Funding Source*	
\$40,000	405(e) Flex	Driver Education & Awareness, Mass Media Safety Campaigns, Prelicensure Driver Education, Transportation Safety Partner Training

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒	
Click or tap here to enter text.	
<u>Program Management Costs</u> Yes ☐ No ☒	
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).	
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒	
Click or tap here to enter text.	

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Pg. 107: 23 CFR 1300.24(f)(2) Allows for the use of flex funds to action projects eligible under the authority of 23 CFR 402: Community Traffic Safety Programs 405(e) Funds: CP, DE, PT, AL, EM, MC, OP, DD, SC, OD & CR; 23 CFR 1300.13(b) Discretionary Highway Safety

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Education and Outreach Region 5 - \$25,000

Activities: This project funds grassroots transportation safety education, outreach, and/or services to local jurisdictions, traffic safety organizations, non-profits and law enforcement to address data driven and community-identified behaviors that have been contributing to the increase in traffic fatalities and serious injuries in Region 5.

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

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

Driver Education for Low Income Teens Region 5 - \$7,000

Activities: This funding will provide financial assistance to low-income teens to take and complete Driver Education training. This addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan on page 37 to 45 and under the Driver Education chapter starting on page 151. The funding will cover the registration costs of the class for qualifying teens, residing within Region 5 who otherwise would not be able to afford to participate in Driver Education training. Not only have the prices of these courses been rapidly increasing, but locations providing these courses have also been on the decline. There are only four ODOT approved driver education schools in Region 5 at this time, often requiring families to drive long distances to access classes. Access to ODOT accredited instruction can be additional significant financial hardship for students living in rural and frontier areas, so offsetting these costs by providing financial assistance for course registration fees will make the courses more accessible.

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

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

Financial Assistance for LE/Traffic Safety Partner Training Region 5 - \$8,000

Activities: This project will provide financial assistance to both law enforcement and traffic safety partners to attend conferences to further their knowledge and participate in and complete continuing education requirements regarding traffic safety and enforcement of traffic laws. This addresses the problem identification on pages 7-15, and 30-41 of the Triennial Highway Safety Plan. This project will also help meet the performance targets found in the

Impaired Driving program chapter starting on pg. 182; and under Police Traffic Safety beginning on pg. 260 of the Triennial Highway Safety Plan.

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

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

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

State of Oregon – ODOT - Transportation Safety Office - Region 5

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

All projects and yet unallocated expenditures above utilize countermeasures identified in the FFY 24-26 HSP.

Page 104. – Education, outreach, communications and training.

Page 260. - Communications, Training, Outreach and Education

Page 159. - Pre-Licensure Driver Education

Page 124. - Communications, Outreach and Media

<u>Local Expenditure</u>	Yes ☒	No ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and % 23 CFR 1300.24(f)(2) Allows for the use of flex funds to action projects eligible under the authority of 23 CFR 402: Community Traffic Safety Programs = Value \$21,500 & 54%		

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost sharing and matching: Matching funds for this grant are intended to come from travel costs that include meal per diem and mileage; expenses for community events that are covered by partner agencies including but not limited to venue expenses, meals, and speaker fees; local match identified by grantee agencies to be determined.

Travel costs: Identified funds for in-state travel will be awarded to R5 agencies to assist in the attendance of approved traffic safety training/conferences. Available travel funds for this purpose will cover lodging expenses only.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Education and Outreach Region 5 - \$25,000

This project provides funding for community traffic safety programs and projects through local problem identification submitted throughout the year. Projects can include program supplies utilized by the Region 5 Traffic Safety Coordinator and/or a specific requesting agency, funds for identified local training coordination, projects to local agencies, etc. for targeted crash reduction. This project will help meet the state's safety performance targets of reducing the number of fatalities and serious injuries.

Driver Education for Low Income Teens Region 5 - \$7,000

ODOT DMV data identifies that teens who take an approved driver education program have a 21% lower crash rate and 57% fewer traffic convictions than those who don't. This project contributes to the state's performance targets of reducing the number of fatalities and serious injuries and to the performance measure C-9) Number of drivers aged 20 or younger involved in fatal crashes (FARS).

Financial Assistance for LE/Traffic Safety Partner Training Region 5 - \$8,000

NHTSA asserts that it is important that all stakeholders in the criminal justice system are aware of the efforts being made to reduce traffic fatalities and to that end, peer-to-peer training, education, and outreach have been found to be most effective in promoting proven and promising practices. In Countermeasures That Work, NHTSA refers to training for law enforcement in the areas of motorcycle safety, older drivers, pedestrian safety, bicycle safety and DUII intervention as essential to support traffic enforcement services, and to prepare law enforcement officers to effectively perform their duties. Training accomplishes a wide variety of necessary goals and can be obtained through a variety of sources.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

Education and Outreach Region 5

These funds are allocated to meet the requests of local communities as they are submitted throughout FFY25 in the form of local agency projects, program supplies to enhance regional projects and outreach efforts, and with funds set aside to host local training opportunities in Region 5 with specific topics/presenters to be determined by local community partners.

This portion of the project will be allocated more specifically on the types of projects listed above, based on PP&E that is collected over the course of FFY25, by crash data, local political subdivision, and/or at the requests of community safety groups, schools, city and county agencies, etc. The goal of the funds is to assist in real time problem identification and support of local safety fairs, education campaigns, service gaps identified in local safety programming, development and distribution of problem or event specific educational materials, and projects based on emerging trends and community priorities.

Driver Education for Low Income Teens Region 5

The cost of Driver Ed for families has been a barrier for their children to participate in Driver Ed. Driver Ed comes up often in meetings and discussions with partners.

The Traffic Safety Office Survey conducted in 2024, received 91 responses from Region 5 citizens. While only 12% of the responded identified Driver Education as their top five area to invest traffic safety dollars, a total of 40% of respondents identified Driver Education as one of their top five areas. Relevant comments were:

- Driver's Ed needs to be more accessible to our youth.
- By putting drivers education back in public schools.
- Bring drivers education back into the schools.
- Bring drivers education back into the classroom. Have teachers teach and explain situations.
- Drivers Education in High School.
- Having drivers ed classes in the school system.
- I think we could best support traffic safety education in our community by offering drivers ed classes in town.
- Have driver's Ed be available and possibly mandatory.
- Start with new drivers and drives Ed.
- Make driver education certification classes more accessible for people who work, but would like to become trained to be instructors.
- Offer free driver education as a physical education elective in all public high schools, so that beginning drivers might actually know what they're doing.

In addition, during the two in-person PP&E sessions that were held in Region 5 in 2024, Driver Ed for Teens was mentioned in the notes 8 times. Relevant comments were:

- Driver Ed need to be mandatory and in High School
- There should be more flexibility in Driver Ed instructor training
- There is a need for more Driver Ed classes
- Becoming a certified Driver Ed instructor needs to be more accessible in rural areas for the providers
- Make Driver Education multi-language and more accessible
- Driver Education used to be a whole semester – there isn't enough time spent on it/topics discussed around safe driving
- Believe it should be back in the schools – money well spent so all kids have access

R5 currently has a total of four active DE programs where they all have waiting lists and not enough instructors to be able to meet the demand. With only four total programs in the area, being able to provide assistance to low-income families helps ensure some of these families are able to participate in the program as many of them sign up as "first come, first serve".

Financial Assistance for LE/Traffic Safety Partner Training Region 5

In February 2024 the statewide Police Traffic Services Conference was held in Bend, Or. At this event, participants were asked questions about what types of assistance is needed to help their agencies conduct successful traffic enforcement, as well as allow them to maintain certification as law enforcement officers. Responses gathered include:

- We put on regular traffic trainings on topics like intoxilyxer use and SFSTs but I don't think they are grant funded. I would like to know more.
- Our training budget is very limited, any training is needed and appreciated.
- Child passenger safety training is requested
- Assistance with large/multi-agency grant supported enforcement saturation patrols such as DUII, or speeding would help impact crashes and fatalities. I participated in one on US199 last year with over 10 troopers that was ODOT funded. It had a large impact on drivers and put out a message to slow down. It would be great to organize a large-scale saturation in our area to help address our issues.

One of the best ways for LE officers to keep informed about changes in laws and best practices for community education and enforcement is by attending trainings and conferences specifically on the topics of transportation safety. In Region 5 where a majority of the counties are frontier or rural and departments very small, it can be difficult for agencies to accommodate a training budget to keep officers up to date on these changes. Even in the more urban population centers, encouragement for professional development in the area of transportation safety can be bolstered with the assistance of financial reimbursement for course registration and lodging costs.

The TSO circulated a traffic safety PP&E survey statewide in 2024. In reviewing the results, 47% of respondents residing in Region 5 ranked police traffic services/emergency responder training in their top five categories for where they would like to see funding allocated. In addition to the survey, the TSO hosted two in-person PP&E events in Region 5 in 2024. Some of the feedback from those two sessions include:

- More DRE officer training and officers being trained
- Legislation needs to more adequately fund law enforcement
- Increase funding for county patrols
- More enforcement focused on traffic safety
- Police K-9 training opportunities for traffic safety interdiction
- More training opportunities for EMS
- Training services like Life Flight
- More training and cross training with fire and medical
- Funding to help with training
- OSP should go back to a higher level of first responder training
- Cross training with medical and law enforcement/fire
- Reach out with more Traffic Incident Management (TIM) Training
- Transportation Safety Task Force – Pilot team funded by ODOT/multi-agency
- OSP used to train their troops to EMR level – this doesn't happen anymore but could help improve outcomes/perhaps ODOT employees as they are first on the scene?

Input received from the PP&E conducted in addition to crash data for this region has led to selecting these topics as priorities for funding.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See 405(e) flex grant application documents.

Program	Federal Project Number	Project Title
Statewide	M8*PM-25-20-16-00	Statewide Services – Media Report
Anticipated Award Amount	Funding Source*	
\$35,000	405(e) Flex	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
23 CFR 1300.24(f)(2) Allows for the use of flex funds to action projects eligible under the authority of 23 CFR 402: Conduct evaluations to effectively measure progress, determine program effectiveness, to plan and implement new program strategies. M8*PM

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Provides for contractor annual media report preparation, media materials reformatting and additional contractor planning/consultation incidental to Office wide media coordination. Also provides for the placement of media products as needed to take advantage of unique or unforeseen marketing opportunities such as offers from special travel publications (ODOT road map (in odd years), "101 Things To Do on the Oregon Coast" magazine, and offers through TSO partner organizations.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

DMV Transportation Safety Office

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

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

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % Click or tap here to enter text.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☐ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct Costs: This project pays for the final media report that is provided by the TSO media contractor. This final report summarizes the media campaign for each of the different program areas along with the statistics of how many people viewed the different social media ads, how many billboards were displayed across the state, how many impressions were captured on the internet ads, etc. This project also covers any reformatting of media program graphics, additional copies of media items needed during the year, and ad placement opportunities equally available to serve all TSO program areas.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

This activity will contribute to the state highway safety performance target of reducing the total number of fatalities by using media to educate the public on all of the traffic safety programs and topics. When a person sees a billboard on wearing a seat belt, impaired driving, distracted driving or sees a social media ad about how to find a local child seat clinic near you or how to install a child restraint system or pedestrian safety and how to safely cross the street, that will help to reduce the total number of motor vehicle fatalities.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

The Transportation Safety Office posted an online Public Participation and Engagement Traffic Safety Survey that was received over 1,500 responses from the public. One of the questions on the survey was "How can we best support traffic safety education in your community" and one of the top responses was "more awareness campaigns or more law enforcement patrols".

At the PP&E event held in Island City in May, a question was asked of the participants "Do you have specific suggestions for education efforts to improve transportation safety?" and numerous responses directly connect with this project and the media program that the Transportation Safety Office provides to the public. The responses include: continue the radio

ads that feature ODOT employees; more bike safety information, kids need to be more aware of bike safety; general hazard information for pedestrians, pedal cycle awareness and social media education on transportation safety. At the Ontario PP&E event, one of the participants requested more billboards with traffic safety statistics to grant attention of the passersby. At the PP&E event in The Dalles, it was brought up that more targeted distracted driving advertising at cell phone stores, cannabis stores, etc.

At the Redmond PP&E event, participants requested more seasonal PSAs for vehicle versus animal collisions for known hotspots around the state. More distracted driving PSAs were of interest as well as information on leading causes of crashes versus the messaging impact of the transportation safety campaigns.

After reviewing the feedback from the different forms of PP&E events and surveys, it really shows that the public depends on and benefits from the safety messaging that comes from the different media campaigns released throughout the year.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

See 405 grant application documents.

Program	Federal Project Number	Project Title
Non-Motorized (Bike-Ped)	BGPE-25-68-15-00	Region 5 Bike/Ped Safety Education and Outreach
Anticipated Award Amount	Funding Source*	
\$40,000	405(g)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Page 127: Code BGPE

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities: This project will focus on local, Region 5, media messaging for bicycle and pedestrian safety, during transitional times and associated behavior that lend to crashes (daylight savings; back to school; summer; dark winter days; etc.). Funds will also be made available for community traffic safety programs and projects, outreach, program supplies, and services in addition to grassroots transportation safety education, outreach, and/or services through awards to local jurisdictions, traffic safety organizations, non-profits and law enforcement to address community-identified behaviors that have been contributing to the increase in pedestrian traffic fatalities and serious injuries in Region 5.

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

Affected Communities: All residents of Region 5, living in Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union, and Wallowa Counties.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

State of Oregon – ODOT - Transportation Safety Office - Region 5.

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Page 129. - Pedestrian and Bicycle Safety

Page 124. - Communications, Outreach and Media

Page 125. - Share the Road Awareness Programs & Driver Training

<u>Local Expenditure</u> Yes ☐ No ☒
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value \$ and % Click or tap here to enter text.

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost sharing and matching: Matching funds for this grant are intended to come from local media matching funds.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Vulnerable road users are people who use alternative non-motorized transportation options such as people who walk (pedestrians) or roll using a wheelchair, skates, skateboards, or scooters and bicycles. Vulnerable road users face special safety challenges when commuting on multi-modal roadways of travel as they often face a higher risk of fatality or serious injury in motor vehicle related crashes.

Region 5 is home to many scenic bikeway events and community sponsored walk/runs. Local media messaging will help spread the word about bicycle and pedestrian safety laws, how to share the road, and increase safety for our vulnerable road users. This project will help meet the state's safety performance targets of reducing the number of bicycle and pedestrian fatalities.

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

Identified funds will be spent on promoting bike/ped education and outreach in Region 5. Radio messages will utilize local, familiar voices. Facebook messaging on media partner's websites will support statewide messaging campaigns and efforts in coordination with local events and problem identification. Website banners, movie theatre advertising, and videography will also be utilized.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

The TSO conducted a statewide PP&E survey in 2024. In reviewing the results of the survey, 15% of the respondents residing in Region 5 list bicyclist & pedestrian safety as the number one priority as to where they would like to see funds spent, while 37% of respondents from the region list it in their top five priority areas. Similarly, 25% of respondents from Region 5 list safe routes to school in their top five priority areas.

Survey respondents were also asked how they best receive traffic safety educational information. Respondents who reside in Region 5 rated the following responses in their top two sources of information: community events (38%), Facebook (33%), radio (14%), and webpage (14%). The largest portion of funds will be used for localized media, utilizing each of the sources listed and supporting local agencies to boost their supplies for more engaging community events. One comment specifically relevant to the project, when asked "How can we best support traffic safety education in your community", responded with: "Traditional media - as local as possible, e.g.: 3 days a week newspaper, radio stations (Also OPB too! albeit, not local), and Elkhorn Media social media platform, and EO Alive TV."

In addition to the survey, there were a total of two in-person PP&E events held in Region 5. During those events, bicyclist and pedestrian safety was mentioned ten times with comments such as "we need more bike safety information, kids need to be more aware of bike safety, and adults too," and "we need school-based pedestrian safety".

The in-person sessions also referenced the need for more media/outreach/education a total of five times specifically. Relevant comments that support the planned localized media include: "continue the radio ads that feature ODOT employees," "utilize social media education on transportation safety," and "continue efforts for social media ads."

Input received from the PP&E conducted in addition to crash data for this region has led to selecting this project as a priority for funding and the allocation of funds for localized media whenever possible. Also included, based on PP&E comments is an opportunity for local agencies to request funds to support bike and pedestrian safety efforts to meet the comments about needing school-based safety opportunities.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

See 405(g) grant application documents.

Program	Federal Project Number	Project Title
Non-Motorized (Bike-Ped)	BGSP-25-68-15-01	Bicycle Safety for People with Disabilities
Anticipated Award Amount	Funding Source*	
\$26,600	405(g)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Page 127: 405(g) Non-motorized Safety Grants Section; 23CFR 1300.26; Public Education 405(g) Funds: BGPE

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities: This project supports a one-week summer camp that teaches people with disabilities to independently ride two-wheel bicycles for transportation and recreation and to know and adhere to laws and best practices for safe riding. Specifically this grant:

- provides bicycle training safety for staff prior to the start of the camp.
- teach riders that they must wear a helmet, how to fit that helmet, and how to ride safely.

Problem Identification:

This project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan pgs. 65-66

Location: Portland, Oregon, Multnomah County

Affected Communities: people with disabilities are the largest minority in Portland and Multnomah County representing 10% of the population.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

BikeFIRST!- Non- Profit

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

This project falls under the countermeasure communications, training, outreach and education, which is justified on pgs. 105-106, 108-109 of the Approved 3HSP.

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

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

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

Local Expenditure

Yes ☐

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$26,600, 100%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures

- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct costs include bicycle rental (these are specialized, adaptive bikes), transportation costs for the bikes as they reside in California, and consultation and contractual services for the staff who run the summer camp.

Match will be provided through a portion of the bike rental and bike transportation costs, a portion of the staff (consultation and contracted services) and sponsorships, donations and other grant funding.

High Visibility Enforcement (HVE) Yes ☐ No ☐

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

This project provides education and hands on training to people with disabilities on how to safely ride a bike. The education is through and specifically tailored to be accessible to the people with disabilities who participate in the summer camp. In addition, families are also included and trained. This project will help meet the state's safety performance targets of C-11) Number of bicyclists fatalities, in addition, to helping reduce the number of total fatalities and serious injuries.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

At the March 5, PP&E event Bicyclist Safety ranked fourth in top traffic safety concerns identified by attendees at 11%, in addition, it ranked third as a concern for the organizations that attendees represented 12%. When asked to look at their top five traffic safety concerns and whether their organization would benefit and have the capacity to use grant funds in any of the mentioned areas four organizations said they would be able and would be interested in using grant funds to do Bicycle Safety. Those organizations were Afghan Support Network, Westside Transportation Alliance, BikeFIRST! and Ethiopian and Eritrean Cultural Center.

The Traffic Safety Office Survey conducted in 2024, received 673 responses from Region 1 citizens. Fifty-one percent of respondents identified bicyclist and pedestrian safety as their number one priority, 69% of respondents identified it as one of their top five areas to invest traffic safety dollars. Relevant comments were:

- Remind peds & bikers to BE VISIBLE and travel in the correct direction on busy streets/highways.
- Please educate bicycle riders about etiquette on rural roads. They will be the losers.

- We all need to be more conscious of helping those around us to be able to SEE US — “BE SEEN, BE SAFE”. We all need to wear bright colors, so people can see us and thus avoid hitting us!
- Educate the walkers and bikers.
- Education on distracted driving, walking, cycling.
- Educate the cyclists and pedestrians on how to be safe as well, teach them to stop stepping out in front of moving cars, to be aware of their surroundings and road conditions. Cars have blind spots, never make assumptions!
- Education campaigns related to rights of bicyclists on the road and when it is safe or unsafe to pass a bicyclist.
- Work to add bike safety classes to schools.
- Require people to know the laws surrounding cyclists.
- Have people go on a walk or bike ride in the area.
- I believe there should be a required class and permit to ride a bike. People of all ages should know the rules or at least people 18 and older should be required to take a class and get a permit just like you do a vehicle

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Non-Motorized (Bike-Ped)	PS 25-68-11-01	Community Bicyclist and Pedestrian Safety Training
Anticipated Award Amount	Funding Source*	
\$10,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Pg. 107 - 23 USC 402: Highway safety programs : 402 Funds: PS; 23 CFR 1300.13(b) Discretionary Highway Safety

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities: This project will provide pedestrian and cycling safety courses for two cohorts and three community pedestrian and cycling safety events.

Problem Identification: This project addresses the problem identification in the Statewide chapter of the approved Oregon Triennial Highway Safety Plan pgs. 51, 58, 110-124, with emphasis on pg. 118 which talks about fatalities by ethnicity/race.

Location: Region 1 Washington County, Forest Grove, Oregon

Affected Communities: The Latine and Spanish speaking community in Region 1, Washington County, Forest Grove Oregon.

Adelante Mujeres serves the Latine and Spanish Speaking Community in Washington County, OR. Many of our participants are immigrants and may be unfamiliar with American traffic laws and signage and/or may have limited English proficiency. We know that many in our community rely on pedestrian or cycling travel to reach their destinations safely. Our goal is to provide pedestrian and biker safety information to our community in Spanish and in a culturally responsive manner to equip them with the knowledge they need to stay safe on or by the street.

This project will serve the over-represented pedestrian and cyclist crash population in the underserved Latine community in Washington County.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Adelante Mujeres! – non-profit

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

This project falls under the countermeasure communications, training, outreach and education, which is justified on pgs. 105-106 of the approved Oregon 3HSP.

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

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

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

Local Expenditure

Yes ☐

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$10,000 - 0%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Costs include staff salary and benefits for the adult education teacher. Direct costs include trailer rental to transport bicycles, bicycle rental, supplies such as markers for the classes and marketing and promotion of the classes.

Match will be provided through a portion of the salary and benefits of the adult education teacher.

High Visibility Enforcement (HVE)Yes ☐No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

This project provides education and hands on training to the Latine population of Washington County in Spanish to teach them how to be a safe road user on foot or while biking. The education is thorough and specifically tailored to be accessible to the Latine population in Washington County who are ESL or LEP. This project will help meet the state's safety performance targets listed on pg. 132 of the approved 3HSP, maintain or decrease bicyclist and pedestrian fatalities from the 2016-2020 moving average, in addition to contributing to the state's performance targets of reducing fatalities and serious injuries.

Paid Media Yes ☐No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

At the March 5, PP&E event Bicyclist Safety ranked fourth in top traffic safety concerns identified by attendees at 11%, in addition, it ranked third as a concern for the organizations that attendees represented 12%. When asked to look at their top five traffic safety concerns and whether their organization would benefit and have the capacity to use grant funds in any of the mentioned areas four organizations said they would be able and would be interested in using grant funds to do Bicycle Safety. Those organizations were Afghan Support Network, Westside Transportation Alliance, BikeFIRST! and Ethiopian and Eritrean Cultural Center.

The Traffic Safety Office Survey conducted in 2024, received 673 responses from Region 1 citizens. Fifty-one percent of respondents identified bicyclist and pedestrian safety as their

number one priority, 69% of respondents identified it as one of their top five areas to invest traffic safety dollars. Relevant comments were:

- Remind peds & bikers to BE VISIBLE and travel in the correct direction on busy streets/highways.
- Please educate bicycle riders about etiquette on rural roads. They will be the losers.
- We all need to be more conscious of helping those around us to be able to SEE US — “BE SEEN, BE SAFE”. We all need to wear bright colors, so people can see us and thus avoid hitting us!
- Educate the walkers and bikers.
- Education on distracted driving, walking, cycling.
- Educate the cyclists and pedestrians on how to be safe as well, teach them to stop stepping out in front of moving cars, to be aware of their surroundings and road conditions. Cars have blind spots, never make assumptions!
- Education campaigns related to rights of bicyclists on the road and when it is safe or unsafe to pass a bicyclist.
- Work to add bike safety classes to schools.
- Require people to know the laws surrounding cyclists.
- Have people go on a walk or bike ride in the area.
- I believe there should be a required class and permit to ride a bike. People of all ages should know the rules or at least people 18 and older should be required to take a class and get a permit just like you do a vehicle

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Non-Motorized (Bike-Ped)	BGPE-25-68-11-02	Community & Workplace Bicycle Rider and Pedestrian Safety Programs
Anticipated Award Amount	Funding Source*	
\$16,874.00	405 G	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

<u>Eligible Use of Funds</u>
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Page 127: 405(g) Non-motorized Safety Grants Section; 23CFR 1300.26; Public Education 405(g) Funds: BGPE

<u>Planned Activity Description</u> (Project Funding Narrative)

Instruction: Must include description of

- | |
|--|
| <ul style="list-style-type: none">• activities planned,• location of project performance, and• affected communities, where applicable. |
|--|

Activities: This project will provide four classes and workshops on bicycle and pedestrian safety, conduct two group safety walks and/or rides teaching participants how to walk and/or ride safely, create at least four transportation options maps customized to partner affordable housing locations or worksites in addition the project will teach proper helmet use and fitting and provide 100 helmets to participants who demonstrate a financial need for a helmet after learning how to properly fit and wear a helmet.

Problem Identification: This project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan pgs. 65-66/

Location: Region 1 – Washington County

Affected Communities: The project will impact bicyclists and pedestrians, groups that are vulnerable transportation network users in Washington County. The Oregon Transportation Safety Action Plan says, “Oregon neighborhoods with low-income populations or people of color experience a higher number of pedestrian fatalities and serious injuries.” Partnerships with affordable housing sites will engage people from lower-income households. People of color are overrepresented in underserved job types such as retail, manufacturing, and warehouse, and partnerships with selected worksites that include a high number of these job types will help engage people of color. Partnerships with community locations such as libraries will expand engagement and access for people from other residential and employment sites.

<u>Participating Sub-Recipient(s)/Agencies</u>

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Westside Transportation Alliance (Non-Profit)

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

This project falls under the countermeasure communications, training, outreach and education, which is justified on pgs. 105-106 of the Approved 3HSP.

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

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

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

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$16,874.00 - 0%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Costs include staff salary and benefits of the Program Coordinator and Program Director and resource development and printing. Direct costs include fees for class/workshop instructors, and bike helmets for low-income participants who are trained and educated on appropriate helmet use and fit but cannot afford a helmet.

Match will be provided through a portion of the salary and benefits of the staff.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

This project will help meet the state's safety performance targets listed on pg. 132 of the approved 3HSP, maintain or decrease bicyclist and pedestrian fatalities from the 2016-2020 moving average, in addition to contributing to the state's performance targets of reducing fatalities and serious injuries.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

At the March 5, PP&E event Bicyclist Safety ranked fourth in top traffic safety concerns identified by attendees at 11%, in addition, it ranked third as a concern for the organizations that attendees represented 12%. When asked to look at their top five traffic safety concerns and whether their organization would benefit and have the capacity to use grant funds in any of the mentioned areas four organizations said they would be able and would be interested in using grant funds to do Bicycle Safety. Those organizations were Afghan Support Network, Westside Transportation Alliance, BikeFIRST! and Ethiopian and Eritrean Cultural Center.

The Traffic Safety Office Survey conducted in 2024, received 673 responses from Region 1 citizens. Fifty-one percent of respondents identified bicyclist and pedestrian safety as their number one priority, 69% of respondents identified it as one of their top five areas to invest traffic safety dollars. Relevant comments were:

- Remind peds & bikers to BE VISIBLE and travel in the correct direction on busy streets/highways.
- Please educate bicycle riders about etiquette on rural roads. They will be the losers.
- We all need to be more conscious of helping those around us to be able to SEE US — “BE SEEN, BE SAFE”. We all need to wear bright colors, so people can see us and thus avoid hitting us!
- Educate the walkers and bikers.
- Education on distracted driving, walking, cycling.
- Educate the cyclists and pedestrians on how to be safe as well, teach them to stop stepping out in front of moving cars, to be aware of their surroundings and road conditions. Cars have blind spots, never make assumptions!
- Education campaigns related to rights of bicyclists on the road and when it is safe or unsafe to pass a bicyclist.
- Work to add bike safety classes to schools.
- Require people to know the laws surrounding cyclists.
- Have people go on a walk or bike ride in the area.
- I believe there should be a required class and permit to ride a bike. People of all ages should know the rules or at least people 18 and older should be required to take a class and get a permit just like you do a vehicle.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Non-Motorized (Bike-Ped)	PS 25-68-11-03	Advancing Bicycle and Pedestrian Safety Education for Historically Marginalized Portlanders
Anticipated Award Amount	Funding Source*	
\$155,611	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Pg. 107 - <u>23 USC 402: Highway safety programs</u> : 402 Funds: PS; 23 CFR 1300.13(b) Discretionary Highway Safety

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities: This project will provide bicycle safety classes for alternative high school youth; bike donation and safety education events for Head Start children (bicycles and program materials funded separately); and a variety of community events for adults and families such as commuter safety workshops, group bike rides, community walks, and beginner rider instruction. Community events will focus on engaging New Columbia's Black community as well as Cully's Spanish-speaking Latine community. All activities will focus on enhancing safety by providing helmet use education, instruction on navigating intersections and right-of-way as cyclists or pedestrians, instruction on how to maintain and repair a bicycle for safe and optimal functioning, instruction on assessing bicycle safety, and/or instruction on how to balance and pedal to safely begin riding.

Problem Identification: This project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan pgs. 65-66/

Location: Region 1 – Portland Metro Area – City of Portland.

Affected Communities: Metro's 2018 Regional Transportation Plan found that census tracts with a greater density than the regional average of people of color, people living on low-incomes, and people speaking English as a second language experience 67% of the region's pedestrian fatalities and serious injuries, 72% of bicycle fatalities and serious injuries, and 64% of all traffic fatalities and serious injuries, despite only 56% of the region's population residing in these areas. These metrics speak to clear safety disparities in that underserved populations in Portland are overrepresented in bicycle, pedestrian, and traffic crash data. Census tract data depicts these disparities along geographic lines, with particularly high concentrations of crashes occurring within dense populations of communities of color and those living on low incomes in North and East Portland.

To ensure efforts to mitigate transportation safety disparities meet community-identified needs (rather than assumed or perceived needs), CCC utilizes a variety of engagement strategies to build relationships with participants and authentically engage communities in program design and implementation. Strategies range from surveys and interviews to informal group conversations to formal engagement studies. The most recent large-scale engagement study, *Barriers to Biking in East Portland* (2023), found that insufficient opportunities for commuter safety education as well as a lack of affordable bike repair services presented significant barriers to bicycling for underserved adult and family populations that are overrepresented in the aforementioned crash data.

CCC staff will collaborate closely with partner agencies and participants to design and deliver Bicycle Safety classes, bike donation and safety education events, and community events to

meet each community's unique needs. For example, bicycle repair instruction will center on common mechanical issues participants face that present safety hazards to their regular riding habits. For some participants, this may look like an emphasis on flat fixes and tube replacements if they regularly encounter glass and other sharp objects on the road while riding. Community rides, walks, and commuter safety workshops will center on types of infrastructure and intersections commonly encountered in participants' neighborhoods while commuting by bike or walking. In these ways, CCC's project *Advancing Bicycle and Pedestrian Safety Education for Historically Marginalized Portlanders* will engage and impact underserved populations that overrepresented in Portland's crash data.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Community Cycling Center-Non-Profit

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

This project falls under the countermeasure communications, training, outreach and education, which is justified on pgs. 105-106 of the Approved 3HSP.

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

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

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

<u>Local Expenditure</u>	Yes ☒	No ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and %	\$155,611 - 100%	

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
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- ☐ Exchange rates
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- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Costs include staff salary and benefits.

Match will be provided through a portion of the salary and benefits of the staff.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

This project provides education and hands on training historically marginalized Portlanders who are over-represented in crash data. This project will help meet the state's safety performance targets listed on pg. 132 of the approved 3HSP, maintain or decrease bicyclist fatalities from the 2016-2020 moving average, in addition to contributing to the state's performance targets of reducing fatalities and serious injuries.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

At the March 5, PP&E event Bicyclist Safety ranked fourth in top traffic safety concerns identified by attendees at 11%, in addition, it ranked third as a concern for the organizations that attendees represented 12%. When asked to look at their top five traffic safety concerns and whether their organization would benefit and have the capacity to use grant funds in any of the mentioned areas four organizations said they would be able and would be interested in using grant funds to do Bicycle Safety. Those organizations were Afghan Support Network, Westside Transportation Alliance, BikeFIRST! and Ethiopian and Eritrean Cultural Center.

The Traffic Safety Office Survey conducted in 2024, received 673 responses from Region 1 citizens. Fifty-one percent of respondents identified bicyclist and pedestrian safety as their number one priority, 69% of respondents identified it as one of their top five areas to invest traffic safety dollars. Relevant comments were:

- Remind peds & bikers to BE VISIBLE and travel in the correct direction on busy streets/highways.
- Please educate bicycle riders about etiquette on rural roads. They will be the losers.
- We all need to be more conscious of helping those around us to be able to SEE US — “BE SEEN, BE SAFE”. We all need to wear bright colors, so people can see us and thus avoid hitting us!
- Educate the walkers and bikers.
- Education on distracted driving, walking, cycling.
- Educate the cyclists and pedestrians on how to be safe as well, teach them to stop stepping out in front of moving cars, to be aware of their surroundings and road conditions. Cars have blind spots, never make assumptions!
- Education campaigns related to rights of bicyclists on the road and when it is safe or unsafe to pass a bicyclist.
- Work to add bike safety classes to schools.
- Require people to know the laws surrounding cyclists.
- Have people go on a walk or bike ride in the area.
- I believe there should be a required class and permit to ride a bike. People of all ages should know the rules or at least people 18 and older should be required to take a class and get a permit just like you do a vehicle

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Click or tap here to enter text.

Program	Federal Project Number	Project Title
Non-Motorized (Bike-Ped)	PS-25-68-13-00	Region 3 Bike/Ped Safety Education and Outreach
Anticipated Award Amount	Funding Source*	
\$10,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Pg. 129 : Code PS

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of - activities planned, - location of project performance, and

- affected communities, where applicable.

Activities: This project will focus on local, Region 3, media messaging for bicycle and pedestrian safety, during transitional times and associated behavior that lend to crashes (daylight savings; back to school; summer; dark winter days; etc.).

Location: All Region 3 Counties including Coos, Curry, Douglas, Jackson and Josephine Counties

Affected Communities: All residents of Region 3, living in Coos, Curry, Douglas, Jackson and Josephine Counties

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

State of Oregon – ODOT - Transportation Safety Office - Region 3.

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Page 129. - Pedestrian and Bicycle Safety

Page 124. - Communications, Outreach and Media

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % [Click or tap here to enter text.](#)

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☐ [Cost sharing or matching](#)
- ☐ [Program income](#) (deduction, addition or cost sharing/matching)
- ☐ [Real property](#)
- ☐ [Equipment](#)
- ☐ [Fix amount subawards](#)
- ☐ [Direct costs, specifically paragraph \(c\)](#)
- ☐ [Compensation – personal services](#)
- ☐ [Compensation – fringe benefits](#)
- ☐ [Entertainment costs](#)
- ☐ [Equipment and other capital expenditures](#)
- ☐ [Exchange rates](#)
- ☐ [Fines, penalties, damages and other settlements](#)
- ☐ [Fund raising and investment management costs](#)
- ☐ [Goods or services for personal use](#)
- ☐ [Insurance and indemnification](#)
- ☐ [Memberships, subscriptions, and professional activity costs](#)
- ☐ [Organization costs](#)
- ☐ [Participant support costs](#)
- ☐ [Pre-award costs](#)
- ☐ [Rearrangement and reconversion costs](#)
- ☐ [Selling and marketing costs](#)
- ☐ [Taxes \(including Value Added Tax\)](#)
- ☐ [Travel costs](#)

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Click or tap here to enter text.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Vulnerable road users are people who use alternative non-motorized transportation options such as people who walk (pedestrians) or roll using a wheelchair, skates, skateboards, or scooters and bicycles. Vulnerable road users face special safety challenges when commuting on multi-modal roadways of travel as they often face a higher risk of fatality or serious injury in motor vehicle related crashes.

Region 3 is home to many scenic bikeway events and community sponsored walk/runs. Local media messaging will help spread the word about bicycle and pedestrian safety laws, how to share the road, and increase safety for our vulnerable road users.

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

Education and Outreach for bicycle and pedestrian safety using local voice messaging.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

The TSO conducted a statewide PPE survey in 2024. In reviewing the results of the survey, 27% of the respondents residing in Region 3 list bicyclist & pedestrian safety as the number one priority and 47% of respondents from the region list it in their top five priority areas. Bicycle and Pedestrian and/or Safety Routes to school were listed in the top five priority funding areas by approx. 56% of Region 3 respondents.

Survey respondents were also asked how they best receive traffic safety educational information. Respondents who reside in Region 3 rated the following responses in their top two sources of information: community events (61), Facebook (47), radio (35), Email (59) and webpage (34). The largest portion of funds will be used for localized media, utilizing each of the sources listed and supporting local agencies to boost their supplies for more engaging community events.

In addition to the survey, there were a three in-person PPE events held in Region 3. There were 10 attendees there specifically to address safe biking and pedestrian concerns in their communities. During those events, bicyclist and pedestrian safety was mentioned at least 15 times with comments such as: we need crosswalk enforcement; we need ped safety

operations: we need signage specific to cyclists and pedestrians like slow down – bike merging; and kids are wearing dark clothing and they are on their phones.

The in-person sessions also referenced the need for more media/outreach/education. Relevant comments that support the planned localized media include: public service announcements for certain targets; focus more on where your content is – Pandora feed, after a concert, movie theatres.

Input received from the PPE conducted in addition to crash data for this region has led to selecting this project as a priority for funding and the allocation of funds for localized media whenever possible. Also included, based on PPE comments is an opportunity for local agencies to request funds to support bike and pedestrian safety efforts to meet the comments about needing school-based safety opportunities.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Non-Motorized (Bike-Ped)	PS-25-68-14-00	Region 4 Bike/Ped Safety Education and Outreach
Anticipated Award Amount	Funding Source*	
\$20,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Pg. 129 : Code PS

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of - activities planned, - location of project performance, and

- affected communities, where applicable.

Activities: This project will focus on local bicycle and pedestrian concerns to the Central Oregon tri-county area, located within Region 4. Utilizing this funding, a local community group will develop an education and outreach media campaign, using input gathered about safety values from their community of vulnerable road users. This messaging will aim to improve bicycle and pedestrian safety by educating all road users during transitional times, addressing associated behavior that lead to crashes (daylight savings; back to school; summer; dark winter days; impaired or distracted driving, etc.). There may also be costs associated with production of safety materials or needed supplies for participation at local events to promote increased safety for vulnerable road users, to be determined by sub-grantee.

Location: Deschutes, Crook, and Jefferson Counties

Affected Communities: All residents of Crook, Deschutes, and Jefferson Counties.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

State of Oregon – ODOT - Transportation Safety Office - Region 4.

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Page 129. - Pedestrian and Bicycle Safety

Page 124. - Communications, Outreach and Media

Page 125. - Share the Road Awareness Programs & Driver Training

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$20,000 and 100%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost sharing and matching: Matching funds for this grant are intended to come from travel costs that include meal per diem, mileage and employee time/wages; expenses for community events that are covered by partner agencies including but not limited to venue expenses, meals, and speaker fees; matching funds may also be provided in the form of donated airtime or media costs; local match identified by grantee agency to be determined.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Vulnerable road users are people who use alternative non-motorized transportation options such as people who walk (pedestrians) or roll using a wheelchair, skates, skateboards, or scooters and bicycles. Vulnerable road users face special safety challenges when commuting on multi-modal roadways of travel as they often face a higher risk of fatality or serious injury in motor vehicle related crashes.

Region 4 is also home to many scenic bikeway events and community sponsored walk/runs. This is especially present in the tri-county area of Central Oregon where tourism for outdoor recreation leads to high traffic volumes and many out of area visitors who are not familiar with the roads, speeds, or road users they may encounter. Local media messaging will help spread the word about bicycle and pedestrian safety laws, how to share the road, and increase safety for our vulnerable road users.

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

Education and Outreach for bicycle and pedestrian safety using local voice messaging.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

The Traffic Safety Office Survey which closed June 15th of 2024, residents of Region 4 ranked Bicycle and Pedestrian Safety as a #1 priority in twenty-eight percent of all responses. Fifty-five percent of Region 4 respondents identified this category it as one of their top five areas in which to invest traffic safety dollars.

From this same survey, responses to the question “What community organizations or groups do you believe could benefit from traffic safety education?” included the following:

- We need a dedicated campaign around e-bikes. We are seeing an increase in e-bike ridership and e-bike collisions with pedestrians
- Teach bicycles the rules of the road
- Well maintained roads with bike and passenger lanes.
- Require new Oregon drivers (both first-time drivers and newcomers to the state) to pass the written drivers exam, with an emphasis on knowing bike/pedestrian rules of the road and increasing awareness of all road users.

With key issues from the in-person events in Region 4:

- E-bike education for riders and drivers
- For bike safety program, is funding straight to 501c (programs such as Street Trust) better than funding straight to the school
- Annually there should be ed. bike programming for kids riding to school, parks or just around town- a safety bike class for free
- More education for both bikes and drivers and how to interact
- Bike/Ped safety awareness
- signage to drivers that let them know that bikes will be on roadway during high travels times in summer

Input received from the PP&E conducted in addition to crash data for this region has led to selecting this project as a priority for funding.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Click or tap here to enter text.

Program	Federal Project Number	Project Title
Non-Motorized (Bike-Ped)	PS-25-68-14-01	Pathways to Independence
Anticipated Award Amount	Funding Source*	
\$124,978	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Pg. 107: Code PS

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of - activities planned, - location of project performance, and - affected communities, where applicable.

Activities: The Pathways to Independence program aims to address significant barriers preventing students from safely walking, biking, or using public transit to get to school and around their communities through a community based bicycle and pedestrian safety education program serving school aged children. Planned activities include; utilizing a consultant to aid in development of a work plan, survey of community interest in priorities, design of an education curriculum, and creation of a promotion strategy. Recruitment and training of program volunteers to proceed launching Bike buses at interested schools. This will culminate in a RidersEd bicycle education camp to be held during the first week of summer to serve students under 18 years of age in preparation for safe wider community exploration and travel during the out of school months while promoting active transportation.

Location: Residents under 18 of the Eugene/Springfield area.

Affected Communities: Will aim to serve low-income populations through the school districts specifically, to increase equitable access to safe transportation for residents of the Eugene/Springfield area, serving bicycle riders under the age of 18. Pathways to Independence will also be available to the population at large where service gaps are identified outside of Safe Routes to Schools programming and other community programming.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Cascadia Mobility (Non-Profit)

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

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

There is no countermeasure for outreach and education; however, research concludes that public engagement is a critical component of any public health strategy. Please see the justification on page 105 of the Triennial HSP. Education and outreach for ped and bike safety is informed by Highway Safety Program Guideline 14, specially Section VI Communication Program which states, “The State should enlist the support of a variety of media, including mass media, to improve public awareness of pedestrian and bicyclist crash problems and programs directed at preventing them. Communication programs and materials should be culturally relevant and multilingual as appropriate, and should address issues such as:

- Visibility, or conspicuity, in the traffic system;
- Correct use of facilities and accommodations;

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

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

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$124,978 at 100%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☒ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use

- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Matching: Matching funds will come from volunteer hours, instructional equipment such as an e-bike and camera, and in the form of general supplies to be provided as local program match.

Compensation: Employee salary for the Program Manager (**personal services**), and benefits (**fringe**) at the rate of 20% for the same, at full time, performing the activities of the identified project.

Equipment: Safety materials required by law for participants, such as helmets and reflectors (visibility items) will be purchased and fitted/installed by instructors for participant use and as a necessary piece of educational equipment.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

This project falls under the countermeasure communications, training, outreach and education, which is justified on pgs. 105-106 of the Approved 3HSP.

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

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

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

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

The Traffic Safety Office Survey which closed June 15th of 2024, Bicycle and Pedestrian Safety ranked as fourth overall (out of 14) in top traffic safety concerns identified by contributors where ODOT should invest traffic safety dollars. Of the 147 responses received from residents of Lane County, forty-three percent of respondents identified bicyclist and pedestrian safety as their number one priority, with sixty-five of respondents identifying it as one of their top five areas in which to invest traffic safety dollars.

From this same survey, responses to the question “What community organizations or groups do you believe could benefit from traffic safety education?” included the following:

- Schools (groundwork can start earlier than high school)
- Who wouldn't benefit from it? Family units, schools – education
- Parent teacher organizations.
- Schools, community Colleges
- Low Income families Teens. Young adults

- Parents and schools.
- Start with grammar school age learning to ride bikes...traffic safety education evolves from then on.
- Pedestrians, bicyclists, disabled people
- Youth, bicyclists
- Safe Routes to School, where children can learn how to walk and bike around our deadly transportation system.
- Children on bicycles.
- Not sure, but schools need to start the education way before driving age.
- Young people of all uses of transportation and older drivers of vehicles.
- Bicyclists, to leave sidewalks to pedestrians, and on bike path by river, pass them with plenty of space and a warning.
- teens and schools
- Safe Routes to School, Better Eugene Springfield Transportation, The Street Trust

When asked how the Transportation Safety Office could best support safety education in the survey takers community, the following responses were submitted from Lane County respondents:

- Get in the schools early where kids see you or get transportation education every year with de-emphasis on SOV as way to get around. Help kids see other ways as more healthy, environmentally friendly, social, etc.
- in schools, but that probably already happens and would be more geared towards bike safety.
- Education of new and existing bike/pedestrian laws
- More education at all levels
- Get the DMV more involved in local traffic safety education. Would love to see more community partnerships/interaction with DMV offices.
- Safety presentations in schools.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Non-Motorized (Bike-Ped)	PS-25-68-16-00	Statewide Services-Bicyclist and Pedestrian
Anticipated Award Amount	Funding Source*	
\$500,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Pg. 107 - <u>23 USC 402: Highway safety programs</u> : 402 Funds: PS; 23 CFR 1300.13(b) Discretionary Highway Safety

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

This project will update/reprint pedestrian and bicycle safety resource and educational materials and online listing of these education materials; continue participation in an annual public opinion online survey for questions related to bicycle and pedestrian safety; develop annual statewide media campaign with TSO media contractor and work with statewide partners to complete outreach and engagement on topics such as pedestrian visibility, people experiencing houselessness and traffic safety, education events or classes. Locations and affected communities are both vulnerable road users walking, rolling and bicycling as well as all people who drive in Oregon.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

ODOT Transportation Safety Office, Salem, OR

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

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

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % Click or tap here to enter text.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Paid and earned media costs (including creative work-up, buying of air time, etc.)--
Print costs for updating/restocking of educational materials for the public--
Other costs for conducting outreach and education events, as applicable.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

C-1, Fatalities; C-10, Pedestrian Fatalities; C-11, Bicyclist fatalities.
Creating/updating and maintaining educational materials in print and digital formats as well as paid media safety messaging can contribute significantly to education of state laws and safe traveling behavior practices, and this gained knowledge and awareness can lead to development of new safe traveling behaviors as well as inhibit unsafe traveling behaviors. Thus, this gained knowledge and awareness leading to potential safe traveling behaviors can contribute to meeting performance targets of less crashes and less severe injuries and fatalities, especially for vulnerable road users.

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

The TSO program manager will work with a media consultant to develop and deliver poignant safety messaging with the focus of gaining knowledge and awareness for people driving and for people walking, rolling, and bicycling through a variety of mediums to reach various groups of the traveling public in Oregon. The mediums used can vary but examples are social media ads, posts, and stories, theater ads, PSA videos streamed online and with various streaming platforms, and radio.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

Public participation and Engagement input was obtained in a few different formats but largely in 8 regional listening sessions and workshops along with an online survey. In all forms of input from the public, vulnerable road user- pedestrians and bicyclist safety was a key highlight. In the survey when asked, "Where would you invest your traffic safety dollars?",

Bicyclist and Pedestrian Safety was one of the top five answers ranking 4th out of 15. When asked "How can we best support traffic safety education in your community?" One of the most frequent answers through outreach and media campaigns. There were many mentions to increase PSAs on T.V and in social media. Also many of the comments also mentioned using paid media campaigns to teach road users pedestrian and bicycle safety laws

Examples of responses:

- We need a dedicated campaign around e-bikes. We are seeing an increase in e-bike ridership and e-bike collisions with pedestrians, most recently resulting in a fractured skull of a child on school grounds.
- We lack sidewalks in many areas of our town, it would be wise to develop sidewalks but also educate the community on giving the right of way to white cane user
- Through tv "spots" making pedestrian/cyclist safety a priority; through public signage; through better driver testing.
- More public information in newspapers, on the radio, TV and internet.
- Increase social media communications
- Billboards with traffic laws e.g. every corner is a crosswalk. Stop for pedestrians to cross
- Bike safety education for drivers. Blind spots to watch out for traffic rules for them and us (Cars and bikes).
- Traffic enforcement, billboards, media, safe driving reward in lower taxes or DMV fees.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Non-Motorized (Bike-Ped)	PS-25-68-17-00	Aging Pedestrian and Traffic Safety
Anticipated Award Amount	Funding Source*	
\$24,750	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Pg. 107 - 23 USC 402: Highway safety programs : 402 Funds: PS; 23 CFR 1300.13(b) Discretionary Highway Safety

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

This project will obtain traffic and pedestrian safety information older adults want to know, what information they are missing, look at the existing data and statistics, and strive to create a program to address these deficits. We will educate older adults on laws, and safety measures for motor vehicle and pedestrians' safety, and provide tools and materials so aging adult pedestrians can increase their transportation safety and reduce the likelihood of injury or death.

Affected Communities/Location- Retirement communities, assisted living centers, and older adult populations will be targeted in the following counties in Oregon —Douglas, Lane, Clackamas, Multnomah, Washington, Lincoln, Yamhill, Hood River, Marion, Essex and Wasco.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Legacy Emmanuel Medical Center-Trauma Nurses Talk Tough-Non-Profit

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

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

Share the Road Awareness Programs

Driver Training

<u>Local Expenditure</u>	Yes ☒	No ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and %	\$24,750, 100%	

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs, specifically paragraph (c)
- ☒ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost Sharing/Match-The cost of staff time to complete these activities will be shared through matching agency staff time working on grant activities.

Equipment- Two I-pads will be used during pedestrian education classes to help participants with mapping safe walking routes and identifying locations where participants struggle with safe crossings. This will help the instructor offer safer walking route strategies. The I-pads will only be used for the identified project activities.

Travel Costs- The project staff will be traveling to different locations in the Oregon as identified above in the Planned Activities to administer listening sessions and pedestrian and driver safety classes to aging populations.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Performance Measure: Reduction in fatalities and Reduction in Serious Injuries
Aging pedestrians and drivers are a significant amount of road users in Oregon and are a special population who are at-risk and vulnerable to crashes as a pedestrian or as a driver involving a pedestrian. With a special focus on education and awareness programs to help aging adult road users travel safely, this planned activity can significantly contribute to meeting the states highway safety performance targets of decreasing crashes, serious injuries and fatalities especially for vulnerable road users.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

Public participation and Engagement input was obtained in a few different formats but largely in 8 regional listening sessions and workshops along with an online survey. In all forms of input from the public, vulnerable road user- pedestrians and bicyclist safety was a key highlight. In the survey when asked, "Where would you invest your traffic safety dollars?", Bicyclist and Pedestrian Safety was one of the top five answers ranking 4th out of 15. When asked "How can we best support traffic safety education in your community?", many of the responses mentioned that older or aging drivers are in need of additional transportation safety education. While there was no mention of older pedestrian safety education in the workshops the PP&E survey indicated a focus on older road users with special attention to older or aging drivers.

Examples of responses:

Driver education for older drivers and more frequent required testing of older drivers.
Remind peds & bikers to BE VISIBLE and travel in the correct direction on busy streets/highways.

Education for new and older drivers

Education for people 50 years and older

More education on aging drivers & taking driving privileges away from senior drivers

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Non-Motorized (Bike-Ped)	PS-25-68-18-00	Oregon Friendly Driver
Anticipated Award Amount	Funding Source*	
\$330,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Pg. 107 - <u>23 USC 402: Highway safety programs</u> : 402 Funds: PS; 23 CFR 1300.13(b) Discretionary Highway Safety

Planned Activity Description

Continuing development of education and course materials

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Click or tap here to enter text.

The Oregon Friendly Driver (OFD) course will be offered by Commute Options, a non-profit, to educate motor vehicle drivers about safe interactions while sharing the road with people riding bikes, rolling, and walking in Oregon. The courses will be offered in-person and online via webinar or self-paced class. This program will offer education to drivers through the existing Commute Options Partners program and new driver groups such as bus drivers and delivery drivers in areas surrounding Bend, Portland, Eugene and other high crash risk areas such as Oregon Coast and Medford. Commute Options will assist in marketing the program by working with a consultant for outreach efforts, manage the local class registration system, order supplies, manage the Oregon Friendly Driver website and prepare class materials and curriculum.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Commute Options

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

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

Driver Training – CTW 1 star citation – Pedestrian 4.5

<u>Local Expenditure</u>	Yes ☐	No ☒
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and %	Click or tap here to enter text.	

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost Sharing or Matching- There is a 20% match for this project that will include 3rd party volunteer time for volunteer recruitment to help in outreach events and class participant recruitment. Cost sharing on travel costs, office expenses, and printing and materials costs will also make up the match total.

Staff working on the Oregon Friendly Driver program administering, coordinating and working with contractors will be compensated with hourly pay and benefits

Staff working on the Oregon Friendly Driver program will travel to promote and present the course at various locations as determined by who requests the in-person courses. Staff will also travel for various outreach events and conferences to promote and deliver the course.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Performance Measure: Number of Fatalities (reduction)

The Oregon Friendly Driver course is a supplemental course for people driving to bring awareness and teach best safety practices when sharing the road with vulnerable road users. By teaching these practices and safe driving tips, the participants who take the course can be more aware of driving laws they must follow and how their behaviors can help prevent crashes and fatalities ultimately aiding in safer driving, less severe crashes and meeting targets of zero fatalities especially for vulnerable road users.

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

This project will fund paid media promotion of the Oregon Friendly Driver course in targeted social media plans in efforts to bring awareness of the program and direct the public to seek more information at the Oregon Friendly Driver website where they can sign up for the course.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

Public participation and Engagement was obtained in a few different formats but largely in 8 regional listening sessions and workshops along with a online survey. In all forms of input from the public, vulnerable road user- pedestrians and bicyclist safety was a key highlight. In the survey when asked, "Where would you invest your traffic safety dollars?", Bicyclist and Pedestrian Safety was one of the top five answers ranking 4th out of 15. When asked "How can we best support traffic safety education in your community?" Many responses were centered on having free public classes that are available on various formats and times of day and throughout the week. Specifically there were quite a few responses overall about needing to educate the public on pedestrian and bicycle laws and safety behavior etiquette.

Examples of responses focused on education classes:

Make driver training in schools more available. This should include cycling education and e-bike safety.

Online training like defensive driving, or Youtube videos.

Classes, classes, classes

'Bike safety education for drivers. Blind spots to watch out for traffic rules for them and us (Cars and bikes).

Bikes and driver education- how to interact with each other

Transportation is multi-modal, all modes need to interact safely

More education for both bikes and drivers and how to interact

More education about sharing the road for all road users

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Click or tap here to enter text.

Program	Federal Project Number	Project Title
Non-Motorized (Bike-Ped)	PT-25-30-17-00	Vulnerable Road User Enforcement and Education
Anticipated Award Amount	Funding Source*	
\$138,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Pg. 107 - <u>23 USC 402: Highway safety programs</u> : 402 Funds: PS; 23 CFR 1300.13(b) Discretionary Highway Safety

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

This is a pedestrian safety enforcement (PSE) mini-grant program to Oregon law enforcement agencies, to also include enforcement operations, law enforcement training of pedestrian and bicycle laws, and law enforcement organized diversion classes and law enforcement attending outreach and education events focused on pedestrian and bicycle safety as applicable.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Oregon Impact- Non-Profit

Police Departments: Aumsville, Baker City, Bandon, Banks, Canby, Carlton, Coburg, Cornelius, Florence, Gaston, Gresham, Independence, Lake Oswego, Lincoln City, Medford, North Bend, Nyssa, Reedsport, Roseburg, Salem, Sandy, Sherwood, Silverton, Talent, Tigard, Toledo, Tualatin

Sheriff's Office: Clackamas, Klamath, Linn, Washington, Yamhill

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Enforcement Strategies– CTW 3 stars citation- Pedestrian 4.4

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$123,300 - 90%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Reimbursement (straight and/or overtime) of specific traffic enforcement on bicycle and pedestrian laws by local law enforcement agencies. Grantees will provide up to 20% match.

High Visibility Enforcement (HVE) Yes ☒ No ☐

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Law enforcement agencies participating in this project will have significant latitude in their deployment of focused pedestrian safety enforcement patrol shifts. However, patrols are expected to be targeted toward days, times, and locations identified as high incidence crash locations for pedestrian fatalities and serious injuries, as evidenced by local and state data, along with other information. Participating agencies will be required to field Ped Enforcement patrols during the Aug and September months (back-to-school), and to conduct patrols in the night-time hours as well, as this is a common time period for these crashes, especially in the urban areas. Participating agencies will be asked to complete pre- and post-event media releases to notify their communities of these additional patrols.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Performance Measure: Reduction of fatalities.
Enforcement of pedestrian and bicycle laws can have an impact on road user behavior, and while it may be a short-term impact, if completed frequently, this activity can be a strong counter measure for vulnerable road user safety due to education, awareness and behavior change due to the enforcement of laws that are put in place to keep vulnerable road users safe. This can ultimately contribute to decreasing crashes, serious injuries and fatalities, especially for vulnerable road users.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

Public participation and Engagement input was obtained in a few different formats but largely in 8 regional listening sessions and workshops along with an online survey. In all forms of input from the public, vulnerable road user- pedestrians and bicyclist safety was a key highlight. In the survey when asked, "Where would you invest your traffic safety dollars?", Bicyclist and Pedestrian Safety was one of the top five answers ranking 4th out of 15. When asked "How can we best support traffic safety education in your community?" One of the most frequent answers was about increasing law enforcement to help educate road users and increasing funding to enforce pedestrian, bicycle, and driver laws regarding vulnerable road user safety. Enforcement and education of bicycle and pedestrian laws were frequently mentioned in the majority of the workshop sessions. Survey participants also mentioned driver diversion classes for offenders of pedestrian and bicycle safety laws as well as having more educational opportunities available for law enforcement to learn how to enforce bicycle and pedestrian laws

Examples of responses about bicycle and pedestrian focused enforcement:

- Enforcement of both motor and bicycle ORS
- Enforcement grants, Safe Routes to School and direct in-person outreach
- Make sure everyone knows that every pedestrian crossing is considered a CROSSWALK in Oregon.
- More focus on pedestrian crossings/safety
- Police speed traps, pedestrian right-of-way traps, high school demonstrations on distracted driving
- School based pedestrian safety
- Need more crosswalk enforcement "stings" for more public education
- Enforcing cars that are blocking bike lanes/sidewalks – city issue

Examples responses about education opportunities for law enforcement:

- Educate new LEO's early on the importance of transportation safety (such as at the academy)
- Education grant to reimburse OT to attend enforcement courses that are offered optionally after hours (DPSST)
- I know law enforcement has a lot to cover, its just that they seem no more informed than average driver, based on behavior, about pedestrian right of way and safety.
- More opportunities for enforcement to do public engagement opportunities

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Click or tap here to enter text.

Program	Federal Project Number	Project Title
Community Traffic Safety	CP 25-25-11-01	Community Traffic Safety and Education Program
Anticipated Award Amount	Funding Source*	
\$66,560	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Pg. 107 - <u>23 USC 402: Highway safety programs</u> : 402 Funds: CP, 23 CFR 1300.13(b) Discretionary Highway Safety

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of activities planned,

- location of project performance, and
- affected communities, where applicable.

Activities: This project proposes three major activities:

- **Culturally Specific Instruction Permit/Driver's License Trainings** - DMA will organize training sessions specifically designed for 25-30 participants, focusing on their unique cultural and linguistic needs. These sessions will help bridge the language gap and provide essential road safety knowledge necessary for obtaining a driver's permit.
- **Transportation Resource Fair** - DMA will host a "Transportation Resource Fair" aimed at 70-80 participants. This event will offer information on traffic safety programs, including pedestrian safety, safe driving practices, and public transportation options. We will ensure the availability of multilingual materials and interpreters to cater to diverse community needs.
- **Pedestrian Safety Education incentivized through the Fair Relief Program** – Provide pedestrian safety education to members of the community who enroll in the Fair Relief Program. By offering language assistance to Vietnamese, Burmese, Chinese, and Latinx groups to enroll in the fare relief program, we can provide pedestrian education to them while providing financial assistance and a valuable resource.

Problem Identification: The project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan pgs. 52-58.

Location: Region 1, Multnomah County, Portland mainly in the SE which bears the brunt of traffic violence.

Affected Communities: Portlanders mainly located in the SE who are Vietnamese, Burmese, Chinese, and Latinx.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Division Midway Alliance – non-profit

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

This problem employs several countermeasures:

This project employs the countermeasure in Chapter 7 of CTW 1.1 Formal courses for older drivers p. 563

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

This project employs the countermeasure strategy grassroots outreach and education as identified and justified on pages 107-108 of the Oregon Approved 3HSP. The countermeasure strategy of education and outreach is informed by Highway Safety Program Guideline 14, specifically Section VI Communication Program which states, "The State should enlist the support of a variety of media, including mass media, to improve public awareness of pedestrian and bicyclist crash problems and programs directed at preventing them. Communication programs and materials should be culturally relevant and multilingual as appropriate, and should address issues such as:

- Visibility, or conspicuity, in the traffic system;
- Correct use of facilities and accommodations;
- Proper street-crossing behavior;
- Safe practices near bus stops
- Safe walking
- Pedestrian responsibilities

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$66,650 – 100%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Costs for this project include a portion of the salaries for the Program and Partnership Manager, Program Associate, Vietnamese Liaison and a portion of the salary and the benefits for the Program Coordinator. Direct costs include printing, translation services, event space for the transportation resource fair and food because the fair includes presentations and goes through the lunch hour.

Match will be provided through a portion of the salary of the Program Coordinator and the Program Associate.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Immigrants and ESL_LEP Community members are often unfamiliar with US laws and different cultural norms and approaches to traffic safety often make them less safe on US roadways for example in Chinese Culture, a stop sign is a suggestion, in Middle Eastern Culture, child are not even belted let along in the appropriate car seat, in addition, driving in the US is very different than driving in other countries particular developing countries that lack roads and infrastructure. Providing traffic safety education to immigrants and ESL_LEP Community members, equipes them with the skill and knowledge they need to safety navigate the US transportation system regardless of mode. Road users who are understand the laws that govern transportation safety and how to use the system safely helps meet the state's safety performance targets of reducing the number of fatalities and serious injuries.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

At the March 5, PP&E event Pedestrian and Community Traffic Safety were ranked as the top two traffic safety concerns by attendees 15% and 13% respectively. Driver Education ranked fifth in top traffic safety concerns identified by attendees at 10%. Pedestrian and Community Traffic Safety were also ranked as the top two traffic safety concerns for the organizations that the attendees represent, 16% and 12% respectively, while Driver Education was ranked sixth as a safety concern for the organizations attendees represented. When asked to look at their top five traffic safety concerns and whether their organization would benefit and have the capacity to use grant funds in any of the mentioned areas five organization mentioned pedestrian safety and community traffic safety and four organizations mentioned driver education.

The Traffic Safety Office Survey conducted in 2024, received 673 responses from Region 1 citizens. Fifty-one percent of respondents identified bicyclist and pedestrian safety as their number one priority, 69% of respondents identified it as one of their top five areas to invest traffic safety dollars. Relevant comments were:

- Remind peds & bikers to BE VISIBLE and travel in the correct direction on busy streets/highways.
- Please educate bicycle riders about etiquette on rural roads. They will be the losers.
- We all need to be more conscious of helping those around us to be able to SEE US — “BE SEEN, BE SAFE”. We all need to wear bright colors, so people can see us and thus avoid hitting us!
- Educate the walkers and bikers.
- Education on distracted driving, walking, cycling.
- Educate the cyclists and pedestrians on how to be safe as well, teach them to stop stepping out in front of moving cars, to be aware of their surroundings and road conditions. Cars have blind spots, never make assumptions!
- Education campaigns related to rights of bicyclists on the road and when it is safe or unsafe to pass a bicyclist.
- Work to add bike safety classes to schools.
- Require people to know the laws surrounding cyclists.
- Have people go on a walk or bike ride in the area.
- I believe there should be a required class and permit to ride a bike. People of all ages should know the rules or at least people 18 and older should be required to take a class and get a permit just like you do a vehicle

While only 3% of respondents identified Driver Education as their number one priority, 29% of respondents identified it as one of their top five areas to invest traffic safety dollars. Relevant comments were:

- Require people to take traffic safety classes
- Put drivers’ education back in school and require migrants to take safety classes before they are given licenses.
- More intensive driver education training for new drivers.
- We are seeing an influx of drivers who have moved here from other countries who may be following different rules & mores. It’s not just about driving a vehicle. It’s about driving that vehicle in your new community.

- Require drivers training.
- Required training for new drivers.
- Require drivers' education classes that are accessible and affordable to all new drivers no matter age.

In addition, during the eight PP&E activities held through Oregon in 2024 Driver Ed was a common topic of discussion. Relevant comments were:

- The biggest barriers to Driver Ed are finances and time.
- 17 people commented that Driver Ed should be mandatory.
- Driver Ed needs to be multi-lingual.
- Driver Ed needs to be longer.
- Driver Ed needs to be provided by outside institutions.

While there was no Community Traffic Safety option for respondents to choose as their top safety concern. Forty-four percent of respondents stated that the number one factor that impacts how they feel about driving on Oregon roads is other road users in particular other road users' bad behavior. Relevant comments were:

- Outrageous amount of drivers violating traffic laws . . .
- People need to follow traffic safety laws and rules. Too many people are running red lights, walking into traffic, speeding and otherwise driving or behaving recklessly.
- Other drivers.
- Lawlessness of drivers.
- Pedestrians crossing big roads (such as MLK, Powell, 82nd) not at crosswalks — and the unavailability of flashing lights for pedestrian crossings w/o a stoplight.
- Impaired and reckless drivers who do not obey traffic laws.
- How erratic and lawless the roads feel these days . . . no consequences for drivers speeding or running red light so more and more people speed and run red lights.
- People not knowing the rules of the road.
- Reckless drivers.
- The deterioration of the respect for traffic laws.
- People walking into the street not at crosswalks.
- Portland bicyclists that do not respect the signs.

In response to the question of “How can we best support traffic safety education in your community?” There were many relevant comments:

- Anything to get the handful of very dangerous drivers off the roadways.
- Education and enforcement. The rules apply to everyone to keep all road users safe.
- People ignoring rules should face consequences.
- Partner with law enforcement to get dangerous people off the road.
- Raise awareness and understanding of roadways being for multiple types of users and all can benefit from multiple use. Talk about how speed and higher profile/mass vehicles can seriously hurt someone. Provide examples and good guidance on multiple types of users to interact safely and respectfully.
- Require people to take traffic safety classes.
- Provided classes for people, partnering with local governments.

- Make sure everyone knows that every pedestrian crossing is considered a CROSSWALK in Oregon. INSTALL PAINTED OR LIGHTED CROSSWALKS!
- Traffic enforcement of current laws on all users of the roadways
- Offer training in other languages other than English.
- Community open houses and forums.
- Remind peds & bikers to BE VISIBLE and travel in the correct direction on busy streets/highways.
- Outreach programs.
- Community out reach, community fairs in parks.
- Remind people of the laws and rules of the road and why we need to count on each other to follow them.
- Inform road users of the need to slow down and be mindful of other road users.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Community Traffic Safety	CP-25-25-12-01	Lane Safe Communities and Rural Bike and Pedestrian Safety Education
Anticipated Award Amount	Funding Source*	
\$179,959	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Pgs. 107 and 141 - <u>23 USC 402: Highway safety programs</u> : 402 Funds: CP, AL, DE, PS, SC; 23 CFR 1300.13(b) Discretionary Highway Safety

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

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

Lane Council of Governments previously received funding for a Rural Safe Routes to School program that served all the rural school districts in Lane County. The Lane County Safe Routes to School program launched in 2019 to serve 13 rural school districts in Lane County. The program helps students learn to travel safely while walking and biking. The program delivered bike safety to ~600 students per year at Dorena School, Creswell Middle School, and Siuslaw Middle school. Additional programming focuses on pedestrian and scooter safety within physical education classes. These classes provide students with practical skills for navigating our transportation system and give them the necessary skillset for lifelong safe and active transportation.

The population served by the program experiences high levels of vulnerability because of historic under investment. According to the U.S. DOT Equitable Transportation Community Explorer, the communities served by this program experience very high levels of Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. Students across Lane County often lack the opportunity to learn to ride bikes because they don't have access to bicycles and/or safe places to learn to ride, walk, and scoot. This program provides an opportunity for students to learn to ride and learn to ride safely and opens a new avenue to embed physical activity into their daily lives and supporting an overall healthy lifestyle.

This project will provide training for Physical Education (PE) instructors at rural elementary and middle schools, conduct community Learn to Ride events in Rural Lane County, and develop documentation and curriculum for schools to adopt bike and pedestrian safety programs.

Problem Identification: This project addresses the problem identification in the approved Triennial Highway Safety Plan on pg. 80 (Region 2), pgs. 110-123 (Pedestrians and Bicyclists), and pgs. 132-139 (Community Traffic Safety).

Location: Region 2 – Lane County

Affected Communities: Traffic safety professionals, traffic safety volunteers, residents and visitors to Lane County. The project will impact bicyclists and pedestrians, groups that are vulnerable transportation network users in Lane County. Rural roads experience more serious crashes, while receiving fewer transportation resources. Reducing speed and alcohol involved crashes is a top priority for the Coalition. Safe Lane Coalition uses ODOT crash data to help inform projects and programs. People walking and biking continue to be overrepresented in crashes in Lane County.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Eugene/ Springfield Metropolitan Planning Organization, local government

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Pages 105-107 3HSP.Communications, Training, Outreach and Education –
[1300.11\(b\)\(4\)\(ii\)\(B\)](#)

Page 141 3HSP,1300.11(b)(4)(ii) 1300.12(b)(2)(viii)Communities that plan for *and work on* identified transportation safety issues

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$179,959 - 100%.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Costs include staff salary and benefits of project specific labor (Safe Lane Coalition Coordinator and Transportation Options Specialist staff time), and printing outreach materials. Match will be provided through a portion of the salary of the staff.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

This project provides education and outreach and hands on training to Lane County residents who are over-represented in crash data. This project will help meet the state's safety performance targets listed on pg. 129 of the approved 3HSP, maintain or decrease bicyclist and pedestrian fatalities, pgs. 282-283 decrease the number of speeding related fatalities, pgs. 196-197 decrease number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above, and pg. 106 contributing to the state's performance targets of reducing fatalities and serious injuries.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

In the PP&E Traffic Safety Survey that closed June 15, 2024, “Bicyclist and Pedestrian Safety” ranked fourth overall (out of 14) in top traffic safety concerns identified by contributors where ODOT should invest traffic safety dollars in ODOT Region 2 at 11%. Of the 147 responses received from residents of Lane County, forty-three percent of respondents identified bicyclist and pedestrian safety as their number one priority, with sixty-five of respondents identifying it as one of their top five areas in which to invest traffic safety dollars.

From this same survey, responses to the question “What community organizations or groups do you believe could benefit from traffic safety education?” included the following:

- Schools (groundwork can start earlier than high school)
- Who wouldn't benefit from it? Family units, schools – education
- Parent teacher organizations.
- Schools, community Colleges
- Low Income families Teens. Young adults
- Parents and schools.
- Start with grammar school age learning to ride bikes...traffic safety education evolves from then on.
- Pedestrians, bicyclists, disabled people
- Youth, bicyclists
- Safe Routes to School, where children can learn how to walk and bike around our deadly transportation system.
- Children on bicycles.
- Not sure, but schools need to start the education way before driving age.
- Young people of all uses of transportation and older drivers of vehicles.
- Bicyclists, to leave sidewalks to pedestrians, and on bike path by river, pass them with plenty of space and a warning.
- Teens and schools
- Safe Routes to School, Better Eugene Springfield Transportation, The Street Trust

When asked how the Transportation Safety Office could best support safety education in the survey takers community, the following responses were submitted from Lane County respondents:

- Get in the schools early where kids see you or get transportation education every year with de-emphasis on SOV as way to get around. Help kids see other ways as more healthy, environmentally friendly, social, etc.
- in schools, but that probably already happens and would be more geared towards bike safety.
- Education of new and existing bike/pedestrian laws
- More education at all levels

- Get the DMV more involved in local traffic safety education. Would love to see more community partnerships/interaction with DMV offices.
- Safety presentations in schools.

Input received from the PP&E led to selecting this project as a priority.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Community Traffic Safety	CP-25-25-14-00	Central Oregon Transportation Safety Action Plan (TSAP) Implementation
Anticipated Award Amount	Funding Source*	
\$195,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

<u>Eligible Use of Funds</u>
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Pg. 141 – Code: CP

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of activities planned,

- location of project performance, and
- affected communities, where applicable.

Planned Activities: COIC will hire a Safety Coordinator at .75 FTE to implement the recommended countermeasures as indicated in the Transportation Safety Action Plans developed for both the Bend Municipal Area and Deschutes County. The Safety Coordinator will continue transportation safety outreach, marketing and education efforts in Central Oregon under the direction of a subcommittee of the Central Oregon Area Commission on Transportation (COACT). This team will assist the Safety Coordinator identify outreach opportunities, provide updates on local safety projects and localized outreach that will be occurring within local communities, and provide technical input to implement a communications plan that identifies the best options for outreach and marketing, and that is designed to reduce fatal and serious injury crashes in Central Oregon. In addition, COIC will research and evaluate long-term funding opportunities, and engage the subcommittee in discussions about long-term, sustainable funding for continued safety outreach throughout Central Oregon.

Location: The counties of Crook, Deschutes, and Jefferson and Klamath counties – as represented by the Central Oregon ACT.

Affected Communities: Residents and safety professionals of Crook, Deschutes, and Jefferson and Klamath counties.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Central Oregon Intergovernmental Council (a local service district) Bend, Deschutes Co., OR

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Page 141 – The Community Traffic Safety Program

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$195,000 and 100%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Matching: COIC has chosen to provide 20% of match for every listed expense listed in the project budget as their local funding match. This is 20% of Personnel and Benefit Costs

(**Compensation**) for the project hours allocated for a Safety Coordinator, Program Assistant, and CED Dept Director. They are providing match at 20% for materials and printing, as well as the indirect costs*, services and supplies directly utilized by grant staff, telecommunications, and internet. Other project costs such as **Travel**, Office Expenses, and Marketing will follow the same match rates. Lastly, use of a marketing and outreach consultant as well as advertising using bus wraps on the local transit vehicles will be covered at the same 20% by COIC.

*Indirect Cost letter verifying rate and percentage counted as match vs. grant funding will be provided by the agency and located in the grant file.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Page 141, the Oregon 3HSP discusses the need for an informed, educated safety community to reduce death and injury as a strategy. This project will provide information and generate activities designed to address the performance target: Number of fatalities 1300.11(b)(3)(ii)

This countermeasure strategy is foundational work and is informed by several elements of the NHTSA Uniform Guidelines for Highway Safety Programs. Utilizing NHTSA's recent transition to the Safe Systems approach, this project aims to incorporate key elements; retaining the 5 Es of traffic safety—equity, engineering, education, enforcement, and emergency medical services (EMS)—and going beyond the traditional approach to enlist designers, operators, and users of the transportation system to prevent fatal crashes and reduce crash severity. This project's proactive and collaborative structure, utilizing the framework of a recently completed Transportation Safety Action Plan, within the institution of a tri-county intergovernmental council demonstrates a holistic commitment to reducing serious injury and fatal crashes in Deschutes, Jefferson, and Crook counties.

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

Marketing platforms and paid media plans will be determined by the Safety Coordinator upon review of updated crash data, updated TSAP recommendations, and recommendations from the COACT subcommittee upon review. Research into the most effective messaging types for

recommended countermeasures, the identification of the target audience, maximization of reach and funding, as well as ensuring all costs are allowable will guide the creation of campaigns and purchase of media ad/airtime from the marketing consultant. Every effort will be made to time media campaigns to enforcement activities to maximize effectiveness.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

This project approach was requested both at the annual TSO conference, a letter of request from the City of Bend Commission Chair, and within the Central Oregon Area Commission on Traffic Safety subcommittee monthly meetings. This is additionally a recommended next step as identified in both the Deschutes County Transportation Safety Action Plan and Bend Area Transportation Safety Action Plan, developed in 2019 and the current document that is guiding the traffic safety work of both agencies. Both documents were created following extensive public outreach and engagement by the city and county planning departments.

At the Public Participation and Engagement Event held in Redmond, OR on April 11th, 2024, the following comments were made and voted on by participants from all geographic areas of Central Oregon and from all parts of the community.

- Education for road users that are outside of the education community - (received an additional vote as a long-term goal by event participants.)
- E-bike education (a current primary focus of both agencies) - (with one vote as a short-term goal, and two votes marking this as the Highest Priority Regardless of Time or Money)
- Better education on roundabouts (a hallmark of roads in Central Oregon) – (one vote each for short and long-term goal.)
- Education for non-vehicles sharing the road with vehicles and vice versa
- Fund and support local safety initiatives through the ODOT Area Commissions on Transportation (ACTs)

It is clear through outreach to both the public and local agencies that focusing on traffic or transportation safety in a strategic and data-based way is valued in the tri-county and adjacent areas of Central Oregon. Funding this project meets the needs of addressing multi-modal safety for all residents and visitors to the area using a science backed framework to maximize funding.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Click or tap here to enter text.

Program	Federal Project Number	Project Title
Community Traffic Safety	CP-25-25-16-00	Clackamas County LTSAP Implementation
Anticipated Award Amount	Funding Source*	
473,330	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
3HSP Page 132, https://www.ecfr.gov/current/title-23/chapter-III/part-1300#p-1300.11(b)(1) 402 – Community Programs CP

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

The project will work with Clackamas County local government agencies to communicate the implementation of key objectives of their county's 2019 local TSAP (Transportation Safety Action Plan), the Safe Communities Coalition concept, and to refine an aggressive 4-E approach to reducing death and injury. Clackamas County, as part of its safe system approach to traffic safety, will update their 2019 local Transportation Safety Action Plan, and will work to build a comprehensive upstream social and engineering triage system learning process (commonly called a fatality and serious injury review team). The development of this upstream social and engineering triage system for serious and fatal injury crashes will provide a template for other local agencies to conduct similar work. The project will adapt strategies from Montana State research on culture change regarding organizational and highway safety. As with all TSO community grants, the project will utilize NHTSA's "Countermeasures That Work" and FHWA's "Proven Safety Strategies" along with the safety program principles of the Safe Community model in working with Clackamas County on this project. The project will conduct work designed to: Complete a formal post-crash care triage system and plan report with consultant to make improvements to the county's post-crash care program. Build final post-crash triage implementation plan for action with sustainable budget. Build a community engagement plan for including external partners and integrate into our transportation planning systems. Conduct a Safety System Approach Readiness Evaluation for Clackamas County and produce report. Implement Safe System Approach projects as required by the Evaluation. Produce Safe Systems Readiness guidebook for other government agencies. Build and launch Expect the Unexpected Campaign and share with other Oregon Counties. Reduce the 3-year average of serious and fatal crashes to 15% during the next 36 months. To reduce the incidents of distracted driving by county drivers by 25% in the next 24 months as determined by crash data and police reports.

Location: Oregon City, Clackamas County, Oregon.

Affected parties include traffic safety professionals and advocates, first responder agencies, law enforcement and adjudication agencies, general citizenry. Portions of the work will have utility to other Oregon agencies.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Clackamas County, Department of Transportation and Development, County Government, Oregon City, Oregon, Clackamas County.

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

3HSP Page 140, CFR 1300.11.b.4.i ([https://www.ecfr.gov/current/title-23/chapter-III/part-1300#p-1300.11\(b\)\(4\)\(i\)](https://www.ecfr.gov/current/title-23/chapter-III/part-1300#p-1300.11(b)(4)(i))) , and CFR 1300.11.b.4.ii ([https://www.ecfr.gov/current/title-23/chapter-III/part-1300#p-1300.11\(b\)\(4\)\(ii\)](https://www.ecfr.gov/current/title-23/chapter-III/part-1300#p-1300.11(b)(4)(ii))) 1300.12(b)(2)(viii)

Communities that plan for *and work on* identified transportation safety issues are foundational to the reduction of fatalities and serious injuries.

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$348,330 and 100%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards

- ☒ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Project staff and benefits as match, professional services for development of project elements and marketing, printing.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Page 141, the Oregon 3HSP discusses the need for an informed, educated safety community to reduce death and injury as a strategy. This project will provide information and generate activities designed to address the performance target: Number of fatalities 1300.11(b)(3)(ii)

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

Clackamas County local safety action planning and public participation indicated a need for these activities. In addition, input at planning events including the TSO Annual Conference particularly mentioned data, post-crash response, and best practices for plan implementation, and safe systems implementation as wanted items.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Community Traffic Safety	CP-25-25-17-00	Oregon Impact- Safe Community Hub
Anticipated Award Amount	Funding Source*	
\$190,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
3HSP Page 132, https://www.ecfr.gov/current/title-23/chapter-III/part-1300#p-1300.11(b)(1) 402- Community Traffic Safety Programs. CP

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Traffic safety is a critical issue for the residents of Oregon. To tackle this problem and reduce vehicle-related fatalities and injuries, forging partnerships with local communities, corporations, civic organizations, and schools is essential.

Oregon Impact's Community Traffic Safety Program acts as a crucial hub, connecting community partners, safety advocates, businesses, transportation safety professionals, School Resource Officers (SROs), and emerging advocates. This collective effort aims to improve traffic safety across the state. For successful safety outreach events, training, and access to innovative tools are vital.

Local groups and advocates often face challenges related to resources, funding, and volunteers, difficulties worsened by the pandemic, which has led to decreased attendance and volunteer participation at public safety events. Our main goal is to help these entities overcome these obstacles.

Oregon Impact plays a significant role in supporting established traffic safety committees (TSCs) and collaborating with new community partners eager to disseminate crucial traffic safety information. In addition to its outreach initiatives, Oregon Impact will collaborate with local agencies to extend the Safe Systems approach to multiple counties in Oregon, fostering goal setting and messaging across county lines. Effectively respond to requests for in-person and virtual visits from local communities, businesses, and safety partners. Acting as a central hub, we facilitate communication among Oregon's transportation safety professionals, advocates, and partners. Activities include: coordinate goal setting and refine messaging strategies by employing the Safe Systems approach to enhance traffic safety across multiple counties. This method will ensure a comprehensive and cohesive strategy, addressing key safety concerns and promoting effective communication and collaboration among all stakeholders involved. Provide six digital resource kits annually, each containing traffic safety resources aligned with the monthly NHTSA calendar. This initiative ensures consistent and effective communication, promoting a safer driving environment across the state. Establishing and maintaining direct contact with all Traffic Safety Committee (TSC) groups through phone calls, virtual meetings, and face-to-face interactions. This approach ensures a cohesive and collaborative effort in enhancing traffic safety across the state. To host and maintain the Traffic Safety section of www.oregonimpact.org. This platform will feature comprehensive training opportunities and provide valuable resource links. Create an accessible and informative online hub for all traffic safety-related information and educational materials. Produce 12 editions of the "Making an Impact" newsletter, each featuring community success stories, valuable educational resources, training opportunities, and insights into emerging traffic safety issues.

Primary work location will be Gladstone, Clackamas County, Oregon.

Affected communities include: Traffic safety volunteers, traffic safety professionals, residents and visitors, Safety Advocates in each of the following 36 counties: Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Oregon Impact, a traffic safety dedicated non-profit 501c3 (all activities are for traffic safety), City of Gladstone, Clackamas County, Oregon.

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Page 141, CFR 1300.11(b)(4)(ii) 1300.12(b)(2)(viii) Communities that plan for *and work on* identified transportation safety issues

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$190,000 and 87.5%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☒ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Staff time and benefits, printed safety documents and information, consultant services, minor equipment (under \$5000) for volunteer use at events, travel to local events and groups, cloud backup, information connectivity, postage, general allowable office expenses. Match consisting of staff paid by other agencies, Volunteer time essential to the success of the project. Program income may be derived from any purchases of publications placed with an online vendor. Any potential income earned will be used to purchase additional printed books for use within Oregon, zeroing out the balance at the end of the fiscal year.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Number of fatalities 1300.11(b)(3)(ii) This project will assist local volunteers and organizations to establish, maintain and coordinate local efforts to reduce fatalities and serious injuries through coordination, support and training to improve local efficacy.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

Access to transportation safety information, best practice, and the need for additional support for their efforts were identified in numerous ways at the various PP&E events staged statewide in Spring 2024, using multiple expressions. Oregon Impact participated directly in several events, particularly the 2024 TSO Annual Conference event, and has retooled their 2025 offering in direct response to public comment and requests made.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Community Traffic Safety	CP-25-25-19-00	Marion County Safe Systems Project
Anticipated Award Amount	Funding Source*	
\$399,001.19	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
402 – Community Traffic Safety Programs. Eligible Use is described on pages 140 – 142 of the Oregon Triennial Highway Safety Plan FFY 2024-2026

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Project Funding Narrative:

This is a multi year project, with the funding listed for one year only.

The project is designed to change the safety culture within county staff, and lead to culture changes in the populace.

The county is developing a new local safety action plan to be implemented county-wide to reduce the number of people that are dying and being injured on the roadways. The Transportation Safety Action Plan is a safe system approach compatible with the county practices but needs to be introduced to county staff to be applied. In addition to the implementation of the TSAP, there will be other education activities, listen & learn sessions, public outreach, and variety of staff training sessions over the course of this 2 year project.

Safe roadways are a shared responsibility of not only the roadway jurisdiction, but ALL roadway users, and this project will seek to have and provide a better understanding of how each entity that uses the roadway can be more aware of ways they can do their part to make it safer for all.

From 2017 to 2021 there was an average of 415 crashes per year in Marion County, resulting in 1,280 injuries, 130 serious injuries, and 50 fatalities on our county roadways in the past five years. Marion County wants to evaluate the data, talk to drivers, and identify and bring awareness to why some of these crashes are occurring; and more importantly, find ways to decrease the crash events that are occurring and make a safer road system.

Risky behaviors such as impairment and speeding are overrepresented in fatal and high severity crashes, and often contributed to the high severity crash types including fixed-object, head-on, and angle crashes. Alcohol-Impaired crashes represented almost 8% of all crashes in the county, and 25% of fatal and serious collisions. Among high severity crashes, approximately 30% involved young drivers (21 and below).

The project will include the review and integration of MC crash reports into the GIS database. We will be able to identify the number of crash reports inputted each quarter. Every MC crash will be integrated in the GIS database to identify crash trends. Useful results will be shared with other jurisdictions and agencies, including in-depth reviews of impaired driving crash reports and Public Health data.

Activities: Listed below in table.

Location of project: Marion County

Affected communities: Community of Marion County, communities within the cities and towns in Marion County, motorcycle riding community, people with drug and alcohol addiction/abuse issues, alcohol and drug treatment provider communities, traffic safety professional community, local transportation provider community.

	Start Date	End Date	Activities
1.	10/1/24	2/28/25	Finalize, adopt, and develop implementation plans for the local safety action plan.
2.	10/1/24	9/30/26	Scope 10 projects that will influence TSAP and CIP projects with the aid of the DiExSys Crash Software. This change in scoping is planned to impact safety culture among staff.
3.	10/1/24	9/30/26	Conduct 10 Listen & Learn roadway safety sessions with Marion County community to seek localized practices to reduce high risk driving, such as impaired driving.
4.	10/1/24	9/30/26	Review and integrate MC crash reports into the GIS database
5.	10/1/24	9/30/26	Integrate every MC crash in the GIS database to identify crash trends and share useful results with other jurisdictions and agencies, changing safety culture and focus.
6.	10/1/24	9/30/26	Perform in-depth review of impaired driving crash reports and Public Health data. Share information to change safety culture.
7.	10/1/24	9/30/26	Work with the Local Alcohol Drug and Policy Committee, Marion County Health Department, and other community partners, to perform outreach and engage with DUII drivers.
8.	7/1/25	9/30/26	Review of driveways using the new policies and procedures to change the safety culture and market safety.
9.	10/1/24	9/30/26	Coordinate with local transportation providers for a Safely Home Program to arrange rides home from drinking establishments for impaired patrons.
10.	10/1/24	9/30/26	Launch the Listen & Learn sessions with Marion County Operations staff to discuss, identify, and address speeding and road safety concepts and concerns.
11.	10/1/24	9/30/26	Develop Roadway Safety Manual training for Marion County Traffic Engineering staff, to facilitate a change in culture among staff.
12.	6/1/24	9/30/26	Meet with Marion County Capital Projects staff to integrate safety concepts into project planning and design to change safety culture.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Marion County Public Works, Marion County, Oregon, County Government Transportation Agency

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Countermeasure Strategy is found on page 141 of the Oregon Triennial Highway Safety Plan FFY 2024-2026

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

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

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

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$399,001.19, and 100% Local Expenditure Eligible

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☒ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost Sharing or Matching: Marion County will be providing 20% match in the amount of \$99,750.30 through payment of a portion of personnel costs (Compensation: personnel services/fringe benefits), overhead/indirect costs, and a share of the impaired ride service expenses. Time period is for the duration of the grant

Equipment / Information Technology Systems: Software/services (DiExSys Crash Software).

Compensation – Personnel Services: 4 separate and distinct discipline specific staff time allocations.

Compensation – Fringe Benefits: 4 separate and distinct discipline specific staff time allocations.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

[Click or tap here to enter text.](#)

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

The project will at least contribute to (but is not limited to) the following State performance targets:

This project has the potential to assist the State in meeting Performance Measure C-1 in reducing the number of fatalities in Oregon. (Page 7 of the Oregon Triennial Highway Safety Plan FFY 2024-2026)

This project has the potential to assist the State in meeting Performance Measure C-2 in reducing the number of serious injuries in Oregon. (Page 8 of the Oregon Triennial Highway Safety Plan FFY 2024-2026)

This project has the potential to assist the State in meeting Performance Measure C-3 in reducing the number of fatalities/VMT in Oregon. (Page 9 of the Oregon Triennial Highway Safety Plan FFY 2024-2026)

This project has the potential to assist the State in meeting Performance Measure C-5 in reducing the number of crashes involving a driver or motorcycle operator with a BAC of .08 and above in Oregon. (Page 10 of the Oregon Triennial Highway Safety Plan FFY 2024-2026)

This project has the potential to assist the State in meeting Performance Measure C-6 in reducing the number of speeding-related crashes in Oregon. (Page 11 of the Oregon Triennial Highway Safety Plan FFY 2024-2026)

This project has the potential to assist the State in meeting Performance Measure C-7 in reducing the number of motorcyclist fatalities in Oregon. (Page 12 of the Oregon Triennial Highway Safety Plan FFY 2024-2026)

This project has the potential to assist the State in meeting Oregon Performance Measure OR-1 in supporting/maintaining/increasing the number of active local transportation safety groups in Oregon. (Page 15 of the Oregon Triennial Highway Safety Plan FFY 2024-2026)

This project has the potential to assist the State in meeting Oregon Performance Measure OR-6 in maintaining or reducing the number of Impaired Driving (Riding - .08 BAC or using

drugs) fatalities in Oregon. (Page 18 of the Oregon Triennial Highway Safety Plan FFY 2024-2026)

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

Media may be developed and distributed to promote the ride services and other project activities.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

At the annual conference event, local planning and local activities were discussed extensively by participants. At The Dalles PP&E event, support for development and implementation of local traffic safety action plans was identified as a necessary item in statewide and local traffic safety planning / activities. Finally, Salem Keizer MPO identified and communicated to ODOT staff a need for a county plan and efforts to support the MPO and cities in their efforts. Specific to this grant application the ODOT-TSO Program Manager worked directly with the applicant to assist them in the development of the application to address their self-identified needs.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Community Traffic Safety	PT-25-30-18-00	Modernization of the Portland Police Bureau Traffic Division
Anticipated Award Amount	Funding Source*	
\$300,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Pages 132-142 , and the update to the 3HSP - Eligible Use of Funds : 402 Traffic Enforcement Services, GTS eligible use code: PT

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

ODOT-TSO statement on the use of funds:

Traffic enforcement and crash investigation activities supported by any projects related to community traffic safety efforts are not being offered and are not intended to serve as replacement funds for the General Cost of Government of partner agencies. This is not an effort for ODOT-TSO and city or county law enforcement agencies to intentionally replace currently funded activities by those entities or governing bodies. ODOT-TSO is not coordinating with city or county governments or law enforcement agencies to offer those entities financial assistance in an effort to allow those entities to shift funds that were originally dedicated to traffic enforcement or law enforcement activities. **The intent of this activity** is to assist agencies in developing, maintaining, or restoring capabilities related to traffic enforcement and crash investigation activities in areas where the activity will not occur – or will not occur at the desired level – without assistance.

This project is intended to be forward looking in the efforts to increase community traffic safety to the City of Portland through expanded or enhanced traffic safety enforcement activities above and beyond what is currently allocated for in the agency's approved budget. None of the elements proposed in this narrative are intended to replace existing Cost of Government budget items. This project is intended to capitalize on identified efficiency opportunities and reduce demands on staff time to accomplish their existing duties. It is also intended to develop new and maintain existing resources (officers) that demonstrate a willingness to proactively carry out traffic enforcement duties in addition to their primary assigned work to increase the overall traffic safety and traffic enforcement presence in the City of Portland. This project is also intended to support proposed efforts to increase knowledge, efficiency, and accuracy in crash investigations and reporting and to develop staff to take on those primary duties as promotions and retirements take place. This work will primarily occur within the City of Portland, but the effect of increased traffic enforcement will have regional impacts. All transportation system users will be affected by this effort, as well as the traffic enforcement knowledge base and commitment to traffic law enforcement by current and future Portland Police Officers. This project will allow Portland Police to participate in local traffic safety partnerships and activities they cannot currently field staff for.

The goal of this grant is to Modernize the Portland Police Bureau's Traffic Division so that it is able to address the issues of speeding, aggressive drivers, distracted driving, overall roadway safety and the liability within the City of Portland and properly investigate and prosecute fatal crashes. These grant funds will directly impact the safety of the streets within the City of Portland. The Portland Police Bureau's Traffic Division can easily share success by sharing the stats of the number of citations and warnings issued along with DUII drivers arrested,

crashes investigated, and the number of fatal crashes responded to. They can also share the outcome of each one of the fatal or serious injury crash reconstructions investigated.

Objectives of the Grant:

1. Reduce death and serious injury crashes.
2. Improve timeliness, accuracy and completeness of crash reports
3. Increase the number of citations and warnings issued

Grant Activities:

1. Recruit and train officers for the Traffic Division
2. Recruit and train officer on a high level of traffic enforcement and traffic crash investigations
3. Acquire necessary support systems, equipment and supplies to successfully complete activities 1 & 2 and complete objectives.

The Portland Police Bureau's Traffic Division has many needs to help it to successfully perform its mission of arresting DUI drivers, investigating trauma and fatal crashes and enforcing traffic laws. From February of 2021 to May of 2023 the Portland Police Bureau's Traffic Division was disbanded. At the time of disbandment there were 20 traffic officers and four sergeants. When the Traffic Division was partially reinstated this past year, they brought back 12 officers and 2 sergeants. Due to attrition, the Traffic Division is now at 9 officers and 2 sergeants for enforcement. Those officers work shifts that cover Sunday through Saturday from 1700hrs to 0300hrs. PPB is trying to accomplish its mission with less. Because of the current staffing levels and high calls for service load, most patrol officers are not writing citation or warnings, even if they stop cars for a traffic infraction.

The City of Portland had 75 fatal crashes in 2024. Fatal crashes have been on the rise since 2018 when there were 37 fatal crashes in the City of Portland. The city is also receiving more complaints of reckless and aggressive drivers and an increase in road rage calls for service.

The Portland Police Bureau's Major Crash Team responds to all fatal crashes to investigate them. The Major Crash Team uses a FARO Total Station to create to scale diagrams of the crash scene. While these instruments are very accurate, they take time to scan the scene. For a felony case with scans at a high resolution with color imaging, each scan can exceed 4 minutes. If the crash scene is large, it could require over 20 scans. With set up and break down time, scanning the scene can take up to two hours. With limited staffing, PPB has identified that new equipment and support supplies can reduce the low-staffing level impacts to the investigatory staff in the collection of crash data and increase their efficiency and reduce their exposure on the crash scenes with the utilization of this equipment.

The problem ultimately comes down to not enough staffing to ensure roadway safety throughout the City of Portland. With officers not regularly enforcing traffic laws PPB is not addressing speeding, aggressive drivers, distracted driving, overall roadway safety and the liability within the City of Portland. PPB is also looking at a decreased ability to successfully prosecute individuals that commit traffic crimes due to outdated equipment and software.

PPB also faces the challenge of having two of our crash reconstructionists retire in the next two years and up to six traffic officers retire within that same timeframe.

The Portland Police Bureau's Traffic Division is looking to modernize its technology, equipment and training in order to combat speeding, aggressive drivers, distracted driving, impaired drivers and increase overall roadway safety in the City of Portland. The Portland Police Bureau Traffic Division will also use this technology and equipment to hold drivers accountable for their actions in causing a fatal crash and successfully prosecute them.

How is PPB currently working the problem:

The Portland Police Bureau is currently trying to solve these problems by reinstating the Traffic Division. Seven days a week traffic officers are working from 5:00PM to 3:00AM arresting DUII drivers, enforcing traffic laws and investigating traffic crashes. On top of their regular hours traffic officers are coming in on overtime to work the ODOT Speed Grant, Safety Belt Grant, Distracted Driver Grant and DUII Grant.

Solution with Grant Funds:

The Portland Police Bureau has created a smart phone application to issue citations for violations, misdemeanor crimes and written warnings. The application can also be used to print safety class information. PPB can use Zebra printers to print out these citations and information and give them to citizens. The application and printers make this process more efficient than traditional paper citations and warnings. The deployment of Zebra printers is intended to eliminate the barrier of hand writing citations and warnings and to make traffic enforcement stops more efficient and safe. Hand writing citations and warnings are limiting factors for current non-traffic assigned law enforcement officers. Supplying officers with Zebra printers is intended to increase traffic enforcement activities across the entire PPB force.

The Portland Police Bureau has started a Build a Cop program where experienced officers rotate through the Traffic Division and get retrained on Traffic Enforcement, DUII Investigations and Crash Investigations. These officers will be assigned a Zebra printer to take back with them to their Precincts and use while out on patrol. PPB will be able to train about 9 officers a year on this Build a Cop program. Funds from this grant are anticipated to increase the number of officers trained and the deployment of Zebra printers. This increase in trained officers and deployment of Zebra printers is expected to have a force multiplier effect on traffic enforcement activities within PPB's jurisdiction by promoting traffic enforcement activities by PPB officers assigned to units other than the dedicated Traffic Team. Along with the Build a Cop program, phase 5 recruits rotate through the Traffic Division to get real world experience on DUII Investigations that the State Academy cannot provide. With the State Academy cutting crash investigation training to four hours, the Portland Police Bureau Traffic Division also teaches the recruits how to investigate traffic crashes and interview drivers. We have over 100 recruit officers currently in the Portland Police Bureau between entry level and phase 5. As recruits rotate through the Traffic Division, they will temporarily be assigned a Zebra printer. If the recruits show dedication to the Traffic Division's Mission of arresting DUII drivers, enforcing traffic laws and investigating traffic crashes we will assign a printer to the recruit to take with them on patrol. Having Zebra printers available for deployment for recruits to use is another initiative that is intended to increase traffic enforcement activity in Portland and reduce a known barrier to traffic enforcement by non-traffic team members.

Using grant funds to purchase 100 Zebra printers and training on the smart phone application would make it easier for officers to fill out citations. The ability to issue Zebra printers to

officers will help officers address speeding and aggressive drivers, distracted driving, enforcement of traffic laws, overall roadway safety. With the ability to print off additional traffic safety class information this will help increase driver safety education, motorcycle safety and pedestrian safety. We would also like to use grant funding to train the recruit new Traffic Team officers and the Build a Cop officers.

The Portland Police Bureau's Traffic Division teaches an SFST Refresher class every time new recruits transfer for their Traffic rotation. The Traffic Division opens this training up to other agencies in the area. Due to the limited number of SFST Instructors they have, overtime is usually accrued to teach these classes. Portland Police Bureau is looking to have grant funds pay the overtime incurred by teaching the additional SFST Refresher Classes offered above what PPB would normally offer to address its own internal needs.

Currently the Portland Police Bureau's Major Crash Team is using a FARO Total Station to create a to-scale diagram of fatal crashes. While the FARO Total Station is accurate it is time-consuming to use. The traffic crash reconstructionists use the diagrams they create from the FARO measurements to present evidence to grand juries in Measure 11 traffic crash cases.

The Portland Police Bureau's Major Crash Team would like to use grant funds to purchase drones to increase their ability to process fatal crash scenes. With every reconstructionist having their own drone they would be able to set up the drone and start scanning the scene as soon as they have arrived and ensure that the crash scene is safe. Drones can scan the scene with the same if not increased accuracy as the FARO Total Station, and yet take a fraction of the time. This request is simply intended to increase the efficiency and accuracy of existing work. This is intended to reduce total staff time demands on crash scene investigations, maintain or increase the quality and accuracy of the crash information that is gathered and help offset limited staff availability and prevent burnout.

The other concern is loss of evidence. Skid marks can fade with time and fluid can dry up or be washed away. With how quickly a drone can be ready to fly and start scanning the scene, PPB would be able to capture evidence that previously they might have lost. We are also asking to use grant funds to purchase two computers, and software for reconstruction, which the reconstructionists will use to take the scans from the drones and turn them into a three dimensional, to-scale diagram of the crash scene. The reconstructionist uses these diagrams while presenting evidence to grand juries to get measure 11 charges filed against drivers that are at fault in fatal and serious injury crashes. This request again increases the efficiency of the crash investigation teams time and allows for improvements the processing of the crash scene information that has been collected to be downloaded, analyzed, and summarized.

With reconstructionists from the Major Crash Team retiring in the next couple of years PPB is looking to send officers to training to become certified as crash reconstructionists. To complete this training, it takes 9 classes that span out over a couple of years. With this education a reconstructionist is able to determine speed of vehicles, what caused the crash and correctly charge or exonerate drivers. The Portland Police Bureau would like to use grant funds to train new reconstructionists and properly outfit the new reconstructionist with the tools to use this education, which include software and hardware. This request is intended to minimize impacts to the investigation teams work through proactive succession planning and to minimize institutional knowledge loss along with reducing new team member learning curves. Again, this request is intended to develop, maintain, or increase crash investigation team knowledge while minimizing impacts to future crash investigations – ensuring quality crash data collection and submission.

PPB's goal of the next several years is to increase the size of its Motorcycle Unit. In 2008 the Portland Police Bureau had 34 certified motorcycle officers. Currently, as stated above the Traffic Division has only 9 officers and 2 sergeants assigned to enforce traffic laws, investigate trauma crashes and arrest DUII drivers. Six certified Motorcycle Officers will be eligible to retire within the next two years with four of them declaring that they will retire. The Portland Police Bureau Traffic Division is currently holding two Basic Police Motorcycle Schools a year to try to fill these vacancies and to increase the number of certified motorcycle officers. With an attempt to make sure the Motor Instructors for the Portland Police Bureau maintain their high standards of training and ensure they are teaching the most modern techniques in police motorcycle training; we would like to use grant funds to send a couple of instructors to out-of-state training to increase their knowledge and certify them as Motorcycle Officer Instructors. We would also like to use grant funds to send instructors to safety equipment trade shows to insure we are outfitting our motor officers with the newest technology in safety and protection. This request is intended to address recent designated Motorcycle Officer Instructor losses (due to retirements, lateral transfers, and agency reassignment). This is intended to allow current Motor Officers on the Traffic Team being used in instructor capacities to increase their knowledge and share that information with their peer Traffic Team and sister jurisdiction Motor Officer Traffic Team members. This is also intended to help develop future Motor Officer Instructors to be ready to replace current instructors that are within a few years of promotion (out of the Traffic Team) or retirement.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Portland Police Bureau, City of Portland, city law enforcement agency

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

From Page 133 of the Oregon 2024-2026 Triennial Highway Safety Plan – “ While safety is a stated priority for many organizations and governments, when confronted with financial difficulties, safety is often the first area where budget cuts or other changes are made.”

See Countermeasures Strategies between pages 260-261 related to law enforcement activities.

Page 141:

Communities that plan for and work on identified transportation safety issues are foundational to the reduction of fatalities and serious injuries. However, many steps are

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

Research by The Karolina Institute based in Orebro, Sweden indicates, as does the World Health Organization, that the Safe Communities approach results in measurable improvements to mortality and morbidity. In addition, implementation of Null Visionen concepts, as researched by Vagverket/Trafficverket and FOI (Swedish Defense Research Institute), indicates safety improvement based on systemic approaches. Trafficverket multiple citations, in addition to FOI- SE research. Single citation: "Linköping: Statens väg- och transportforskningsinstitut, 2001. p.

66-76." Austroads research indicates steady improvement based on implementation of research-based community strategies. Citation: Austroads, Guide to Road Safety Part 1: Introduction and The Safe System, Publication no: AGRS01-21, ISBN: 978-1-922382-59-7, Published: 16 July 2021 (and following series).

Please see update to 3HSP Community Traffic Safety chapter.

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % 100%, \$300,000

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☒ Equipment
- ☐ Fix amount subawards

- ☐ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☒ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☒ Memberships, subscriptions, and professional activity costs
- ☒ Organization costs
- ☒ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost Sharing or Match: The grantee will be providing match.

Compensation – personal services: The grant will pay for straight and overtime pay for activities performed outside of currently budgeted work. Traffic enforcement training, mentoring opportunities, crash investigation training, and professional development are expected to be charges this project supports.

Compensation – fringe benefits: The grant will cover those fringe benefit charges associated with any compensation for personal services that are charged to the grant.

Equipment: Equipment will be purchased to support the activities associated with traffic enforcement, crash investigations, professional development, and support supplies related to traffic unit operations.

Memberships, subscriptions, and professional activity costs: Memberships in discipline specific organizations will be purchased for the benefit of the agency and individuals. Professional activity costs will be covered by this grant for professional development and to ensure currency in the latest traffic enforcement and crash investigation techniques.

Organization Costs: Costs will be covered to include support activities related to traffic enforcement/investigation, and crash investigation support activities and related expenses.

Participant Support Costs: Attendance costs will be covered for professional development, succession planning, research and development activities, and train the trainer event participation.

Travel Costs: In-State and Out-of-State travel costs will be covered by this grant to support the activities of this grant.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

PPB participates in most if not all of TSO's HVE programs.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

From Page 141 in the Oregon 2024-2026 Triennial Highway Safety Plan:

Targets Countermeasures will address 1300.11(b)(4)(iii):

Number of fatalities 1300.11(b)(3)(ii)

Actual					5-year avg	In Progress	Projected Targets		
2016	2017	2018	2019	2020	2016-2020	2021	2024	2025	2026
498	439	502	493	507	488	599	488	488	488

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

This grant is a direct result of conversations with the grantee related to the loss of key staff, limited staff available to effectively conduct traffic enforcement, the desire to offset staff level/availability challenges with technology and capability to support enforcement and crash investigation activities, the desire to directly and indirectly rebuild staffing levels in traffic enforcement through the development of existing staff not currently solely focused on/assigned to traffic enforcement, and to invest in professional development of current staff to address anticipated institutional knowledge loss with projected retirements/promotions/transfers to ensure continuity of existing levels of traffic enforcement and crash investigation capability.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Examples of conditions of what the Portland Police Bureau traffic unit is faced with:

Budget Background (highlights reduction of funding for traffic and staffing issues) - [download \(portland.gov\)](#)

Proposed Budget -

[City of Portland Proposed Budget Book.book](#)

Program	Federal Project Number	Project Title
Distracted Driving	DD-25-20-16-00	Oregon Impact – Distracted Driving High Visibility Enforcement
Anticipated Award Amount	Funding Source*	
\$636,153	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

<u>Eligible Use of Funds</u>
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
DD 402 – Distracted Driving. Eligible use as described on pages 145 – 146 of the Oregon Triennial Highway Safety Plan FFY 2024-2026

<u>Planned Activity Description</u> (Project Funding Narrative)

Instruction: Must include description of

- | |
|--|
| <ul style="list-style-type: none">• activities planned,• location of project performance, and• affected communities, where applicable. |
|--|

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

Location:

Milwaukie, Oregon

Affected Communities:

Cities of: Albany, Ashland, Astoria, Banks, Beaverton, Bend, Brookings, Burns, Canby, Carlton, Coburg, Coos Bay, Eagle Point, Eugene, Florence, Forest Grove, Gaston, Gervais, Gladstone, Grants Pass, Gresham, Hermiston, Hillsboro, Independence, Junction City, Keizer, Lake Oswego, Lebanon, Malin, McMinnville, Medford, Molalla, Monmouth, Myrtle Creek, Newberg-Dundee, North Bend, North Plains, Oregon City, Phoenix, Portland, Prineville, Redmond, Reedsport, Roseburg, Salem, Sandy, Scappoose, Seaside, Sherwood, Silverton, Springfield, Stanfield, Stayton, Talent, The Dalles, Tigard, Tillamook, Toledo, Tualatin, Umatilla, Vernonia, West Linn, Yamhill

Counties of: Benton, Columbia, Coos, Crook, Deschutes, Jackson, Klamath, Lane, Malheur, Marion, Multnomah, Polk, Tillamook, Washington, Yamhill

<u>Participating Sub-Recipient(s)/Agencies</u>

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

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

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

High visibility enforcement – CTW 4 stars citation, High-Visibility Cell Phone/Text Messaging Enforcement

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$585,100 – 91%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs, specifically paragraph (c)
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs

- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost Sharing or Matching: The Match for the Distracted Driving HVE project will be provided by the participating DD HVE agencies in the form of straight time distracted driving enforcement activities.

Direct Costs: Supplies and materials for Distracted Driving Month mailout to DD HVE agencies. Office expenses including rent, supplies, phone, and postage needed for grant activities. Other direct costs include bookkeeping charges, Badge Data maintenance charges and CPA Audit charges. Mini-grants to local police departments and county sheriff's offices will be awarded to interested law enforcement agencies for distracted driving enforcement activities.

Compensation – Personal Services: This project will pay for Oregon Impact personnel costs needed to administer the DD HVE mini-grant program on behalf of the TSO.

Compensation – Fringe Benefits: This project will pay for the fringe benefits for the Oregon Impact staff while they are working on the DD HVE program on behalf of the TSO.

Travel Costs: This project will cover the travels costs of requested visits from participating DD HVE agencies for Oregon Impact to do an onsite visit.

High Visibility Enforcement (HVE) Yes ☒ No ☐

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Awarded agencies will be encouraged to garner local media coverage of their planned efforts, their purpose, and their results. During FFY 2024, 85 local police departments, sheriff's offices and the Oregon State Police participated in Oregon's Distracted Driving HVE program. Many of these agencies enforce distracted driving laws as a matter of routine when working traffic, however; the smaller local police and county departments often do not have dedicated traffic enforcement officers or teams, so rely on the straight and overtime funds awarded to work on traffic safety problems in their communities.

Using data ODOT-DMV's Transportation Safety Office (TSO) identifies Oregon law enforcement agencies to conduct traffic enforcement projects within their communities. All of Oregon's HVE grant projects are designed to coordinate with national mobilizations and/or state efforts for maximized visibility and effectiveness. High visibility enforcement is a proven countermeasure to reduce traffic violations and risky driving behaviors, and includes public

messaging (press releases, press events, some paid media, etc.) in tandem with the scheduled enforcement period to alert motorists of the stepped-up enforcement efforts, and why they're being conducted.

Each grant year, a HVE letter of interest is sent to every law enforcement agency in the state. Interested agencies return a completed letter with the HVE grant programs they would like to participate in and a detailed problem statement describing the transportation safety issues that agency and region are seeing. A submitted Letter of Interest does not guarantee the agency will be selected for a traffic enforcement grant award. TSO evaluates requests based on criteria which include analysis of statewide and local crash data, federal funding availability, problem identification (data-driven need for the project), and the agency's past performance with highway safety grants (as applicable).

Participating City Police Departments:

Albany, Ashland, Astoria, Banks, Beaverton, Bend, Brookings, Burns, Canby, Carlton, Coburg, Coos Bay, Eagle Point, Eugene, Florence, Forest Grove, Gaston, Gervais, Gladstone, Grants Pass, Gresham, Hermiston, Hillsboro, Independence, Junction City, Keizer, Lake Oswego, Lebanon, Malin, McMinnville, Medford, Molalla, Monmouth, Myrtle Creek, Newberg-Dundee, North Bend, North Plains, Oregon City, Phoenix, Portland, Prineville, Redmond, Reedsport, Roseburg, Salem, Sandy, Scappoose, Seaside, Sherwood, Silverton, Springfield, Stanfield, Stayton, Talent, The Dalles, Tigard, Tillamook, Toledo, Tualatin, Umatilla, Vernonia, West Linn, Yamhill

Participating County Sheriff's Offices:

Benton, Columbia, Coos, Crook, Deschutes, Jackson, Klamath, Lane, Malheur, Marion, Multnomah, Polk, Tillamook, Washington, Yamhill

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

High Visibility Enforcement (HVE) continues to be a huge part of the Distracted Driving Program. It is a key countermeasure to educating the public on the dangers of driving distracted as well as enforcing the laws. The more officers you see out on the road, the more drivers will not want to use their cell phone while driving or do the activities that distract them while driving such as eating, drinking or putting on makeup. This planned activity will contribute to the performance measures of reducing the number of fatalities on highways across the state.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

For the High Visibility Enforcement program for the Transportation Safety Office (TSO), a letter of interest (LOI) is sent out to all the law enforcement agencies in the state. The agencies that are interested in participating return a completed LOI with which enforcement programs they would like they participate in along with a problem statement to provide the local data and issues that particular city or county may be dealing with. This process provides the Transportation Safety Office with invaluable information regarding the issues that agencies are seeing in different parts of the state.

TSO also had several program managers attend the 2024 Police Traffic Safety Conference in Bend, Oregon. After meeting with different law enforcement agencies that attended the conference, one of the main topics that agencies kept bring up is that most law enforcement agencies do not have the resources to conduct traffic safety enforcement on their own. Grant funding is a must for agencies to be able to conduct targeted traffic safety enforcement.

After attending several of the public participation and engagement (PP&E) sessions that were held throughout the state and reviewing the notes, traffic safety enforcement continues to be a big topic. At the Island City PP&E event, the question was asked “do you have specific suggestions for enforcement efforts or initiatives that might improve transportation safety”, and one of the responses that a table of participants shared was “more distracted driving enforcement.” Another group shared that they would like to see “more target event enforcement”, and another response to the question was “more enforcement focused on traffic safety”.

At the Ontario PP&E event, a participant made the comment that “general transportation safety education should start early in the schools. Distracted driving is a huge issue, more education earlier.” Another attendee stated “Safety topics of interest – Basic rules such as right of way, distracted driving, sharing the road with multiple modes of transportation, farm equipment, etc.”

The PP&E collected has distracted driving listed as the second concern to speed. Distracted driving was discussed, and concern expressed at all PP&E events.

It was evident after reviewing responses around the state and talking to law enforcement agencies, it is still very important to provide traffic safety grants and agencies depend on the support that these grants provide to their agencies.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
N/A

Program	Federal Project Number	Project Title
Distracted Driving	M8DDLE-25-20-00-00	Distracted Driving Enforcement – Oregon State Police
Anticipated Award Amount	Funding Source*	
\$150,000	405(e)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
N/A
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
N/A

<u>Eligible Use of Funds</u>
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
23 CFR 1300.24(f); 405e – Distracted Driving Law Enforcement

<u>Planned Activity Description</u> (Project Funding Narrative)

Instruction: Must include description of

- | |
|--|
| <ul style="list-style-type: none">• activities planned,• location of project performance, and• affected communities, where applicable. |
|--|

<u>Activities Planned:</u>

This project will fund police officer wages and benefits for education and enforcement activities that facilitate compliance with Oregon's distracted driving laws, including at least three targeted saturation patrols on identified problem highways or road segments and/or at scheduled events. These activities will include straight time and overtime efforts, and will be conducted throughout the year, and at locations around Oregon. Efforts will be amplified during April, which is designated as National Distracted Driving Awareness Month, and will include the Connect to Disconnect event. State police troopers will also support similar efforts led by city, county, and tribal law enforcement agencies as opportunity allows for high visibility enforcement collaboration.

<u>Locations / Affected Communities</u>

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

<u>Participating Sub-Recipient(s)/Agencies</u>

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Oregon State Police

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

1300.11(b)(4)(ii) 1300.12(b)(2)(viii)

High visibility enforcement – CTW 4 stars citation, High-Visibility Cell Phone/Text Messaging Enforcement, page 145 of the approved Oregon 2024-2026 Highway Safety Plan.

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$0 | 0%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs

- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct costs for this project will include personnel expenses related to education and enforcement of Oregon's distracted driving laws. Travel expenses will be reimbursed on a per diem basis and will be limited to in-state travel necessary for the execution of the above-described enforcement activities.

Match contributions will be derived from wages for Oregon State Police troopers conducting project-related activities during non-grant hours.

High Visibility Enforcement (HVE) Yes ☒ No ☐

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

This project will include enforcement activities conducted by Oregon State Police Troopers, to include members assigned to the agency's High Visibility Enforcement Unit. This ad hoc team will generally conduct at least one operation per month which will concentrate troopers in a planned area of operation to address expected increases in dangerous driving behavior. These operations will also include collaboration with City, County, and/or Tribal law enforcement agencies as opportunities for such collaboration arise.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

High visibility enforcement is the most acute method available to deter, detect, and apprehend dangerous driving offenders.

Through targeted traffic enforcement patrols, this project will attempt to maintain or reduce the number of overall traffic fatalities (C-1).

Through targeted traffic enforcement patrols, this project will attempt to maintain or reduce the number of serious injuries in traffic crashes (C-2).

Through targeted traffic enforcement patrols, this project will attempt to maintain or reduce the number of fatalities per VMT (C-3).

Through targeted traffic enforcement patrols, this project will attempt to maintain or reduce the number of drivers age 20 or younger involved in fatal crashes (C-9).

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

In April and May 2024, Oregon TSO held a series of workshops and open houses in communities throughout the state. These events were attended by multidisciplinary partners and community members discussing traffic safety issues. In all of these events, distracted driving was raised as an area of significant concern. The importance of educating the community and all road users of the dangers of distracted driving was emphasized. These concerns and discussions helped inform the TSO on the selection of this project and will assist in placement of targeted education media efforts.

In addition, the Traffic Safety Office Survey conducted in 2024 received 1,517 responses Oregonians. Eighteen percent of respondents identified distracted driving as their number one priority on where to invest traffic safety dollars, 65% of respondents identified it as one of their top five areas to invest traffic safety dollars.

Seventy-three respondents called out distracted driving when asked about the number one factor that impacts how they feel about driving on Oregon roads. Relevant comments were:

- All the drivers not paying attention.
- People drive distracted. Texting and driving. need enforcement/campaigns surrounding that issue
- I employ flaggers/pilot car drivers/traffic control laborers & supervisors on Oregon highways. The traveling public passenger & semis (all traffic) tend to be on their cell phones and are distracted by drugs/alcohol. I know that the lack of police presence hinders good driving behavior. We need more support from law-enforcement in construction work sites and in general.
- The lack of accountability for motorists not obeying traffic laws. Speeding, running red lights or stop signs and distracted driving.

- Distracted drivers crossing the yellow line
- The amount of speeding, red light running, and distracted/phone use driving is out of control.
- On average I would say 1 out of 3 drivers is doing something with their phone.
- Distracted driving is rampant and unenforced. The frequency with which I see people on their phones while driving makes me think twice about using my bike for transportation or recreation.
- I feel less safe because it seems like there's a lot of speeding and distracted drivers and very little enforcement.
- Impaired/distracted driving and general lack of enforcement.
- Other people. Today, many people are distracted on their phones or otherwise. I think the bar to keep and hold a license should be higher. Driving is a privilege, not a right.
- I worry about distracted drivers. 'Intoxicated' is a term I heard yesterday.that might be a useful term.
- Distracted driving is such an epidemic right now.

When asked how ODOT-TSO can best support safety education in their community 87 respondents called out the need for traffic enforcement, 32 respondents specifically mentioned that there needs to be more police, law enforcement and/or funding of police and 26 respondents said that the laws need to be enforced. Some of the relevant comments were:

- Education begins with enforcement of the law. I think if people knew you were serious about enforcing the current laws on the books safety would take care of itself. If you ignore the law people are going to skirt it as much as possible.
- I do believe we are under-patrolled for DUI. I used to work in a bar and was very liberal in giving taxi info and keeping customers aware of their possible, impending predicament. It's a small town and driving-impaired is almost a cultural acceptance. We may not have Lyft/Uber, but we do have taxis, even 2 companies that will just charge extra to get you and your car home together by using 2 drivers. We need DUI checkpoints and more awareness and education. It takes only one drink to lose your good judgment! And I can serve you 2 or 3 and keep you "legal".
- We don't need "Education" we need enforcement!
- Enforce the traffic laws.
- More patrols and police presence.
- Enforcement grants.
- I think there needs to be more enforcement over education.
- I feel the majority of our safety issues in Oregon are due to lack of enforcement.
- Fund enforcement by allocating funds to police for extra patrols.

Relevant comments that called out distracted driving were:

- Emphasize cultural norms for slow speeds and no distracted driving.
- Continue to encourage education and consequences for driving impaired or distracted.

- Enforcement of distracted and impaired driving.
- Better law enforcement for distracted driving and unregistered vehicles.
- More enforcement. Not a day goes by that I don't see multiple cases of excessive speeding, not stopping at stop signs (or where required in general), and very distracted driving. There's no point in education, or rules for that matter, if there's no enforcement.
- Stop people from driving impaired or distracted.
- Grants for distracted driving or pedestrian sting operations for the local PD.
- Grant dollars for speed and distracted driving.
- Better enforcement on stop lights and signs, distracted drivers, and show-offs (noise, aggressive behavior).
- More static speed monitors and targeted enforcement of distracted driving.
- Enforce traffic laws. Ticket distracted drivers and arrest impaired/dangerous drivers.
- Laws about distracted driving, speeding, observance of crosswalks, and reckless driving would be heavily enforced and offenders would have mandatory driver safety classes, no exceptions. Existing drivers would have to take a written test on observance of bicycle and pedestrian safety, crosswalk laws, etc. every time licenses are renewed.
- Crack down on driving while distracted and driving while impaired.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Distracted Driving	M8PE-25-20-00-00	Distracted Driving Media
Anticipated Award Amount	Funding Source*	
\$500,000	405(e)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Oregon 3HSP 2024-2026, p 146, M8PE

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of • activities planned, • location of project performance, and • affected communities, where applicable.
This project will fund contracted media design, education material, social media advertising, TV, and radio public service announcements, geofencing for NASCAR, Grand Prix and other events, and billboards, as well as TSO direct purchase of or reproduction and distribution of educational and outreach materials. This is conducted statewide throughout the year, especially for Distracted Driving during April, the National Distracted Driving Awareness Month, Week and the National Connect to Disconnect program. Many of the printed educational materials are grant funded and then distributed directly to the public through law enforcement, ODOT's Driver and Motor Vehicles Division (DMV), and community level special events. This countermeasure strategy is foundational work and not informed by Uniform Guidelines for Highway Safety Programs. During 2024, Oregon State University conducted a study: The Impacts of Cell Phone Coverage Areas on Distracted Driving, Traffic Crashes, Fatalities, and Injuries. Based on this study, we found higher incidences of distracted driving crashes are occurring along the entire coastline, Hwy.101, and metro areas, so we geofenced those areas with the Park Your Phone campaign to reduce crashes. We will continue this in 2025.

<u>Participating Sub-Recipient(s)/Agencies</u>
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
ODOT-Transportation Safety Office, State Highway Safety Office (Government Organization), Salem Oregon.

<u>Countermeasure Strategy</u>
Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.
This countermeasure is listed in Oregon 3HSP 2024-2026, p.146

Communications and Outreach – CTW page 4-17 There is not an evident NHTSA Guideline for this countermeasure. This countermeasure involves distracted driving communications and outreach campaigns directed to the general public. Since distracted driving is a particular concern among teenage drivers (Foss & Goodwin, 2014; NHTSA, 2012), distracted driving campaigns may specifically target that age group. Some campaigns carry a general “pay attention” message, while others are directed at specific behaviors such as cell phone use by the driver and/or passengers. Effectiveness Concerns: Based on National Cooperative Highway Research Program (NCHRP) research, there are no studies of any campaign’s effects on driver knowledge, attitudes, or behavior (Stutts et al., 2005, Strategies C1 and D2). Though distracted driving outreach campaigns are widespread, there is little information that exists regarding their effectiveness. Meta-analysis of the effect of road safety campaigns on accidents, May 2011.

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % Click or tap here to enter text.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs

- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

The state will match a portion of the project's planned activities in a parallel effort to inform the public about the dangers of distracted driving through social media.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035. 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. Education campaigns are one of the only proven countermeasures for traffic safety. This project's aim is to instill traffic safety behaviors in Oregonians through education using media.

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

This project will fund contracted media design, education material, social media advertising, TV, and radio public service announcements, geofencing for NASCAR, Grand Prix and other events, and billboards, as well as TSO direct purchase of or reproduction and distribution of educational and outreach materials. This is conducted statewide throughout the year, especially for Distracted Driving during April, the National Distracted Driving Awareness Month, Week and the National Connect to Disconnect program. Many of the printed educational materials are grant funded and then distributed directly to the public through law enforcement, ODOT's Driver and Motor Vehicles Division (DMV), and community level special events. This countermeasure strategy is foundational work and not informed by Uniform Guidelines for Highway Safety Programs.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

In April and May 2024, Oregon TSO held a series of workshops and open houses in communities throughout the state. These events were attended by multidisciplinary partners and community members discussing traffic safety issues. In all of these events, distracted driving was raised as an area of significant concern. The importance of educating the community and all road users of the dangers of distracted driving was emphasized. These concerns and discussions helped inform the TSO on the selection of this project and will assist in placement of targeted education media efforts.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See 405(e) information provided in the Appendix.

Program	Federal Project Number	Project Title
Distracted Driving	M8PE-25-20-16-00	Distracted Driving Statewide
Anticipated Award Amount	Funding Source*	
\$500,000	405(e)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Oregon 3HSP 2024-2026, p 147, M8PE

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

This project will fund distracted driving awareness presentations to be done statewide to schools, local organizations and businesses.

The locations and communities will be determined beginning October 1, 2024. This will continue throughout the year.

OSU will continue research of distracted driving crashes to see if there are new countermeasures that we can identify and pilot or conduct current countermeasures differently and/or in addition to what is being done.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

No recipients have been identified as of date of submission. The state intends to identify recipients and as they are identified, amendments will be submitted.

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Target Countermeasures will address both performance measures. 1300.11(b)(3)(ii), 3HSP p.146.

Communications and Outreach – CTW page 4-17 There is not an evident NHTSA Guideline for this countermeasure. This countermeasure involves distracted driving communications and outreach campaigns directed to the general public. Since distracted driving is a particular concern among teenage drivers (Foss & Goodwin, 2014; NHTSA, 2012), distracted driving campaigns may specifically target that age group. Some campaigns carry a general “pay attention” message, while others are directed at specific behaviors such as cell phone use by the driver and/or passengers. Effectiveness Concerns: Based on National Cooperative

Highway Research Program (NCHRP) research, there are no studies of any campaign's effects on driver knowledge, attitudes, or behavior (Stutts et al., 2005, Strategies C1 and D2). Though distracted driving outreach campaigns are widespread, there is little information that exists regarding their effectiveness. Meta-analysis of the effect of road safety campaigns on accidents, May 201166 Educating the Public about Distracted Driving and Evaluating Distraction Prevention Technologies, 2022: Distracted Driving Awareness Campaigns and Education There are other ways to prevent distracted driving and raise awareness regarding this issue. One way is to educate drivers and residents through focused campaigns and education. In 2010 Congress passed a resolution to create a special month devoted to increasing awareness of the dangers of distracted driving. Ever since then, April has been the official Distracted Driving Awareness Month, with safety organizations around the country running programs to help encourage drivers to keep their eyes on the road. Target Countermeasures will address both performance measures above.

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$430,000 and 86%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification

- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

The state will match a portion of the project's planned activities in a parallel effort to inform the public about the dangers of distracted driving through social media and other messaging venues.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035. 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. Education campaigns are one of the only proven countermeasures for traffic safety. This project's aim is to instill traffic safety behaviors in Oregonians through education using media and education campaigns.

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

“101 Coastal and Western Oregon” magazine is a picturesque large magazine that is distributed in local businesses, hotels, and markets throughout Coastal and Western Oregon. ‘Park Your Phone’ PSA ads were placed in the new driver manual. Reprints of the distracted driving brochure and inserts are included in this project.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

In April and May 2024, Oregon TSO held a series of workshops and open houses in communities throughout the state. These events were attended by multidisciplinary partners and community members discussing traffic safety issues. In all of these events, distracted driving was raised as an area of significant concern. The importance of educating the community and all road users of the dangers of distracted driving was emphasized. These concerns and discussions helped inform the TSO on the selection of this project and will assist in placement of targeted education media efforts.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

See attached Appendix, 405e certification information.

Program	Federal Project Number	Project Title
Driver and Officer Safety Education	M13BTR-25-24-00-00	Driver & Officer Safety Education Training
Anticipated Award Amount	Funding Source*	
\$240,000 (2025) [\$240,000 (2026)]	405(i)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Oregon Approved 3HSP 2024-2026, pg 262 - 23CFR 1300.28(5), M13BTR, 3HSP Update submitted with 2025 Annual Grant Application

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

This project would create targeted driver education instruction related to:

- the role of law enforcement and the duties and responsibilities of peace officers;
- the legal rights of individuals concerning interactions with peace officers;
- best practices for civilians and peace officers during those interactions;
- the consequences for failure of an individual or officer to comply with the law or program;
- how and where to file a complaint against, or a compliment relating to, a peace officer.
- development and implementation of a training program, including instruction and testing materials, for peace officers and reserve law enforcement officers (other than officers who have received training in a civilian course described in subparagraph (A)) with respect to proper interaction with civilians during traffic stops.

The project would include preparation of curriculum and multi-media materials, as well as transcreation of existing educational material, and involve multidisciplinary partners (community members, public and private driver educators, law enforcement agencies, incident response, judicial, corrections, Dept of Justice, Dept of Corrections, Driver & Motor Vehicle Services, and other federal and state partners). The project would also include identification of overrepresented communities including recent migrants to Oregon to identify cultural differences in interactions with law enforcement and develop strategies and outreach/educational materials on how to mitigate potential misunderstandings, including, but not limited to, transcreation of existing materials and the development of new outreach/educational materials.

ODOT TSO may contract with internal and external partners to assist with data evaluation and trend analysis.

The resulting training and project materials would be made available to community groups, driver educators, law enforcement agencies and other training and partner organizations.

Local Government, Non-Profit groups - People using the public transportation system in Oregon – primarily drivers, riders, pedestrians, driving education/testing organizations, industry associations, and law enforcement agencies/officers. Potentially, partner groups involved in community outreach to traditionally underserved communities as well as law enforcement training and professional organizations and associations. The state intends to identify additional recipients and as they are identified, amendments will be submitted. Law enforcement agencies specifically identified in STOP outcome analysis reports section of the respective annual *Statistical Transparency of Policing Report for years 2022 and 2023 will receive preference in individual or collaborative project support. Development, transcreation,*

publication, and/or distribution of educational and outreach materials will be prioritized based on ethnicities identified as having lower passage rates on Oregon Class C Driver Knowledge test results or those ethnicities statistically overrepresented in the STOP data within a law enforcement agencies jurisdiction.

Eligible participants will include all Oregon counties, cities with police departments and those areas with contracted law enforcement services provided by city, county or tribal law enforcement agencies. Vetted interested parties (by TSO and or local LEA's) in a location in Oregon where driver education or driver testing is delivered or conducted. Media outlets where the intended audience includes users of the public transportation system.

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

Motoring public as well as law enforcement agencies within these counties and the Oregon State Police. All users of the public transportation systems utilizing a public road. All law enforcement officers interacting with the public on highways during traffic stops. Families of transportation system users and families of law enforcement officers enforcing traffic safety laws on Oregon public highways. Oregon court systems, jails, and prisons.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

State of Oregon - Oregon Dept of Transportation, Transportation Safety Office – State Highway Safety Office – State Agency - Salem Oregon.

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

This project was not included in the 3HSP but will be provided in an update. The following countermeasure strategies will be cited in the update.

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

concepts - provide training and education to use the transportation system in a compliant manner at all times to minimize the chance of being involved in any traffic stop (education/training prior to a stop to prevent a stop) and second, to provide training and education to transportation system users on what to do during traffic stops as well as supplementary training for officers related to traffic stop interactions with citizens (education/training on what to do during a stop (enforcement)).

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % N/A

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☒ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)

☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

The state will provide match of 20%. Items may include print and/or digital materials, development cost of materials (including travel costs for talent), contractual services, distribution costs. 23 CFR 1300.28(h)

ODOT TSO may contract with internal and external partners to assist with data evaluation and trend analysis.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

This project's aim is to identify community groups overrepresented in traffic stops, citations, and/or crashes and create targeted education messages on traffic stops including what to expect during the stop, the dangers encountered, potential consequences of the stop and, more importantly, how to avoid them. Informed education may lead to reductions in incidences of stops, citations and crashes. Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035. 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. Education campaigns are one of the only proven countermeasures for traffic safety.

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

The project would include preparation of curriculum and multi-media and involve multidisciplinary partners (community members, public and private driver educators, law enforcement agencies, incident response, judicial, corrections, Dept of Justice, Dept of Corrections, Driver & Motor Vehicle Services, and other federal and state partners). The project would also include identification of overrepresented communities including recent migrants to Oregon to identify cultural differences in interactions with law enforcement and how to mitigate potential misunderstandings, including, but not limited to, transcreation of materials.

The resulting training and project materials would be made available to community groups, driver educators, law enforcement agencies and other training and partner organizations.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

In April and May 2024, Oregon TSO held a series of workshops and open houses in communities throughout the state. These events were attended by multidisciplinary partners and community members discussing traffic safety issues. In all of these events, there was discussion about the need for more law enforcement as well as training and education directed toward the public on safe driving behaviors. Oregon TSO is proposing a project to provide training to law enforcement and Oregonians on what to expect at a traffic stop, the dangers and potential consequences of traffic stops and how to avoid them.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Data and reference sources:

- Criminal Justice Commission: Overview: Statistical Transparency of Policing: State of Oregon
- Oregon - Census Bureau Profile
- Population Research Center | Portland State University (pdx.edu)

In response to Oregon House Bill 2355 (2017), Oregon shall recommend, and the board shall establish by rule, an educational program that the board determines will be most effective in reducing profiling, as defined in Oregon Revised Statute 131.915, by police officers and reserve officers. The program must be required at all levels of training, including basic training and advanced, leadership and continuing training.

ODOT TSO will use the Oregon DMV Published data regarding knowledge test pass/fail rates as well as citation data to help inform transcreation of project materials and activities into those languages with higher incidences of failures and citations.

Program	Federal Project Number	Project Title
Driver Education	CP 25-25-11-00	Afghan Driver Education Program
Anticipated Award Amount	Funding Source*	
\$139,622	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Pg. 107 - 23 USC 402: Highway safety programs : 402 Funds: DE; 23 CFR 1300.13(b) Discretionary Highway Safety

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities: This project has three main activities: offering an instructional permit course in Dari and Pashto, with separate classes for men and women to provide newly arrived refugees and immigrants with essential knowledge and guidance to pass the permit test. Hands on Driver Education Classes – will be offered to provide students with behind the wheel training. Fee assistance will provide financial support for students to alleviate barriers associated with the cost of obtaining a driver's permit and license.

Problem Identification: The project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan pgs. 52-58.

Location: Region 1: Clackamas, Multnomah, and Washington Counties – the classes take place in Washington County - Community Center 10865 SW 5th St. #250, Beaverton, OR 97005 - Afghan Support Network (ASN) serves Afghan refugees in the Portland Metro Area.

Affected Communities: ASN Network serves newly Afghan immigrants and refugees in the greater Portland Metro Area which is identified as Portland-Hillsboro and Vancouver and the counties in Oregon of Clackamas, Columbia, Multnomah, Washington, and Yamhill. Although parts of Washington State are identified as part of the Greater Portland Metro Area, only Afghans living in Oregon are served by this project. Recently immigrated Afghans who speak Dari or Pashto who live in the Greater Portland Metro Area.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Afghan Support Network (ASN)

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

This project employs the countermeasure in Chapter 7 of CTW 1.1 Formal courses for older drivers p. 563

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

This project also supports grassroots outreach, education, and collaboration with community partners, justification in the Triennial Highway Safety Plan, Statewide chapter. The countermeasure strategy of driver education was informed by Highway Safety Program Guideline number 4 specifically program management, enforcement, driving education and training program and program evaluation and data.

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$139,630.00: 100%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☐ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Costs for this project include the salaries and benefits for the Driver Ed Coordinators who also do the instruction (both have been through the Oregon Driver Ed instructor training. Direct costs include printing and financial assistance for participants to obtain their permits and licenses.

Match will be provided through salary and benefits of ASN staff, vehicle maintenance and vehicle insurance.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Drivers Education for newly arrived immigrants helps them become familiar with Oregon Driving laws, in addition, for the women who have never driven before the behind the wheel provides them much needed confidence in navigating the complicated roadways of Oregon. This project will help meet the state's safety performance targets of reducing the number of fatalities and serious injuries.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

At the March 5, PP&E event Driver Education ranked fifth in top traffic safety concerns identified by attendees at 10%, in addition, it ranked seventh as a concern for the organizations that attendees represented 7%. When asked to look at their top five traffic safety concerns and whether their organization would benefit and have the capacity to use grant funds in any of the mentioned areas five organizations said they would be able and would be interested in using grant funds to do Driver Education. Those organizations were Immigrant and Refugee Community Organization, Ethiopian and Eritrean Cultural Resource Center, Legacy Emmanuel and Trauma Nurses Talk Tough and Play Grow Learn.

The Traffic Safety Office Survey conducted in 2024, received 673 responses from Region 1 citizens. While only 3% of respondents identified Driver Education as their number one

priority, 29% of respondents identified it as one of their top five areas to invest traffic safety dollars. Relevant comments were:

- Require people to take traffic safety classes
- Put drivers' education back in school and require migrants to take safety classes before they are given licenses.
- More intensive driver education training for new drivers.
- We are seeing an influx of drivers who have moved here from other countries who may following different rules & mores. It's not just about driving a vehicle. It's about driving that vehicle in your new community.
- Require drivers training.
- Required training for new drivers.
- Require drivers' education classes that are accessible and affordable to all new drivers no matter age.

In addition, during the eight PP&E activities held through Oregon in 2024 Driver Ed was a common topic of discussion. Relevant comments were:

- The biggest barriers to Driver Ed are finances and time.
- 17 people commented that Driver Ed should be mandatory.
- Driver Ed needs to be multi-lingual.
- Driver Ed needs to be longer.
- Driver Ed needs to be provided by outside institutions.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Driver Education	CP 25-25-11-02	ESL Driver Education Course
Anticipated Award Amount	Funding Source*	
\$179,597	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Pg. 107 - <u>23 USC 402: Highway safety programs</u> : 402 Funds: DE; 23 CFR 1300.13(b) Discretionary Highway Safety

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities: This project will provide seven Driver Education Courses for ESL/LEP community members in Region 1. Four introductory courses with two days of classroom training and two days of behind the wheel training. Skill stations will focus on the six fundamentals, as well as vehicle maintenance. Three full Driver Education Courses which includes three days of classroom training and four to six sessions behind the wheel. These courses will provide Driver Education to approximately 240 students.

Problem Identification: The project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan pgs. 52-58.

Location: Region 1 Clackamas, Multnomah and Washington Counties and the City of Portland

Affected Communities: ESL/LEP Community members in Region 1.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

City of Portland - Portland Police Bureau

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

This project employs the countermeasure in Chapter 7 of CTW 1.1 Formal courses for older drivers p. 563

While pre-licensure driver education and formal courses for older drivers both receive 2 stars in Countermeasures that Work, there is no countermeasure that addresses prelicensure driver education for adults. However, a review of articles published from 2004-

2008 by Korner-Bitensky on the effectiveness of older driver retraining programs for improving driving skills and reducing crashes provided strong evidence that education combined with on-road training improves driving performance.¹ The value of physical training in addition to education is reinforced by research results by Romoser and Fisher. They found that active training, such as practice with feedback, is a more effective strategy for increasing older drivers' likelihood of side-to-side scanning, looking for threats, during turns than is passive training (classroom lecture or video only) or no training.

This project also supports grassroots outreach, education and collaboration with community partners, justification in the Triennial Highway Safety Plan, Statewide chapter. The countermeasure strategy of driver education was informed by Highway Safety Program Guideline number 4 specifically program management, enforcement, driving education and training program and program evaluation and data.

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$179,597 – 100%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification

- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☒ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Costs for this project will include PPB overtime for instructors, contracts for ODEC instructors, translators for classes, if not provided as Local Cost Share, ride share vouchers, bus-for-hire contract, or TriMet bus tickets for student transportation and payment to community organizations that provide childcare. Please note that because these are all day classes that take place at the Police Training Center, which is remote, so lunch is provided for the students during this day training.

Match for this project will be derived from the salary and benefits of the police instructing the courses, and administration, coordination and fiscal review of the grant. Additional match will be provided by PBOT, ODOT and Oregon Impact, all whose staff teach portions of the classes and the time that community organizations spend recruiting and supporting ESL/LEP students. \$1,675.00 worth of volunteer time is being claimed as match.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Drivers Education for newly arrived immigrants helps them become familiar with Oregon Driving laws, in addition, for the women who have never driven before the behind the wheel provides them much needed confidence in navigating the complicated roadways of Oregon.

This project will help meet the state's safety performance targets of reducing the number of fatalities and serious injuries.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

At the March 5, PP&E event Driver Education ranked fifth in top traffic safety concerns identified by attendees at 10%, in addition, it ranked seventh as a concern for the organizations that attendees represented 7%. When asked to look at their top five traffic safety concerns and whether their organization would benefit and have the capacity to use grant funds in any of the mentioned areas five organizations said they would be able and would be interested in using grant funds to do Driver Education. Those organizations were Immigrant and Refugee Community Organization, Ethiopian and Eritrean Cultural Resource Center, Legacy Emmanuel and Trauma Nurses Talk Tough and Play Grow Learn.

The Traffic Safety Office Survey conducted in 2024, received 673 responses from Region 1 citizens. While only 3% of respondents identified Driver Education as their number one priority, 29% of respondents identified it as one of their top five areas to invest traffic safety dollars. Relevant comments were:

- Require people to take traffic safety classes
- Put drivers' education back in school and require migrants to take safety classes before they are given licenses.
- More intensive driver education training for new drivers.
- We are seeing an influx of drivers who have moved here from other countries who may be following different rules & mores. It's not just about driving a vehicle. It's about driving that vehicle in your new community.
- Require drivers training.
- Required training for new drivers.
- Require drivers' education classes that are accessible and affordable to all new drivers no matter age.
-

In addition, during the eight PP&E activities held through Oregon in 2024 Driver Ed was a common topic of discussion. Relevant comments were:

- The biggest barriers to Driver Ed are finances and time.
- 17 people commented that Driver Ed should be mandatory.

- Driver Ed needs to be multi-lingual.
- Driver Ed needs to be longer.
- Driver Ed needs to be provided by outside institutions.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Driver Education	DE-25-20-15-00	OSAA Traffic Safety Messaging
Anticipated Award Amount	Funding Source*	
\$80,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Page 107: Codes DE, PM Oregon FY 24 AGA Amendment - OSAA Teen Driver Safety Messaging – Approved (April 11, 2024)

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities: This project will provide a visible messaging campaign to promote positive driving behaviors directed at high school students, families, coaches, school staff, and other high school activities participants through Oregon Student Activities Association (OSAA) state tournaments and activities that are held statewide. Traffic safety messages will be chosen based on a data review of the local crash causes in addition to trends that are being recognized before official data is received. These messages will be in the form of displays (crash cars), banners, digital signage, videoboards, program packets, PA reads, web ads, website homepage placement, OSAA mobile app, pre-event emails to coaches, social media posts and a 30 second ad read on OSAA radio. The OSAA has over 150,000 attendees at state championship final locations where students make up 44% of all attendees. With a combination of TV, Streaming, and in-person audience, messages will be seen by over 350,000 people.

Location: Regions 1-5; See ODOT Region Map and Table of Counties by Region.

Affected Communities: High school aged students, high school activities fans, and high school staff/coaches are the target communities.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Oregon Student Activities Association (OSAA) (non-profit)

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Page 104. – Education, outreach, communications and training.

<u>Local Expenditure</u>	Yes ☐	No ☒
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and %	Click or tap here to enter text.	

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost sharing or matching: Match for this project includes staff time for two different staff who are working the project. The claims will be submitted with actual hourly wages per each staff person to meet the requirement.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

OSAA is targeting media messaging to a specific target demographic that has been difficult to reach in past years, teen drivers. Messages will not only be targeted to those teens, but to their families and school staff and coaches who can help reiterate these messages.

Specifically, this project will help reduce or maintain the number of traffic fatalities and serious injuries, and the number of drivers aged 20 or younger involved in fatal crashes (FARS).

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

The sub recipient will be creating OSAA radio PSAs, printing signs for state tournaments, placing web ads and banners, social media messaging, and digital messages targeted at high school students, staff, and families.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

In November of 2023, staff from OSAA reached out to ODOT TSO about potential partnership opportunities for messaging, where they expressed access to parents, athletic directors, and student-athletes statewide. OSAA referenced similar programs/partnerships in Nevada, New Mexico, and Idaho wondering if we could partner in Oregon.

On November 15, 2023, the TSO Region 5 Transportation Safety Coordinator reached out to OSAA to discuss potential partnership opportunities and by April of 2024, we were able to execute a grant for a partial year of programming.

High school aged drivers is a target area that TSO has not had a lot of direct interaction with for many years outside of the Driver Ed program, and as crashes involving young drivers has increased in the last several years, this is an area we have been looking to expand on.

While these discussions were taking place, TSO had begun collecting PP&E from a statewide survey and holding eight in-person events throughout the state. Relevant survey data shows that in answer to the question: "Where would you invest your traffic safety dollars? Please select up to five categories", "Driver Education" was chosen 481 times among 1,511 responses. In answer to the question: "How do you best receive traffic safety educational information? Please select your top two." "Community Events was selected 466 times, Email was selected 570 times, Instagram was selected 203 times, Facebook 252 times, Radio 271 times, and webpage 321 times. The OSAA grant would utilize each of those listed selections.

In addition to the statewide survey, in each of the eight PP&E in-person sessions, discussions around the ODOT approved Driver Education program were highlighted and while "mandatory DE" was identified in all sessions, it was also discussed how "getting it back in the schools" was of top priority. If these things were to happen, they would be very long-term goals and take substantial changes including legislative. However, something that our office could do in the short-term, is get more traffic safety messaging and education directly into the schools and in front of these young drivers. The OSAA grant does just that by sharing PSA reads to all school districts in the state, sending information on resources, teen driver laws, and safety messaging to all school districts in the state via email, and incorporating messaging at state athletic tournaments that students and families from every corner of the state attend.

Also noted in the eight in-person PP&E sessions outside the specific Driver Education program were comments like:

- More PSAs around distracted driving
- We need education for new drivers

- How do we reach everyone to get the word out?
- We need more education in the high schools
- We need better marketing to targeted groups
- How are we reaching high school kids aged 15-18 with our education?
- We need more traffic safety education on social media platforms
- More focused teen education
- We need more general traffic safety education starting younger and in the schools

The OSAA grant is a piece of working towards meeting the goal of reaching young drivers and infusing more traffic safety education in schools and in settings where students and school staff congregate. Input received from the PP&E conducted in addition to statewide crash data has led to selecting this project as a priority for funding.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Driver Education	DE-25-20-15-01	OR11 Safety Outreach
Anticipated Award Amount	Funding Source*	
\$30,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Page 107 Section 402 - Outreach/Media Campaigns and Driver/Road User Education. Page 271 Section 402 – Roadway Safety. 402 Funds: DE, PM, PT

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities: This project will provide a visible messaging campaign to promote positive behaviors that will make OR11 safer and provide additional funds for the Umatilla County Sheriff's Office increase their presence on/around the identified corridor. As part of the project, Umatilla County will work with an "OR11 Safety Focus Group" which will include residents, business owners, and partnering agencies to identify a formal communications plan that will work to increase transportation safety awareness and outreach within the community surrounding the corridor with the goal of reducing fatal and injury crashes.

Location: OR11 between Milton-Freewater city limits and Stateline (Washington) and county roads that intersect OR11 in this identified location in Umatilla County.

Affected Communities: Road users, local businesses, commuters, and citizens in the OR11 section in Umatilla County.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Umatilla County Board of Commissioners (county government)

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Page 104. – Education, outreach, communications and training.
Page 270. – Visible enforcement.

<u>Local Expenditure</u>	Yes ☒	No ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and %	\$30,000 and 100%	

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost sharing or matching: Match for this project includes staff time for two different staff who are working the project. The claims will be submitted with actual hourly wages per each staff person. Other match for the project includes in-state mileage to attend meetings and a cash match towards media campaigns.

High Visibility Enforcement (HVE) Yes ☒ No ☐

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Funds provided to the Umatilla County Sheriff's Office to provide enhanced enforcement activities on and around the identified section of OR11. Coordination with Oregon State Police Pendleton Area Command and potentially the Milton-Freewater Police Department are expected.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Umatilla county staff through efforts with their Safety Focus Group, will create messaging campaigns, participate in education and outreach activities, and provide enhanced enforcement through the sheriff's office for an identified section of the county that has been identified with an increase in crashes. The efforts of this project should help reduce or maintain the number of traffic fatalities and serious injuries in Umatilla county which should have an impact on statewide fatalities and serious injuries.

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

Umatilla County will work with local media outlets and social media platforms for messaging opportunities to include radio, the drive-in theatre (on the OR11 corridor), Facebook, Instagram, billboards, yard signs, etc.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

On December 12, 2023 Representative Greg Smith hosted a Town Hall for Milton-Freewater residents to voice concerns with Highway 11 to himself, Umatilla County Commissioners, Oregon State Police, and the Oregon Department of Transportation. Nearly 100 residents, business owners, and community partner attended this Town Hall and voiced their concerns, with their overarching goal being to eliminate fatalities, reduce crashes, and promote safety and educate drivers. At this meeting the Oregon State Police stated that they would work to provide additional enforcement in the area and the Oregon Department of Transportation said they would put a team together to review relevant data and begin to look at potential engineering solutions. While long-term solutions with the State Police and Department of Transportation are on the horizon, the Umatilla County Board of Commissioners decided they would like to pursue some short-term goals, marketing driver safety and education along with enhanced enforcement from the Sheriff's Office.

On January 2, 2024, staff from Umatilla County met with the Oregon Department of Transportation Region 5 Manager, the Oregon Department of Transportation District 12 Manager, and the Transportation Safety Office Region 5 Transportation Safety Coordinator, to discuss how we could partner on some of their identified short-term goals. As a result of that meeting, the Umatilla County Board of Commissioners submitted a letter on January 17, 2024 (in the grant file), requesting a grant to fund outreach/education and enhanced enforcement on OR11 in the identified location. This request was funded mid-year FFY24 and they are making good progress. The Umatilla County Board of Commissioners submitted the TSO GFO by the June deadline with an attached form that proves that on June 5, 2024 this was an agenda item at their meeting that was discussed (in the grant file). Input received from the PP&E conducted by Representative Smith, addition to local crash data has led to selecting this project as a priority for funding.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Driver Education	TSP-25-20-16-00	Trauma Nurses Talk Tough: Train the Trainer – listed in the Oregon 3HSP as Statewide Trauma Care Provider Training
Anticipated Award Amount	Funding Source*	
\$30,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Oregon 3HSP p.158, TSP – Teen Safety Program

<u>Planned Activity Description</u> (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Planned activities include:

- conducting training sessions with network members addressing traffic safety issues and development of an Injury Prevention Program
- offering assistance to network members
- providing updated traffic safety information, data trends and statistics through periodic newsletters to network members
- conducting traffic safety training events, including helmet fitting, proper use of safety restraints, and safe biking and walking.

Providing education for youth, kindergarten through 12th grade, allows them to learn the information that will familiarize them with the laws in Oregon regarding safe roadway use, including helmet use, safe biking and walking and safe behavior in vehicles. These activities are in support of national highway safety goals to reduce motor vehicle injuries and fatalities. The countermeasure strategy of driver education was informed by Highway Safety Program Guideline number 4, specifically program management, enforcement, driving education and training program and program evaluation and data.

Project activities will take place in the following communities: Portland Public Schools, City of Portland, City of Woodburn, City of Beaverton, Troutdale School District, Multnomah County School District and Affiliated Tribes of Northwest Indians.

Rural communities within the state of Oregon have less access to education resources. Outreach through the TNTT network allows for information sharing and resources to be allocated to these areas that may otherwise not have access. In 2022, the rate of crash deaths per 100 million miles traveled was much higher in rural areas than in urban areas (1.68 in rural areas compared with 1.15 in urban areas). From 1977 to 2022, the rates decreased by 61% in rural areas (from 4.35 to 1.68) and 51% in urban areas (from 2.35 to 1.15). Rural areas have less access to Drivers Education, and fewer places the population can access information regarding safe driving practices. The Trauma Registry data will be evaluated at the beginning of the report year to identify the top five zip codes where bicycle injuries are occurring. Those areas will be targeted for helmet events. This grant provides education to low-income families through Title 1 schools. TNTT has established a trusted partnership with the Affiliated Tribes of Northwest Indians.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Trauma Nurses Talk Tough, Legacy Emanuel Health, non-profit, Portland Oregon. The listed recipients have been identified as partners through requests for training on importance of helmet use and properly fitted helmets as of date of submission:

Portland Public Schools – public school district ; City of Portland – city government; Portland Bureau of Transportation – city DOT; Legacy Health System – non-profit; City of Woodburn – city government; Portland State University – public university; City of Beaverton – city government; Community Cycling Center – non-profit; Good in the Hood – non-profit; Troutdale School District – public school district; Multnomah County School District – public school district; and Affiliated Tribes of Northwest Indians – non-profit.

The state intends to identify further recipients and as they are identified, amendments will be submitted to NHTSA for approval.

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

The countermeasure strategy of driver education was informed by Highway Safety Program Guideline number 4, specifically program management, enforcement, driving education and training program and program evaluation and data. Education campaigns are one of the only proven countermeasures for traffic safety. Driver Education uses grant dollars to fund a Trauma Nurses Talk Tough train the trainer program that provides injury prevention education for school and community groups. In addition, the trainers facilitate helmet and child safety seats events in their local areas. While pre-licensure driver education receives 2 stars in Countermeasures that Work, there is no countermeasure that addresses pre-licensure driver education for youth pre driving age. The Trauma Nurses Talk Tough project is included in the approved Oregon Triennial HSP on pages 157-158.

Local ExpenditureYes ☐No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % Click or tap here to enter text.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

The match funds will be used to cover a portion of the staff hours required to perform planned activities including fringe benefits as well as travel costs related to travel to and from planned activities.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035. 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. Education campaigns are one of the only proven countermeasures for traffic safety. This project's aim is to instill traffic safety behaviors in Oregonians beginning at a young age through education.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

In April and May of 2024, Oregon's Transportation Safety Office (TSO) held a series of workshops and open houses throughout the State. At each event, members of the community, law enforcement, emergency medical response, city and county officials, and other individuals interested in all aspects of traffic safety were invited to attend and share their perspectives, concerns, project ideas and perspectives. TSO shared data relevant to the communities in which the presentations were held as well as projects implemented to date and their

contributions to reducing deaths from fatal and serious injury crashes. At each of these events, the need for public education on traffic safety including use of seatbelts, dangers of speed, helmet use, bicycle and pedestrian safety, and driver education were highlighted. After the events, TSO prepared an open call for grant funded projects to address the issues and concerns discussed in these events. Submitted grants were reviewed and selected based on feedback received from the workshops and open houses and proposed use of NHTSA approved countermeasures or other innovative project ideas.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Emergency Medical Services	EM-25-24-16-00	EMS Statewide
Anticipated Award Amount	Funding Source*	
\$200,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Oregon 3HSP 2024-2026, p 166, B8L*EM

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of • activities planned, • location of project performance, and • affected communities, where applicable.
The Emergency Medical Services program collaborates and works to constantly improve transportation safety related medical care and outcomes associated with EMS/trauma program services to reduce fatalities and injury severity levels. This program will assist in strengthening Oregon's EMS capabilities statewide through training with the goal of increasing EMS workforce and workforce knowledge, resulting in improved response, stabilization and transport times due to a well-trained robust workforce. Pre-hospital Life Support and crash extrication classes will be delivered to rural providers. Locations and communities to be affected are statewide, primarily Eastern Oregon and its rural and frontier communities. Requests for training so far are Sweet Home, Gearheart, Klamath County Fire District #4, Central Cascades Fire and EMS, Christmas Valley, additional locations will be determined. Through this project, emergency responder training assistance will be given to those that apply and could otherwise not go. This is done for three conferences: Oregon EMS Conference, Eastern Oregon EMS Conference, and the State of Jefferson EMS Conference.

<u>Participating Sub-Recipient(s)/Agencies</u>
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Current sub-recipients (mini-grants) are for the Eastern Oregon EMS Conference @ \$6,000, Project EM-25-24-16-002; and State of Jefferson EMS Conference @ \$20,000, Project EM-25-24-16-001. These sub-recipients have been identified as of date of submission. The state intends to identify further recipients where amendment requests will be submitted for these.

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

The countermeasures are listed in Oregon 3HSP 2024-2026, p.165.

Countermeasures and Justification: Emergency Responder Training 1300.11(b)(4)(i) 1300.12(b)(2)(viii) Training Identifying first responders and ensuring they complete proper training is essential during the planning phase. Training and education for first responders include formal training and certifications as well as familiarity with emergency response protocols, including communication processes and specific responsibilities.
<https://www.ruralhealthinfo.org/toolkits/emergency-preparedness/3/firstresponders>

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$150,000 75%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use

- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

EMS agencies will provide match, 20%. Registration fees may be requested for attendance at training events. If this occurs, sub-grantees will be required to report program income and educated on how those funds may be used.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035. 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. This project's aim is to save lives through an improved EMS system.

Paid Media Yes ☐ No ☒
Instruction: Please provide information regarding paid media.
Click or tap here to enter text.

<u>Public Participation and Engagement (PP&E)</u>
Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.
In April and May 2024, Oregon TSO held a series of workshops and open houses in communities throughout the state. These events were attended by multidisciplinary partners and community members discussing traffic safety issues. In all of these events, the need for improved EMS services and training was expressed as an area of significant concern. The importance of available training for emergency medical services responders was emphasized. These concerns and discussions helped inform the TSO on the selection of this project.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Click or tap here to enter text.

Program	Federal Project Number	Project Title
Emergency Medical Services	EM-25-24-17-00	Rural Emergency Responder Training
Anticipated Award Amount	Funding Source*	
\$180,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Emergency Responder Training is found on page 163 of Oregon's FY 2024-2026 Triennial Highway Safety Plan and states the following: " In addition to Oregon's EMS certification and training requirements, NHTSA also ranks the Communications, Training, Outreach and Education efforts from Countermeasures that Work (CTW) as a 3-star citation, not in the EMS program, but for other programs. The countermeasure strategy of emergency responder training was informed by Highway Safety Program Guideline number 11, resource management, human resources and training, transportation, facilities, communications, trauma services, public information and education, medical direction and evaluation."

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of • activities planned, • location of project performance, and • affected communities, where applicable.
The explanation that follows identifies a multitude of problems this project will address. The project is slated to be ongoing. Locations served are throughout the state to provide emergency responder training in rural areas to educate those who care for victims of rural/frontier motor vehicle crashes. Host site locations include Cave Junction, Sweet Home, Klamath Falls, Gearhart, Crescent and Baker City. Host Oregon Counties include: Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County. ACTIVITIES TO BE CONDUCTED • Trauma training courses (e.g., Prehospital Trauma Life Support (PHTLS)) for EMS responders to address crash victims • Vehicle heavy extrication courses • Training related to crash victim treatment that applies to Continuing Education (CE) for rural emergency responder licenses to be maintained • Training of moulage technicians for trauma simulations of crashes at training events to replicate real life crash scenarios for stress inoculation of EMS responders • Solicit for rural host sites to hold emergency responder training activities related to crash response and victim care • Develop new EMS educators to teach at rural CE courses related to crash response and victim care • Support the leadership and educators with this crash victim treatment training project to attend training events to maintain their instructor credentials; gain cutting edge knowledge and technology related to crash response and victim treatment; learn and apply best-practices in the disciplines they teach related to crash response and victim

treatment, as well as educational methodologies related to crash response and victim treatment;; learn how to use new tools and equipment used as emergency responders caring for rural/frontier crash victims

- Deliver virtual CE eligible crash response and victim treatment training for rural/frontier emergency responders
- Establish and maintain working relationships with various EMS stakeholders to meet our mission in relation to crash response and victim treatment
- Increase awareness of this project to maximize the number of EMS responders trained in crash response practices and victim treatment protocols

Traffic crashes contribute heavily to the patient load of Oregon hospitals and EMS agencies. During the last recession many larger hospitals had to make budget cuts and their foundations suffered financially as well. Smaller rural community hospitals faced even more severe budget constraints that continue to impact their ability to obtain necessary training and equipment related to crash response and victim treatment. Oregon Administrative Rules determine continuing education and relicensing requirements for EMTs of all levels.

Rural crashes can be more severe than other crashes because they often involve higher rates of speed and longer emergency response times. A cohesive EMS system is essential to ensuring positive patient outcomes. The stabilization and long-distance transport of motor vehicle crash patients to facilities that can provide the appropriate level of trauma care is critical to reducing the health and financial impact of these injuries.

Trauma patients are of particular concern for rural counties where motor vehicle crash patients can require a higher level of care than what the rural hospital or facility can provide. These crashes also occur in rural areas where extended response and transport times exist. While the increased use of air transport is occurring, many times weather prevents their use, having to rely on ground transport.

Another challenge is for these providers to renew their EMS License, they must complete many CEUs in various major topic areas -- trauma, airway, pediatric and medical. The PHTLS course covers all the required trauma CEUs, helping to assure as many responders as possible renew their license.

Historically, local, and regional organizations have provided various training opportunities to support rural EMS crash response and victim treatment. They are held as statewide and regional conferences, oriented toward rural EMSPs. Agencies and companies come together to provide a concentrated training opportunity to gain as many CE hours as possible in a short amount of time. However, it is impractical for the majority of rural EMSPs to travel and stay somewhere while attending those events. Consider that there are approximately 11,500 licensed EMSPs in Oregon all in need of CE hours. With good attendance, the annual in-person conferences may have a total of around 600-800 in-person attendees. That is about 5.2 - 6.9% of Oregon's EMS Providers. There needs to be a new trend in EMS education delivery where trainers routinely go to the rural areas, not vice versa. The use of virtual CE

delivery is also a big part of EMS education reach out for didactic subjects. However, that model only provides knowledge and does not address required skillsets that are evaluated for continued competency to maintain EMS licensure.

Rural vehicle crashes can seriously extend response times and delay adequate care needed in that critical 'golden hour' after a serious crash injury. Even more so where vehicle extrication is required. But what happens when a community has no, or minimal, emergency response because of lack of currently licensed volunteer and part-time paid rural EMS providers who can cover a duty shift or drive long distances just to attend unit trainings? Every effort needs to be made to retain and increase Oregon's EMS workforce and shorten response times due to the needs of rural road crash victims. Concomitant to that is the need to have relevant, modern day vehicle extrication training for initial and continued education of emergency responders performing extrication with heavy tools. People entangled in a damaged vehicle cannot receive the field care they need or have immediate transport to a designated trauma hospital. Knowledge is power, and extrication personnel are empowered through training where they learn the most current trends and best practices. Coupled with PHTLS emergency responder training, this project can have an even greater impact than it has through PHTLS courses alone. Both PHTLS and vehicle extrication are applicable to CEUs for relicensing of EMS providers.

There are serious problems with the variability in performing vehicle extrication around the state. Significant factors impacting the efficiency and effectiveness include the following:

- Use of outdated, ineffective techniques that prolong scene time and increase the risk for worsened patient outcomes.
- Little to no knowledge of injury patterns to lower spine and pelvis secondary to frontal (aka head-on) impacts that often result in dislocations and compression fractures of lower vertebra, and broken pelvis.
- Improper removal methods result in spinal compromise and/or bleed-out of patient from severed arteries in the pelvis.
- Little to no knowledge of modern vehicle anatomy, steel strength, airbags, or hybrid/EV vehicles.
- Obsolete tools that are 110k PSI to 235k PSI below the required power to cut current production passenger vehicles.
- No fire department or EMS based protocol on when to cut/not cut a victim from a vehicle or any protocol on when/how to remove them (side or rear) from a vehicle.
- Lack of training and practice.
- Poor communication and coordination between rescuers and medical providers.
- Rescuers uninformed about different vehicle types and features that require special attention during rescue operations to maintain safety of crew and patients, as well as efficiency.
- Lack of understanding of how extrication tools are designed to be used to accomplish specific tasks.

Continuing Education resources are a critical support for keeping EMT's licensed and engaged in their rural community EMS agencies. Some CEU topics can be delivered effectively through live (and

recorded) virtual sessions. That significantly increases the number of rural emergency responders reached via activities provided through this project. Therefore, a program for online delivery of virtual training, along with the equipment to accomplish that, are needed for it to be successful. Emergency responder CE for trauma tends to be delivered in a lecture format. This was especially true during the restrictions from the COVID-19 pandemic, where virtual training dominated. However, trauma care and vehicle extrication are examples of training that provides hands-on skillsets. Educational methodologies highlight best-practices through hands-on training, even more so by having patient simulations. There are challenges to accomplishing that. One is to find moulage technicians with the skills to dress up mock patients with realistic replicated injuries. Another is acquiring actors to portray injured patients following a script. There is also the added cost, time, and effort to pull off such trauma patient simulations. Further, acquiring and transporting vehicles of different types that can be destroyed for hands-on extrication training is often a logistical challenge and adds cost.

As mentioned above, a critical component of the PHTLS emergency responder training involves patient simulations with scenarios where actors, dressed with moulage, perform as injured victims. This aspect of the training cannot be done without a moulage technician. We have encountered difficulty for some classes obtaining the service of a moulage technician. There are not many trained moulage technicians available, and those that are typically reside in the Portland metropolitan area. This has brought to our attention the need to train people to be moulage technicians that are willing to travel to rural training events, or reside in rural locations.

Another reality is, to meet the requirements of the PHTLS and other courses, a student to instructor ratio of 6:1 is required. In addition, there must be a Course Director and Physician Director. Thus, the challenge of having enough PHTLS faculty and staff available to teach a class comes into play. That in turn reduces the class sizes. Fortunately, through this grant project in 2023 and 2024, more EMS Educators were trained, and they will be helping with future classes. We are lined up to do the same in 2025.

The cost of delivering top-notch, nationally accredited training to rural emergency personnel responding to roadway crashes is a barrier and is the most substantial cause for the lack of said CE. While the desire and need is high, the funds, resources and expert faculty/staff availability are very low in rural areas. This brings forward the importance of providing faculty, staff and administrators per diem lodging, meals, travel, incidentals, and taxes to carry out this project, as well as access to educational opportunities for them to maintain a current knowledge base to deliver cutting-edge emergency responder training.

It is necessary to maintain the knowledge, skills and credentials of the professionals that deliver training to emergency responders. Faculty and staff must remain up to date on best-practices and skills. That is accomplished by attending in-state, national and virtual continuing

education. It is not uncommon for those individuals to miss such learning opportunities due to financial constraints.

The work involved in the facilitation and delivery of high-caliber level of rural EMS training with this project is time intensive. One critical support role is that of an Administrative Assistant. Responding to requests from potential host sites to hold classes; posting and managing course registrations; website and social media management, marketing, and advertising; communication with faculty, staff, and registrants; ordering and mailing textbooks; and issuing CE certificates are all examples of administrative tasks that we need to assign.

Some of the emergency responders trained through this project provide care to Native Americans that are victims of rural and frontier motor vehicle crashes, including sovereign nation lands. Also, the rural and frontier agencies that provide emergency response are notoriously underfunded with extreme limitation on the ability to send their personnel to training in metropolitan areas.

Other support structure is needed to carry out this project: Accounting and tax reporting services, liability insurance, online meeting/webinar programs, event management software, legal services, training supplies, website and social media administration.

	Start Date	End Date	Activities
1.	10/01/2024	9/30/2025	Deliver PHTLS and other courses throughout Oregon to rural/frontier emergency responders that care for rural crash victims. The courses will be hosted by local fire, EMS, hospital, and business partners.
2.	10/01/2024	9/30/2025	Deliver vehicle extrication courses throughout Oregon to emergency responders that perform extrication duties to remove rural/frontier crash victims from damaged vehicles.
3.	10/01/2024	9/30/2025	Administer written exams to assess cognitive learning outcomes.
4.	10/01/2024	9/30/2025	Elevate emergency responder trauma-care training by including reality-based components to trauma simulations. Includes a moulage technician to dress live actors to replicate specific injuries, and the actors performing scripted roles of patients injured in crashes.
5.	10/01/2024	9/30/2025	Solicit and select additional host sites to hold training for rural responders to vehicle crashes. Accomplished by networking with partner groups to identify locations that meet the criteria to house the training.
6.	10/01/2024	9/30/2025	Screen instructor candidates. Identify those qualified to become EMS educators. Provide direction and training (to include tuition fee assistance when indicated) for them to complete instructor development processes. Report on number of instructors trained and their agency affiliation.
7.	10/01/2024	9/30/2025	Delivery of virtual EMS refresher course(s) that contribute CEUs to all EMS level providers that respond to rural/frontier crashes.

8.	10/01/2024	9/30/2025	Provide OEMSEF/OEMSA representatives or their designees to attend in-state and out-of-state training that provides cutting edge EMS knowledge and skills to enhance the trainings in Oregon that we are providing. This serves to (a) help them maintain instructor credentials, (b) apply and teach new trends and best practices for emergency care and principles of education delivery, and (c) maximize effectiveness managing events/activities and administration/management of this grant project in compliance with the Agreements and Assurances.
9.	10/01/2024	9/30/2025	Help to maintain the rural EMS workforce by providing training to earn CE hours required to maintain their EMS license.
10.	10/01/2024	9/30/2025	Help to maintain the rural EMS workforce by providing training to earn CE hours required to maintain their EMS license.
11.	10/01/2024	9/30/2025	Provide per diem lodging, travel, meals and taxes for faculty, staff and administrators performing duties for this project. Receive travel approval prior to travel.
12.	10/01/2024	9/30/2025	Provide programs and/or online services with support personnel to manage events, websites, social media, bookkeeping/accounting, marketing/advertising, virtual meeting/webinar programs, insurance, legal services, and activities carried out with this project.
13.	10/01/2024	9/30/2025	Train moulage technicians and provide them with moulage supplies/equipment.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Oregon EMS Education Foundation, Oregon Registered Non-Profit, Tualatin

Requesting and receivers of the training provided will be named as AGA amendments are submitted for review and upon NHTSA approval of amendment requests.

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Countermeasures and Justification 1300.11(b)(4)(ii) 1300.12(b)(2)(viii): As found on Page 163 of Oregon's FY 2024-2026 Triennial Highway Safety Plan. The intent is to support EMS training in general, and specifically support training and deployment on equipment being purchased through this grant to carry out extrication activities on motor vehicle crashes. Again, excerpts from page 163 state:

“In addition to Oregon’s EMS certification and training requirements, NHTSA also ranks the Communications, Training, Outreach and Education efforts from Countermeasures that Work (CTW) as a 3-star citation, not in the EMS program, but for other programs.

The countermeasure strategy of emergency responder training was informed by Highway Safety Program Guideline number 11, resource management, human resources and training, transportation, facilities, communications, trauma services, public information and education, medical direction and evaluation.” See 3HSP Update

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % 0% at this time

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☒ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☒ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☒ Insurance and indemnification
- ☒ Memberships, subscriptions, and professional activity costs
- ☒ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs

- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost Sharing or Match: A portion of the match funds will come from training course fees.

Program Income: Training course fees are being used to offset project delivery costs.

Equipment: Materials and equipment necessary to deliver training and demonstrate specific methods of use of EMS specific equipment employed in the activities associated with life saving actions in traffic crash response.

Insurance and Indemnification: Liability Insurance

Memberships, subscriptions, and professional activity costs: CE Certification fees, education and professional development costs

Organization costs: Administrator wages, educator wages, office expenses, software, bookkeeping/accounting service

Travel costs: In-State and Out-of-State travel costs

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Click or tap here to enter text.

Targets Countermeasures will address [1300.11\(b\)\(4\)\(iii\)](#):

C-1) Number of traffic fatalities (FARS)			
Actual	5-year avg	In Progress*	Projected Targets

2016	2017	2018	2019	2020	2016-2020 avg.	2021	2024	2025	2026
498	439	502	493	508	488	599	488	488	488

Statewide in 2020, there were 38,141 total crashes, 460 fatal crashes and 19,343 injury crashes, with 507 persons killed and 27,998 persons injured. This data is according to the 2020 Oregon Motor Vehicle Traffic Crashes - Quick Facts which also reveals that 20.84% of injured passengers were children aged 0 to 14. 17.49% of fatal and injury crashes involved a driver aged 15 to 20 which means that a rural EMS responder has a high likelihood of arriving on scene and needing skill proficiency to attend to an injured young driver or passenger.

Source: Page 164 of Oregon's FY 2024-2026 Triennial Highway Safety Plan

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

PP&E event participants repeatedly stated that locally held EMS training was critical to their community safety in having trained EMS responders. The Island City event is just one example where multiple participants identified the barriers to traveling to Salem, Oregon for EMS training and the real impact it was having on local paid and unpaid staff. This grant directly addresses community requests for a subject-specific traffic safety project. As the grantees stated in their application: "However, it is impractical for the majority of rural EMSPs to travel and stay somewhere while attending those events." The feedback during the PP&E events re-enforced this statement emphatically and repeatedly.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

In total, the number of Oregon traffic deaths per year rose 73% from 2010 to 2022. In 2020 there were 384 fatalities and in 2021 there were 423, a 12.5% increase. The sad statistic for 2022 was 606 traffic fatalities. Assessing contributing factors has yet to be fully identified but limited response, extended transport and delays with victims entrapped must be considered as contributing components to this increase.

The Oregon EMS Education Foundation is the new statewide source for facilitating delivery of ongoing, year-round education and CE. Unlike having a single focus on specific annual training, OEMSEF strives to establish continuous training for emergency responders that care for rural crash victims, which includes the delivery of the PHTLS course, vehicle extrication, and other training with emphasis on educating rural and frontier responders.

EMS response for Oregon's rural highways and communities are supported by mostly volunteer Emergency Medical Responders (EMR), EMT's and Paramedics. The time and expense to become and maintain their EMS licensure means that rural EMS departments may have a paid full or part-time paramedic lead person with the remainder being EMRs and EMTs. When an emergency call comes in, volunteers are activated from home or work to form

the ambulance crew. Some EMS units have responders stay at the station with very few offering a stipend if the responder is called out. If a volunteer crew is too few or not available, an ambulance from another community must be called with a longer response time.

Providing access to CE for EMSPs to maintain licensure is a continual rural community challenge. The PHTLS course is an example of a valuable resource to complete up to 16 CEU's in 1-2 days. The OEMSEF strategy is to get emergency responder training delivered to the rural areas, which is opposite of the traditional approach for training to be offered at the more populated areas in the State. The latter requiring an expense of funds and time for rural providers, all while making sure there is adequate staffing for the ambulance when they are away.

Through this grant we would like to increase the number of well-trained emergency responders to reduce response times, especially to victims of rural roadway crashes. Further, we want to establish a new precedent to get skilled EMS educators out to the areas where CE is so badly needed, reducing the burden EMSPs already face in rural and frontier areas.

With our successful 2022 pilot, we drew the interest of emergency responders to Oregon roadway crashes that are not primary Fire/EMS – namely, the Oregon State Police. Troopers on Oregon's rural/frontier roadways are often on scene with crash victims greater than 30 minutes before fire units and/or ambulances arrive. Many of those Troopers are, in fact, licensed EMTs and carry medical equipment in their vehicles. There are others that are lesser trained than the EMT level. Fortunately, OEMSEF can deliver the latter a specialized 1-day version of emergency responder training titled PHTLS for First Responders (PHTLS-FR). Our classes in 2023 were the first to see local Sheriff deputies participating at some classes.

EMS Level	2018	2019	2020
Emergency Medical Responders (EMR)	1,614	1,605	1,222
Emergency Medical Technician (EMT)	5,198	5,159	5,772
Advance/Emergency Medical Technician (A/EMT)	198	197	201
Emergency Medical Technicians-Intermediate (EMT-I)	688	686	706
Paramedics	4,078	4,039	4,238
Total	11,776	11,686	12,139

Source: Data according to Oregon Health Authority. The EMS Workforce is required to renew their license every two years.

Oregon's Average Response Times (minutes)	2018	2019	2020
Response time	6	6	5
Time on Scene to stabilize and prepare for transport	15	15	15
Transport time to medical facility	14	14	13

Total Incident time	36	35	33
Source: Data according to Oregon Health Authority, reported in minutes			
We were unable to get newer data at this time.			

Program	Federal Project Number	Project Title
Emergency Medical Services	EM-25-24-18-00	Vehicle Extrication Rescue Training
Anticipated Award Amount	Funding Source*	
\$68,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Emergency Responder Training is found on page 163 of Oregon's FY 2024-2026 Triennial Highway Safety Plan and states the following: " In addition to Oregon's EMS certification and training requirements, NHTSA also ranks the Communications, Training, Outreach and Education efforts from Countermeasures that Work (CTW) as a 3-star citation, not in the EMS program, but for other programs. The countermeasure strategy of emergency responder training was informed by Highway Safety Program Guideline number 11, resource management, human resources and training, transportation, facilities, communications, trauma services, public information and education, medical direction and evaluation."

Purchase of equipment to support the activity of providing emergency response and extrication activities will be addressed in an update to the FY 2024-2026 Triennial Highway Safety Plan (see attached).

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

	Objective
1.	Reduce life-threatening injuries associated with MVC's along HWY 101 North
2.	Reduce extrication time for trapped patients
3.	Conduct annual training to improve skills associated with extrication

Motor Vehicle Collisions are the most common cause of major trauma and death. Trapped patients are more likely to die due to time-critical life-threatening injuries than those that are not. The goal of this project is to supply a rural-volunteer fire department with adequate professional training and certification while additionally providing efficient equipment to minimize mortality rates of trapped victims following motor vehicle accidents. The project will begin with the application of the funds, providing initial training of the fire department crews, following with supplementation of equipment. The project will be held at the Gearhart Volunteer Fire Department located on the North Oregon Coast along Highway 101. The project will be a single year project, with the maintenance training and equipment up-keep to be maintained by the fire department. This is a need as the Gearhart Volunteer Fire Department has a major highway, highway 101, that splits the district. A large majority of our responses involve motor vehicle accidents.

Since MVC's or Motor Vehicle Accidents are the nation's most common cause of major trauma and death, 40% of these patients will be trapped in their vehicle. Data shows that trapped patients have a higher mortality rate, higher spinal cord injuries, are more deranged physiology with lower blood pressure, lower oxygen saturation, and lower GCS (Glasgow Coma Scale). Trapped victims also have more significant head injuries, chest injuries, abdominal injuries, and an increased rate of pelvic injuries with subsequential significant blood loss. Improved extrication strategies should be developed that are evidence based and allow for expedient management of life-threatening injuries. Because the population increases exponentially during peak months, including significant travel through the district, along a major highway, it is imperative that adequate response to these incidents is timely and efficient.

The Gearhart Volunteer Fire Department operates on an incredibly low budget for a small rural community on the North Oregon Coast. Highway 101 North runs directly through the district and greatly impacts travel for the entire community. Additionally, during peak seasons,

this highway is the only main travel to key travel destinations such as Fort Clatsop, Astoria, or Seaside. MVC's associated with this stretch of the highway are a significant impact to our small organization of volunteers. Our budgets do not allow for appropriate equipment and training necessary to reduce extrication times of victims. This project will supply our fire engine or rescue with necessary equipment to protect the current community as well as the fluctuating population that travels Highway 101 North. Because our community is small, the tax base and income to local emergency services is also small. With no income from local travel, this creates an undue hardship on operations and training budgets for incidents that occur along this highway. Most MVC's associated with this path of travel are not residents within our community.

	Start Date	End Date	Activities
1.	10/1/2024	11/1/2024	Vehicle Extrication Training and Certification to NFPA and DPSST standards
2.	11/1/2024	12/1/2024	Acquisition of tools and equipment
3.	12/1/2024	10/1/2025	Continued education, training, and equipment maintenance

Primary communities impacted will be in and near Gearhart, Oregon, as well as areas within Clatsop County, Oregon. There is potential for communities beyond Clatsop County, Oregon to benefit from this project as a result of mutual aid between EMS providers.

The community in which Gearhart Fire Serves is a mix of population that is greatly impacted by seasonal travel. The population exponentially grows throughout the year, with the inability to supplement income for a career fire department. Therefore, the community has a volunteer fire department which requires outside funding for operations and training. The evaluation design is to see significant improvement of extrication times after professional training is completed and the appropriate equipment is acquired, compared to the times prior to these events. Additionally, it will be imperative to access the Oregon Trauma System data for outcomes of patients.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Gearhart Volunteer Fire Department, EMS agency, City Government

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Countermeasures and Justification 1300.11(b)(4)(ii) 1300.12(b)(2)(viii): As found on Page 163 of Oregon's FY 2024-2026 Triennial Highway Safety Plan. See also 3 HSP update. The intent is to support EMS training in general, and specifically support training and deployment

on equipment being purchased through this grant to carry out extrication activities on motor vehicle crashes. Again, excerpts from page 163 state:

" In addition to Oregon's EMS certification and training requirements, NHTSA also ranks the Communications, Training, Outreach and Education efforts from Countermeasures that Work (CTW) as a 3-star citation, not in the EMS program, but for other programs.

The countermeasure strategy of emergency responder training was informed by Highway Safety Program Guideline number 11, resource management, human resources and training, transportation, facilities, communications, trauma services, public information and education, medical direction and evaluation."

Purchase of equipment to support the activity of providing emergency response and extrication activities will be addressed in an update to the FY 2024-2026 Triennial Highway Safety Plan (see attached).

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$68,000, 100%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☒ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification

- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost Sharing or Matching – Match will be provided on this grant. Grantee states in their application:” Our agency would like to match our funds with the salaries associated with career fire service members. By providing volunteer hours and a volunteer staff, the organization will be donated hours of training and response to emergencies. This will equal over 20% of our requested budget amount.”

Equipment - 23 CFR 1300.31 – The grant will fund support of the activity of life saving actions on crash scenes by providing funds for extrication equipment. An update to the Triennial Plan is included and a letter requesting approval will be submitted upon approval of the 2025 Oregon Annual Grant Application.

Estimated Project Cost Breakout:

- 1) Professional Training - \$10,000.00
- 2) Equipment Cost- \$ 53,000.00
- 3) Supplies/training materials - \$5,00.00

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Targets Countermeasures will address [1300.11\(b\)\(4\)\(iii\)](#):

C-1) Number of traffic fatalities (FARS)

Actual					5-year avg	In Progress*	Projected Targets		
2016	2017	2018	2019	2020	2016-2020 avg.	2021	2024	2025	2026
498	439	502	493	508	488	599	488	488	488

Statewide in 2020, there were 38,141 total crashes, 460 fatal crashes and 19,343 injury crashes, with 507 persons killed and 27,998 persons injured. This data is according to the 2020 Oregon Motor Vehicle Traffic Crashes - Quick Facts which also reveals that 20.84% of injured passengers were children aged 0 to 14. 17.49% of fatal and injury crashes involved a driver aged 15 to 20 which means that a rural EMS responder has a high likelihood of arriving on scene and needing skill proficiency to attend to an injured young driver or passenger.

Source: Page 164 of Oregon's FY 2024-2026 Triennial Highway Safety Plan

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

During the PP&E outreach events, participants repeatedly stated the need for locally provided EMS training to increase the number of volunteers ability to attend the training due to logistical constraints on travel. Equipment to support the EMS activities was also highlighted as a need - as this applicant specifically states – due to very limited fund availability. Both training and equipment to support the activities provided by EMS during response were cited as determinants in crash victim outcomes.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Click or tap here to enter text.

Program	Federal Project Number	Project Title
Impaired Driving	AL-25-14-00-00	Law Enforcement Breath Testing
Anticipated Award Amount	Funding Source*	
\$2,013,032	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
See: Oregon's FFY2024 AGA, FFY AGA 3HSP Updates to 2024, page 125, #3 23 USC 402: Highway safety programs (house.gov) : 402 – Impaired Driving; Impaired Driving (Other impaired driving activities based on problem identification with advanced approval from NHTSA)

<u>Planned Activity Description</u> (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

This project will fund activities associated with the continued use of breath testing to determine the blood alcohol content of drivers suspected of driving under the influence of intoxicants.

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

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

Locations will include: Oregon State Police Crime Lab – Clackamas County, and all 36 Oregon counties and any city or federally-recognized sovereign nation which hosts OSP evidentiary breath testing instrumentation.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Oregon State Police, State Law Enforcement Agency

Various City, County, and Tribal Law Enforcement Agencies – to be determined upon their request to receive breath testing instruments as a result of their own assessment of the impaired driving situation in their community.

Agencies that have committed to participating or are expected to participate in the project (FY2024-2026) as of this writing include:

ALBANY PD	City Law Enforcement Agency
ASHLAND PD	City Law Enforcement Agency
BANDON PD	City Law Enforcement Agency

BEAVERTON PD	City Law Enforcement Agency
BEND PD	City Law Enforcement Agency
BOARDMAN PD	City Law Enforcement Agency
BROOKINGS PD	City Law Enforcement Agency
CANBY PD	City Law Enforcement Agency
CENTRAL POINT PD	City Law Enforcement Agency
CLACKAMAS COUNTY SHERIFF'S OFFICE	County Law Enforcement Agency
CLACKAMAS COUNTY JAIL	County Law Enforcement Agency
CLACKAMAS COUNTY SO	County Law Enforcement Agency
CLATSOP COUNTY JAIL	County Law Enforcement Agency
COLUMBIA COUNTY SHERIFF'S OFFICE	County Law Enforcement Agency
COLUMBIA CO SO - CLATSKANIE	County Law Enforcement Agency
COLUMBIA COUNTY JAIL	County Law Enforcement Agency
COOS BAY PD	City Law Enforcement Agency
CORVALLIS PD	City Law Enforcement Agency
COTTAGE GROVE PD	City Law Enforcement Agency
CROOK COUNTY JAIL	County Law Enforcement Agency
CURRY COUNTY JAIL	County Law Enforcement Agency
DESCHUTES COUNTY SHERIFF'S OFFICE	County Law Enforcement Agency
DESCHUTES COUNTY JAIL	County Law Enforcement Agency
DESCHUTES COUNTY SO - LA PINE	County Law Enforcement Agency
DOUGLAS COUNTY JAIL	County Law Enforcement Agency
DOUGLAS COUNTY SO - DRAIN	County Law Enforcement Agency
EAGLE POINT PD	City Law Enforcement Agency
EUGENE PD	City Law Enforcement Agency
GILLIAM COUNTY SHERIFF'S OFFICE	County Law Enforcement Agency
GILLIAM COUNTY SO	County Law Enforcement Agency
GILLIAM COUNTY SO - ARLINGTON	County Law Enforcement Agency

GRANTS PASS SOBERING CENTER	501C3 not for profit, City of Grant Pass	
GRESHAM PD	City Law Enforcement Agency	
HARNEY COUNTY JAIL	County Law Enforcement Agency	
HERMISTON PD	City Law Enforcement Agency	
HILLSBORO PD	City Law Enforcement Agency	
HOOD RIVER COUNTY SO	County Law Enforcement Agency	
JACKSON CO SO - CENTRAL POINT	County Law Enforcement Agency	
JACKSON COUNTY JAIL	County Law Enforcement Agency	
JEFFERSON COUNTY JAIL	County Law Enforcement Agency	
JOSEPHINE COUNTY SHERIFF'S OFFICE	County Law Enforcement Agency	
JOSEPHINE COUNTY JAIL	County Law Enforcement Agency	
JOSEPHINE COUNTY SO - CAVE JUNCTION	County Law Enforcement Agency	
JUNCTION CITY PD	City Law Enforcement Agency	
KLAMATH COUNTY SHERIFF'S OFFICE	County Law Enforcement Agency	
KLAMATH COUNTY JAIL - A	County Law Enforcement Agency	
KLAMATH COUNTY JAIL - B	County Law Enforcement Agency	
LAKE COUNTY SHERIFF'S OFFICE	County Law Enforcement Agency	
LAKE COUNTY JAIL	County Law Enforcement Agency	
LAKE COUNTY SO - CHRISTMAS VALLEY	County Law Enforcement Agency	
LAKE OSWEGO PD	City Law Enforcement Agency	
LANE COUNTY SHERIFF'S OFFICE	County Law Enforcement Agency	
LANE COUNTY JAIL - A	County Law Enforcement Agency	
LANE COUNTY JAIL - B	County Law Enforcement Agency	
LANE COUNTY SO - VENETA	County Law Enforcement Agency	
LEBANON PD	City Law Enforcement Agency	
LINCOLN CITY PD	City Law Enforcement Agency	
LINCOLN COUNTY JAIL	County Law Enforcement Agency	
MALHEUR COUNTY JAIL	County Law Enforcement Agency	

MARION COUNTY SO	County Law Enforcement Agency
MILTON-FREEWATER PD	City Law Enforcement Agency
MOLALLA PD	City Law Enforcement Agency
MONMOUTH PD	City Law Enforcement Agency
MORROW COUNTY SO	County Law Enforcement Agency
MULTNOMAH COUNTY SO	County Law Enforcement Agency
MYRTLE CREEK PD	City Law Enforcement Agency
NEWBERG-DUNDEE PD	City Law Enforcement Agency
NORTH BEND PD	City Law Enforcement Agency
NYSSA PD	City Law Enforcement Agency
OAKRIDGE PD	City Law Enforcement Agency
OREGON STATE POLICE	State Law Enforcement Agency
BEND OSP	State Law Enforcement Agency
JORDAN VALLEY OSP	State Law Enforcement Agency
NORTH PLAINS OSP	State Law Enforcement Agency
OSP LA PINE	State Law Enforcement Agency
OSP MOBILE PROCESSING	State Law Enforcement Agency
PORTLAND OSP	State Law Enforcement Agency
SALEM OSP	
PHILOMATH PD	City Law Enforcement Agency
PILOT ROCK PD	City Law Enforcement Agency
POLK COUNTY JAIL	County Law Enforcement Agency
PORTLAND POLICE BUREAU	City Law Enforcement Agency
PORTLAND PB - CENTRAL	City Law Enforcement Agency
PORTLAND PB - EAST	City Law Enforcement Agency
PORTLAND PB - NORTH	City Law Enforcement Agency
PORTLAND PB - SOUTHEAST	City Law Enforcement Agency
PORTLAND PB - TRAFFIC	City Law Enforcement Agency
RAINIER PD	City Law Enforcement Agency

REDMOND PD	City Law Enforcement Agency
ROGUE RIVER PD	City Law Enforcement Agency
SANDY PD	City Law Enforcement Agency
SHERWOOD PD	City Law Enforcement Agency
STAYTON PD	City Law Enforcement Agency
SUTHERLIN PD	City Law Enforcement Agency
SWEET HOME PD	City Law Enforcement Agency
TIGARD PD	City Law Enforcement Agency
TUALATIN PD	City Law Enforcement Agency
UMATILLA PD	City Law Enforcement Agency
WALLOWA COUNTY JAIL	County Law Enforcement Agency
WASHINGTON COUNTY SHERIFF'S OFFICE	County Law Enforcement Agency
WASHINGTON COUNTY JAIL - A	County Law Enforcement Agency
WASHINGTON COUNTY JAIL - B	County Law Enforcement Agency
WASHINGTON COUNTY SO - EAST	County Law Enforcement Agency
WEST LINN POLICE DEPT	City Law Enforcement Agency
WHEELER CO SO - MITCHELL	County Law Enforcement Agency
WHEELER COUNTY JAIL	County Law Enforcement Agency
WINSTON PD	City Law Enforcement Agency
YAMHILL COUNTY SHERIFF'S OFFICE	County Law Enforcement Agency
YAMHILL COUNTY JAIL	County Law Enforcement Agency
YAMHILL COUNTY SO - SHERIDAN	County Law Enforcement Agency
Albany OSP	State Law Enforcement Agency
Baker OSP	State Law Enforcement Agency
Gladstone Police Dept.	City Law Enforcement Agency
Madras Police Dept.	City Law Enforcement Agency

Oregon City Police Dept.	City Law Enforcement Agency	
Prineville Police Dept	City Law Enforcement Agency	
Umatilla County SO - Athena Substation	County Law Enforcement Agency	

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

See: Oregon's FFY2024 AGA, FFY AGA 3HSP Updates to 2024, page 125, #3

Countermeasures that Work Section 2.3 Breath Test Devices - 4 CTW stars citation.

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % To be determined upon receipt of local law enforcement agency request to participate in project, with Oregon State Police carrying out the project on their behalf when the project involves there agency. As of the date of this writing, 68% of those agencies contacted by the Oregon State Police have requested to participate in the project.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☒ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs
- ☐ Compensation – personal services

- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☒ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost Sharing or Match: Match will be provided on this project by Oregon State Police

Equipment: Equipment will be purchased including breath testing devices, software, support equipment, and support supplies

Organization costs: Support expenses to deliver the project by Oregon State Police

Travel: Travel costs will be incurred to deliver elements of the project including training activities and instrument deployment/maintenance. Reimbursement will be on a per diem basis.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

This project will contribute to addressing the State highway safety performance target in C-5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS).

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

Throughout 2023 and 2024, interactions with law enforcement partners informally and during formal PP&E events allowed for discussion regarding the need for breath testing devices. Law enforcement officers and prosecutors support the activity of ensuring reliable breath testing instruments are available to support their efforts in combatting alcohol impaired driving in Oregon.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Impaired Driving	AL-25-14-11-00	Hood River DUII Prosecutor Activities
Anticipated Award Amount	Funding Source*	
\$138,089.07	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Pg. 107 - <u>23 USC 402: Highway safety programs</u> : 402 Funds: AL; 23 CFR 1300.13(b) Discretionary Highway Safety

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of activities planned,

- location of project performance, and
- affected communities, where applicable.

Activities: This project will provide funds to assist the Hood River County District Attorney's Office prosecute impaired driving cases. This office routinely sees a disproportionate number of DUI offenses compared to the size of the county, owing largely to the area's robust alcohol tourism industry and the proactive work of motivated law enforcement agencies. Increasing the amount of prosecutor time dedicated to DUI offenses will improve accountability for offenders and prevent the District Attorney's Office from having to decline prosecution on viable cases due to capacity limitations.

Problem Identification: This project addresses the problem identification on pages 53 & 71-74 of the Oregon 2024 – 2026 Highway Safety Plan.

From 2018 to 2023, the Hood River Police Department arrested 980 people for Driving Under the Influence of Intoxicants. 70% of those arrests were due to alcohol impairment, and 30% were due to controlled substance or polysubstance impairment.

The District Attorney's Office has seen significant increases in the number of DUI cases referred for prosecution.

- In 2019, 262 DUI cases were filed
- In 2021, 243 DUI cases were filed (During COVID-era closures/restrictions)
- In 2022, 292 DUI
- In 2023, 411 DUI cases were filed, representing a 69% increase of the COVID-era low

In 2023, the Hood River County District Attorney's Office filed a total of 998 cases across all types of offenses. 411 of those cases (41%) were for DUI, which demonstrates the significant burden one offense creates for the District Attorney's limited staff, which includes only two deputy district attorneys. Other comparably-populated Oregon counties, including Crook, Jefferson, and Tillamook all have at least four deputy district attorneys as well as a higher number of support staff to assist with DUI prosecutions.

Data from DUI arrests in recent years indicate roughly 40% of offenders are not residents of Hood River County. Rather, they are visitors to the area who make unsafe choices related to impaired driving, thus inflating DUI rates beyond what should be expected of a county of its size.

Location: Hood River County

Affected Community: Hood River County

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Hood River County District Attorney's Office

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Deterrence, prosecution and adjudication pg. 199

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$138,089.07 - 100%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification

- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct expenses for this project will include wages and benefits related to prosecutor activities dedicated to DUII.

Match for this project will be derived from the salary and benefits of the DA and other Deputy DA's for time spent on administration of the grant and on DUII prosecution activities not covered by the grant.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

In Oregon, 70% of all fatalities are substance-involved and 23% of all fatal and serious injury crashes are substance-involved this project helps meet the state's safety performance targets C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) and will contribute to the state performance target of reducing the number of fatalities and serious injuries.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

In November and December of 2022, the ODOT Transportation Safety Office held meetings in each Region 1 County (Clackamas, Hood River, Multnomah, and Washington, as well as one meeting solely for law enforcement partners in the region. These multi-disciplinary meetings involved people from organizations working on impacting the issue of impaired driving including representatives from law enforcement, drug task force members, judicial, parole and probation, victim impact coordinators, prosecution, prevention, Department of Motor Vehicles, treatment and evaluation, hospitals, Oregon Liquor and Cannabis Commission, traffic safety, DPSST, regional Oregon Department of Transportation Employees, motor carrier enforcement, and non-profit organizations.

Data on the impaired driving issue in each county was provided, and TSO spoke about the data and grants resources they provide. Discussion and brainstorming sessions were held after the presentations, and after the meetings, a notice of opportunity was sent out for participants to propose grant projects to impact the impaired driving problem. At the Hood River meeting, two attendees were from the District Attorney's office.

On a quarterly basis, Hood River County District Attorney Rasmussen provides a report to county government officials. In January 2024, this report was forwarded to ODOT-TSO by an Oregon Traffic Safety Resource Prosecutor. The report noted a disparate number of DUI offenses in Hood River County, as well as the lack of sufficient prosecutorial resources to prosecute them effectively. Discussions ensued between the Hood River County government officials and ODOT-TSO to develop the concept for a grant project to fund dedicated DUI prosecution activities.

Program	Federal Project Number	Project Title
Impaired Driving	AL-25-14-16-00	Sustained DUII Enforcement – Albany PD
Anticipated Award Amount	Funding Source*	
\$160,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
N/A
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Pg. 107 - <u>23 USC 402: Highway safety programs</u> : 402 Funds: AL; 23 CFR 1300.13(b) Discretionary Highway Safety

<u>Planned Activity Description</u> (Project Funding Narrative)

Instruction: Must include description of • activities planned, • location of project performance, and • affected communities, where applicable.
This project will fund police officer impaired driving enforcement activities, to include high visibility enforcement (HVE) and education efforts that facilitate compliance with Oregon's impaired driving laws. The Albany Police Department has continued to see the numbers of DUIL offenses increase in recent years, and especially since 2020. This project is intended to provide a heightened level of enforcement specific to impaired driving, particularly at times and locations most likely to experience increased DUIL incidences in local communities and Albany Police would participate in law enforcement trainings and conferences on impaired driving topics. This project is intended to provide additional dedicated impaired driving enforcement to the community of Albany, which has experienced a significant number of DUIL crashes despite existing dedicated enforcement resources. Problem Identification: This project addresses the problem identification on pages 173-180 of the approved Oregon Triennial Highway Safety Plan. <u>Locations / Affected Communities</u> Incorporated City of Albany.

<u>Participating Sub-Recipient(s)/Agencies</u>
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Albany Police Department

<u>Countermeasure Strategy</u>
Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.
Pg. 195 approved Oregon 3HSP - High visibility enforcement – CTW 4 stars. Countermeasures and Justification: 1300.11(b)(4)(ii) 1300.12(b)(2)(viii). According to the Countermeasures That Work, the most effective strategy that is allowed by Oregon law is High Visibility Enforcement (HVE). State-level enforcement campaigns from seven States were found effective in reducing 11 to 20 percent of total alcohol related fatalities when enforcement and paid media were combined (National Academies of Sciences,

Engineering, and Medicine, 2018). Researchers found that 58 percent of high visibility enforcement efforts related to alcohol-involved driving reduced the number of crashes and prohibited driving behaviors observed within the enforcement area. *Countermeasures that Work* Section 2.2 Deterrence: Enforcement / High-Visibility Saturation Patrols.

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$160,000 – 100%.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct expenses for this project will include wages and benefits related to dedicated and sustained impaired driving patrols and administration of law enforcement grant activities. And include impaired driving related trainings, conferences (travel and registration expenses).

Match for this project will be derived from soft contributions in the form of local agencies' wages and benefits paid to officers conducting impaired driving enforcement activities.

High Visibility Enforcement (HVE) Yes ☒ No ☐

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Albany Police Department will have significant latitude in their deployment of focused impaired driving patrols. However, patrols are expected to be targeted toward days, times, and locations determined to be most likely to suffer increased incidences of impaired driving, as indicated by historical data and other information. Albany Police Department will be required to field DUII patrols during the Christmas/New Years and Labor Day holiday enforcement periods, and they will be complete pre- and post-event media releases to notify their communities of the extra patrols.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

High visibility enforcement is the most acute method available to deter, detect, and apprehend impaired driving offenders. Through targeted impaired driving patrols, this project will attempt to maintain or reduce the number of fatalities involving a driver or motorcycle operator with a BAC of .08 and above (C-5) and will contribute to the state performance target of reducing the number of fatalities and serious injuries.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

Between June 2022 and April 2023, ODOT TSO Regional Transportation Safety Coordinators hosted a total of 22 meetings attended by multidisciplinary partners to discuss impaired driving challenges in their local communities. The TSO Impaired Driving Program Manager attended these meetings in Hermiston, La Grande, Ontario, Burns, John Day, Klamath Falls, Bend, The Dalles, Beaverton, Oregon City, Portland, Hillsboro, Hood River, Roseburg, Coos Bay, Gold Beach, Medford, Grants Pass, Springfield, Salem, Astoria, and Albany to learn more about these communities' needs, and to offer funding support where appropriate.

A common theme among law enforcement representatives was that their staffing levels had suffered in the wake of the COVID-19 pandemic and the political fallout from critical incidents elsewhere in the country and their related protests. Many law enforcement agencies that previously had dedicated traffic safety officers had reduced or eliminated those positions to meet minimum staffing demands and to answer priority calls for service. Despite these reductions in traffic-focused positions, many agencies had still been forced to impose mandatory overtime on their officers, leaving them without appetite for voluntary overtime, like conducting high visibility enforcement patrols for traffic violations. Police leadership around the state expressed interest in continuing their participation in grant-funded HVE patrols in a straight-time capacity, which would give them the ability to be more flexible with those assignments, and to allow them to assign the most qualified officers to the activities.

The ODOT Traffic Safety Survey conducted in 2024, received 1,517 responses from Oregonians. While only 6% of respondents identified impaired driving as their number one priority on where to invest traffic safety dollars, 49% of respondents identified it as one of their top five areas to invest traffic safety dollars.

Seventy respondents called out impaired driving when asked about the number one factor that impacts how they feel about driving on Oregon roads. Relevant comments were:

- Impaired drivers keep driving, even after they've been convicted of numerous felonies. Punishments should be much stricter, to keep them from driving!
- Speeding drivers on drugs and alcohol.
- With all the intoxicated drivers, all roads should have dividing barriers.
- The people driving around me impaired. I frequently see people driving and smoking on tin foil at the same time.
- Impaired drivers, specifically cannabis use.
- Using any type of drugs and alcohol while driving an automobile should be a felony....not a warning or a small fine along with rehab is a waste of taxpayers' money.
- The amount of intoxicated drivers on Oregon Roads.
- I live in the SE Portland and have had drivers pass out at the stop sign by the house. Tweakers are driving on fent, and stealing cars, from good working class people, and the officials just shrug it off, like it's normal.
- Persons under any kind of influence.
- Honestly, all the breweries and drunk drivers worry me.

When asked how ODOT-TSO can best support safety education in their community 87 respondents called out the need for traffic enforcement, 32 respondents specifically mentioned that there needs to be more police, law enforcement, and/or funding of police and 26 respondents said that the laws need to be enforced. Some of the relevant comments were:

- Education begins with enforcement of the law. I think if people knew you were serious about enforcing the current laws on the books safety would take care of itself. If you ignore the law people are going to skirt it as much as possible.
- I do believe we are under-patrolled for DUI. I used to work in a bar and was very liberal in giving taxi info and keeping customers aware of their possible, impending predicament. It's a small town and driving-impaired is almost a cultural acceptance. We may not have Lyft/Uber, but we do have taxis, even 2 companies that will just charge extra to get you and your car home together by using 2 drivers. We need DUI checkpoints and more awareness and education. It takes only one drink to lose your good judgment! And I can serve you 2 or 3 and keep you "legal".
- We don't need "Education" we need enforcement!
- Enforce the traffic laws.
- More patrols and police presence.
- Enforcement grants.
- I think there needs to be more enforcement over education.
- I feel the majority of our safety issues in Oregon are due to lack of enforcement.
- Fund enforcement by allocating funds to police for extra patrols.

Relevant comments that called out impaired driving were:

- Continue to encourage education and consequences for driving impaired or distracted.
- Enforcement of distracted and impaired driving.
- Lock up impaired drivers, find a way to keep them out of motor vehicles.
- You see it every day, people driving and smoking pot!
- Continued financial support for targeted safety enforcement (speeding, DUII, pedestrian crossings).
- Make sure the drug users know that just because it's "legal" to use in Oregon, they still can't drive impaired.
- DUIIs are increasing. Maybe bars need to close earlier. It's a brewery town. Maybe we should limit bars and breweries.
- Keep the impaired drivers off our streets.
- Similarly, a target campaign might be useful to highlight dangers, risk and cost of DUI. It would be most effective if accompanied with an enforcement campaign.
- Our biggest problems stem from those who drive under the influence of narcotics/alcohol etc. educate them!

Agencies selected to participate in this project have submitted a letter of interest to Oregon Impact indicating their need for funding support and their interest in conducting the described enforcement activities.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Click or tap here to enter text.

Program	Federal Project Number	Project Title
Impaired Driving	AL-25-14-17-00	Impaired Driving Enforcement – Oregon Impact
Anticipated Award Amount	Funding Source*	
\$566,600	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
N/A
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Page 107 - <u>23 USC 402: Highway safety programs</u> : 402 Funds: AL; 23 CFR 1300.13(b) Discretionary Highway Safety

<u>Planned Activity Description</u> (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Planned Activities

This project will fund police officer impaired driving enforcement activities, to include high visibility enforcement (HVE) and education efforts that facilitate compliance with Oregon's impaired driving laws. This includes participation with mandatory enforcement campaigns during the Christmas/New Years and Labor Day period. Participating municipal, tribal, and county law enforcement agencies will be given reasonable discretion in how to allocate their enforcement resources to address local impaired driving challenges. Agencies will be encouraged to conduct joint operations to create true high visibility enforcement events so as to identify and arrest impaired drivers and create a credible deterrent to driving under the influence of intoxicants.

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

Problem Identification: This project addresses the problem identification on pages 174-180 of the approved Oregon 2024 – 2026 Highway Safety Plan.

Locations / Affected Communities

Albany, Ashland, Astoria, Baker City, Beaverton, Bend, Benton County, Brookings, Burns, Canby, Carlton, Central Point, Coburg, Columbia County, Coos Bay, Crook County, Deschutes County, Eagle Point, Eugene, Florence, Forest Grove, Gervais, Gladstone, Grants Pass, Gresham, Hillsboro, Hood River, Independence, Jackson County, Josephine County, Junction City, Keizer, Klamath County, Lake Oswego, Lane County, Lebanon, Malheur County, Marion County, Malin, McMinnville, Medford, Molalla, Monmouth, Multnomah County, Myrtle Creek, Newberg-Dundee, North Bend, North Plains, Oregon City, Phoenix, Polk County, Portland, Prineville, Redmond, Reedsport, Roseburg, Salem, Sandy, Scappoose, Seaside, Sherwood, Silverton, Springfield, Stanfield, Stayton, The Dalles, Tillamook County, Tigard, Toledo, Umatilla, Vernonia, Warrenton, Washington County, West Linn, Winston, Yamhill (city), Yamhill County

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Oregon Impact – Non-profit organization

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Pg. 195 Approved Oregon 3HSP - High visibility enforcement – CTW 4 stars

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$566,600 | 90%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☒ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures

- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct expenses for this project will include wages and benefits related to dedicated impaired driving patrols, as well as to Oregon Impact staff for their administration of law enforcement grant activities. Equipment used to detect and apprehend impaired driving violators may be considered on a case-by-case basis as determined by law enforcement agency need and their demonstrated use of related activity hours.

Match for this project will be derived from soft contributions in the form of local agencies' wages and benefits paid to officers conducting impaired driving enforcement activities.

High Visibility Enforcement (HVE) Yes ☒ No ☐

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Law enforcement agencies participating in this project will have significant latitude in their deployment of focused impaired driving patrols. However, patrols are expected to be targeted toward days, times, and locations determined to be most likely to suffer increased incidences of impaired driving, as indicated by historical data and other information. Participating agencies will be required to field DUII patrols during the Christmas/New Years and Labor Day holiday enforcement periods, and they will be complete pre- and post-event media releases to notify their communities of the extra patrols.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

High visibility enforcement is the most acute method available to deter, detect, and apprehend impaired driving offenders. Through targeted impaired driving patrols, this project will attempt to maintain or reduce the number of fatalities involving a driver or motorcycle operator with a BAC of .08 and above (C-5) and will contribute to the state performance target of reducing the number of fatalities and serious injuries.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

Between June 2022 and April 2023, ODOT TSO Regional Transportation Safety Coordinators hosted a total of 22 meetings attended by multidisciplinary partners to discuss impaired driving challenges in their local communities. The TSO Impaired Driving Program Manager attended these meetings in Hermiston, La Grande, Ontario, Burns, John Day, Klamath Falls, Bend, The Dalles, Beaverton, Oregon City, Portland, Hillsboro, Hood River, Roseburg, Coos Bay, Gold Beach, Medford, Grants Pass, Springfield, Salem, Astoria, and Albany to learn more about these communities' needs, and to offer funding support where appropriate.

A common theme among law enforcement representatives was that their staffing levels had suffered in the wake of the COVID-19 pandemic and the political fallout from critical incidents elsewhere in the country and their related protests. Many law enforcement agencies that previously had dedicated traffic safety officers had reduced or eliminated those positions to meet minimum staffing demands and to answer priority calls for service. Despite these reductions in traffic-focused positions, many agencies had still been forced to impose mandatory overtime on their officers, leaving them without appetite for voluntary overtime, like conducting high visibility enforcement patrols for traffic violations. Police leadership around the state expressed interest in continuing their participation in grant-funded HVE patrols in a

straight-time capacity, which would give them the ability to be more flexible with those assignments, and to allow them to assign the most qualified officers to the activities.

The Traffic Safety Office Survey conducted in 2024, received 1,517 responses Oregonians. While only 6% of respondents identified impaired driving as their number one priority on where to invest traffic safety dollars, 40% of respondents identified it as one of their top five areas to invest traffic safety dollars.

Seventy respondents called out impaired driving when asked about the number one factor that impacts how they feel about driving on Oregon roads. Relevant comments were:

- Impaired drivers keep driving, even after they've been convicted of numerous felonies. Punishments should be much stricter, to keep them from driving!
- Speeding drivers on drugs and alcohol.
- With all the intoxicated drivers, all roads should have dividing barriers.
- The people driving around me impaired. I frequently see people driving and smoking on tin foil at the same time.
- 'Impaired drivers, specifically cannabis use
- Using any type of drugs and alcohol while driving an automobile should be a felony....not a warning or a small fine along with rehab is a waste of taxpayers' money.
- The amount of intoxicated drivers on Oregon Roads
- I live in the SE Portland and have had drivers pass out at the stop sign by the house. Tweakers are driving on fent, and stealing cars, from good working class people, and the officials just shrug it off, like it's normal.
- Persons under any kind of influence.
- Honestly, all the breweries and drunk drivers worry me.

When asked how ODOT-TSO can best support safety education in their community 87 respondents called out the need for traffic enforcement, 32 respondents specifically mentioned that there needs to be more police, law enforcement and/or funding of police and 26 respondents said that the laws need to be enforced. Some of the relevant comments were:

- Education begins with enforcement of the law. I think if people knew you were serious about enforcing the current laws on the books safety would take care of itself. If you ignore the law people are going to shirt it as much as possible.
- I do believe we are under-patrolled for DUI. I used to work in a bar and was very liberal in giving taxi info and keeping customers aware of their possible, impending predicament. It's a small town and driving-impaired is almost a cultural acceptance. We may not have Lyft/Uber, but we do have taxis, even 2 companies that will just charge extra to get you and your car home together by using 2 drivers. We need DUI checkpoints and more awareness and education. It takes only one drink to lose your good judgment! And I can serve you 2 or 3 and keep you "legal".
- We don't need "Education" we need enforcement!
- Enforce the traffic laws.
- More patrols and police presence.
- Enforcement grants.
- I think there needs to be more enforcement over education.
- I feel the majority of our safety issues in Oregon are due to lack of enforcement.

- Fund enforcement by allocating funds to police for extra patrols.

Relevant comments that called out impaired driving were:

- Continue to encourage education and consequences for driving impaired or distracted.
- Enforcement of distracted and impaired driving.
- Lock up impaired drivers, find a way to keep them out of motor vehicles.
- You see it every day, people driving and smoking pot!
- Continued financial support for targeted safety enforcement (speeding, DUI, pedestrian crossings).
- Make sure the drug users know that just because it's "legal" to use in Oregon, they still can't drive impaired.
- DUIs are increasing. Maybe bars need to close earlier. It's a brewery town. Maybe we should limit bars and breweries.
- Keep the impaired drivers off our streets.
- Similarly, a target campaign might be useful to highlight dangers, risk and cost of DUI. It would be most effective if accompanied with an enforcement campaign.
- Our biggest problems stem from those who drive under the influence of narcotics/alcohol etc. educate them!

Agencies selected to participate in this project have submitted a letter of interest to Oregon Impact indicating their need for funding support and their interest in conducting the described enforcement activities.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Impaired Driving	AL-25-14-18-00	Sustained Traffic / DUII Enforcement – Benton County Sheriff's Office
Anticipated Award Amount	Funding Source*	
\$56,160	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

<u>Eligible Use of Funds</u>
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Pg. 107 - <u>23 USC 402: Highway safety programs</u> : 402 Funds: AL; 23 CFR 1300.13(b) Discretionary Highway Safety

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Planned Activities:

This project will fund deputy sheriff traffic enforcement activities, to include high visibility enforcement (HVE) and education efforts that facilitate compliance with Oregon's speeding, aggressive driving, occupant protection, lane departure, impaired driving, and distracted driving laws. This project will target dates, times, and locations where increases in dangerous driving incidences have been observed, as evidenced by disparate numbers of crashes, citations, and traffic offense arrests. BCSO personnel will work alone, and in partnership with other law enforcement agencies to proactively seek out and take enforcement action against offending drivers, and/or provide appropriate remediation through education. Activities will be conducted in the incorporated and unincorporated areas of Benton County.

Locations / Affected Communities:

Benton County and its incorporated communities.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Benton County Sheriff's Office – Law Enforcement Agency

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Pg. 145 approved Oregon 3HSP – High visibility enforcement – CTW 4 stars.

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

According to Countermeasures That Work, results from the NHTSA HVE pilot program suggest handheld cell phone use among drivers dropped 57% in Hartford and 32% in Syracuse (Chaudhary et al., 2014). The percentage of drivers observed manipulating a phone

(e.g., texting or dialing) also declined. Public awareness of distracted driving was already high before the program, but surveys suggest awareness of the program and enforcement activity increased in both Hartford and Syracuse. Surveys also showed most motorists supported the enforcement activity. Similar reductions in cell phone use were observed following the campaign in California (34% reduction) and Delaware (33% reduction), although decreases were also noted in comparison communities (Chaudhary et al., 2015; Schick et al., 2014). Although these results are encouraging, the effect of HVE campaigns on crashes is not certain. An analysis of crash data from before and after the enforcement period found no effects of HVE on the incidence of distraction-related crashes (Chaudhary et al., 2015). Note that the evidence for effectiveness is based on community and smaller statewide programs that targeted handheld cell phone use.

Pg. 195 approved Oregon 3HSP – High visibility enforcement – CTW 4 stars.

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

According to the Countermeasures That Work, the most effective strategy that is allowed by Oregon law is High Visibility Enforcement (HVE). State-level enforcement campaigns from seven States were found effective in reducing 11 to 20 percent of total alcohol related fatalities when enforcement and paid media were combined (National Academies of Sciences, Engineering, and Medicine, 2018). Researchers found that 58 percent of high visibility enforcement efforts related to alcohol-involved driving reduced the number of crashes and prohibited driving behaviors observed within the enforcement area. *Countermeasures that Work* Section 2.2 Deterrence: Enforcement / High-Visibility Saturation Patrols.

Pg. 252 approved Oregon 3HSP – High visibility enforcement – CTW 5 stars

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

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

<u>Local Expenditure</u>	Yes ☒	No ☒
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and %	\$56,160 100%	

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs, specifically paragraph (c)
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct expenses for this project will include wages and benefits related to dedicated and sustained impaired driving patrols and administration of law enforcement grant activities.

Match for this project will be derived from soft contributions in the form of BCSO wages and benefits paid to deputies conducting traffic enforcement activities related to target program areas.

High Visibility Enforcement (HVE) Yes ☒ No ☐

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

The Benton County Sheriff's Office will have significant latitude in their deployment of focused traffic enforcement patrols. However, patrols are expected to be targeted toward days, times, and locations determined to be most likely to suffer increased incidences of dangerous driving, as indicated by historical data and other information.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

High visibility enforcement is the most acute method available to deter, detect, and apprehend dangerous driving offenders.

Through targeted traffic enforcement patrols, this project will attempt to maintain or reduce the number of overall traffic fatalities (C-1).

Through targeted traffic enforcement patrols, this project will attempt to maintain or reduce the number of serious injuries in traffic crashes (C-2).

Through targeted traffic enforcement patrols, this project will attempt to maintain or reduce the number of fatalities per VMT (C-3).

Through targeted traffic enforcement patrols, this project will attempt to maintain or reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions (C-4).

Through targeted impaired driving patrols, this project will attempt to maintain or reduce the number of fatalities involving a driver or motorcycle operator with a BAC of .08 and above (C-5) and will contribute to the state performance target of reducing the number of fatalities and serious injuries.

Through targeted traffic enforcement patrols, this project will attempt to maintain or reduce the number of speeding-related fatalities (C-6).

Through targeted traffic enforcement patrols, this project will attempt to maintain or reduce the number of motorcyclist fatalities (C-7).

Through targeted traffic enforcement patrols, this project will attempt to maintain or reduce the number of unhelmeted motorcyclist fatalities (C-8).

Through targeted traffic enforcement patrols, this project will attempt to maintain or reduce the number of drivers age 20 or younger involved in fatal crashes (C-9).

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

Between June 2022 and April 2023, ODOT TSO Regional Transportation Safety Coordinators hosted a total of 22 meetings attended by multidisciplinary partners to discuss impaired driving challenges in their local communities. The TSO Impaired Driving Program Manager attended these meetings in Hermiston, La Grande, Ontario, Burns, John Day, Klamath Falls, Bend, The Dalles, Beaverton, Oregon City, Portland, Hillsboro, Hood River, Roseburg, Coos Bay, Gold Beach, Medford, Grants Pass, Springfield, Salem, Astoria, and Albany to learn more about these communities' needs, and to offer funding support where appropriate.

A common theme among law enforcement representatives was that their staffing levels had suffered in the wake of the COVID-19 pandemic and the political fallout from critical incidents elsewhere in the country and their related protests. Many law enforcement agencies that previously had dedicated traffic safety officers had reduced or eliminated those positions to meet minimum staffing demands and to answer priority calls for service. Despite these reductions in traffic-focused positions, many agencies had still been forced to impose mandatory overtime on their officers, leaving them without appetite for voluntary overtime, like conducting high visibility enforcement patrols for traffic violations. Police leadership around the state expressed interest in continuing their participation in grant-funded HVE patrols in a straight-time capacity, which would give them the ability to be more flexible with those assignments, and to allow them to assign the most qualified officers to the activities.

The ODOT Traffic Safety Survey conducted in 2024, received 1,517 responses from Oregonians. While only 6% of respondents identified impaired driving as their number one priority on where to invest traffic safety dollars, 49% of respondents identified it as one of their top five areas to invest traffic safety dollars.

Seventy respondents called out impaired driving when asked about the number one factor that impacts how they feel about driving on Oregon roads. Relevant comments were:

- Impaired drivers keep driving, even after they've been convicted of numerous felonies. Punishments should be much stricter, to keep them from driving!
- Speeding drivers on drugs and alcohol.
- With all the intoxicated drivers, all roads should have dividing barriers.
- The people driving around me impaired. I frequently see people driving and smoking on tin foil at the same time.
- Impaired drivers, specifically cannabis use.
- Using any type of drugs and alcohol while driving an automobile should be a felony....not a warning or a small fine along with rehab is a waste of taxpayers' money.
- The amount of intoxicated drivers on Oregon Roads.

- I live in the SE Portland and have had drivers pass out at the stop sign by the house. Tweakers are driving on fent, and stealing cars, from good working class people, and the officials just shrug it off, like it's normal.
- Persons under any kind of influence.
- Honestly, all the breweries and drunk drivers worry me.

When asked how ODOT-TSO can best support safety education in their community 87 respondents called out the need for traffic enforcement, 32 respondents specifically mentioned that there needs to be more police, law enforcement, and/or funding of police and 26 respondents said that the laws need to be enforced. Some of the relevant comments were:

- Education begins with enforcement of the law. I think if people knew you were serious about enforcing the current laws on the books safety would take care of itself. If you ignore the law people are going to shirt it as much as possible.
- I do believe we are under-patrolled for DUI. I used to work in a bar and was very liberal in giving taxi info and keeping customers aware of their possible, impending predicament. It's a small town and driving-impaired is almost a cultural acceptance. We may not have Lyft/Uber, but we do have taxis, even 2 companies that will just charge extra to get you and your car home together by using 2 drivers. We need DUI checkpoints and more awareness and education. It takes only one drink to lose your good judgment! And I can serve you 2 or 3 and keep you "legal".
- We don't need "Education" we need enforcement!
- Enforce the traffic laws.
- More patrols and police presence.
- Enforcement grants.
- I think there needs to be more enforcement over education.
- I feel the majority of our safety issues in Oregon are due to lack of enforcement.
- Fund enforcement by allocating funds to police for extra patrols.

Relevant comments that called out impaired driving were:

- Continue to encourage education and consequences for driving impaired or distracted.
- Enforcement of distracted and impaired driving.
- Lock up impaired drivers, find a way to keep them out of motor vehicles.
- You see it every day, people driving and smoking pot!
- Continued financial support for targeted safety enforcement (speeding, DUII, pedestrian crossings).
- Make sure the drug users know that just because it's "legal" to use in Oregon, they still can't drive impaired.
- DUIIs are increasing. Maybe bars need to close earlier. It's a brewery town. Maybe we should limit bars and breweries.
- Keep the impaired drivers off our streets.
- Similarly, a target campaign might be useful to highlight dangers, risk and cost of DUI. It would be most effective if accompanied with an enforcement campaign.
- Our biggest problems stem from those who drive under the influence of narcotics/alcohol etc. educate them!

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
N/A

Program	Federal Project Number	Project Title
Impaired Driving	AL-25-14-19-00	Sustained DUII Enforcement – Yamhill County Sheriff's Office
Anticipated Award Amount	Funding Source*	
\$160,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Pg. 107 - <u>23 USC 402: Highway safety programs</u> : 402 Funds: AL; 23 CFR 1300.13(b) Discretionary Highway Safety

<u>Planned Activity Description</u> (Project Funding Narrative)

Instruction: Must include description of

- | |
|--|
| <ul style="list-style-type: none">• activities planned,• location of project performance, and• affected communities, where applicable. |
|--|

<u>Planned Activities:</u>

This project will fund deputy sheriff impaired driving enforcement activities, to include high visibility enforcement (HVE) and education efforts that facilitate compliance with Oregon's impaired driving laws. Yamhill County has continued to see a disparate number of serious injury and fatal impaired driving-related crashes in recent years, owing in part to a vibrant "wine country" and other alcohol-serving establishments. This project will target dates, times, and locations where increases in alcohol- and/or drug-impaired driving incidences have been observed, to include DUII arrests and crashes. YCSO personnel will work alone, and in partnership with other law enforcement agencies to proactively seek out and arrest impaired drivers. Activities will be conducted in the incorporated and unincorporated areas of Yamhill County.

<u>Locations / Affected Communities:</u>

Yamhill County and its incorporated communities.

<u>Participating Sub-Recipient(s)/Agencies</u>

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Yamhill County Sheriff's Office – Law Enforcement Agency

<u>Countermeasure Strategy</u>

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Pg. 195 approved Oregon 3HSP - High visibility enforcement – CTW 4 stars.

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

According to the Countermeasures That Work, the most effective strategy that is allowed by Oregon law is High Visibility Enforcement (HVE). State-level enforcement campaigns from

seven States were found effective in reducing 11 to 20 percent of total alcohol related fatalities when enforcement and paid media were combined (National Academies of Sciences, Engineering, and Medicine, 2018). Researchers found that 58 percent of high visibility enforcement efforts related to alcohol-involved driving reduced the number of crashes and prohibited driving behaviors observed within the enforcement area. *Countermeasures that Work* Section 2.2 Deterrence: Enforcement / High-Visibility Saturation Patrols.

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$160,000 | 100%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs, specifically paragraph (c)
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)

☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct expenses for this project will include wages and benefits related to dedicated and sustained impaired driving patrols and administration of law enforcement grant activities, and include impaired driving related trainings, conferences (travel and registration expenses).

Match for this project will be derived from soft contributions in the form of YCSO's wages and benefits paid to deputies conducting impaired driving enforcement activities.

High Visibility Enforcement (HVE) Yes ☒ No ☐

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

The Yamhill County Sheriff's Office will have significant latitude in their deployment of focused impaired driving patrols. However, patrols are expected to be targeted toward days, times, and locations determined to be most likely to suffer increased incidences of impaired driving, as indicated by historical data and other information. YCSO will be required to field DUII patrols during the Christmas/New Years and Labor Day holiday enforcement periods, and they will be complete pre- and post-event media releases to notify their communities of the extra patrols.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

High visibility enforcement is the most acute method available to deter, detect, and apprehend impaired driving offenders. Through targeted impaired driving patrols, this project will attempt to maintain or reduce the number of fatalities involving a driver or motorcycle operator with a BAC of .08 and above (C-5) and will contribute to the state performance target of reducing the number of fatalities and serious injuries.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

Between June 2022 and April 2023, ODOT TSO Regional Transportation Safety Coordinators hosted a total of 22 meetings attended by multidisciplinary partners to discuss impaired driving challenges in their local communities. The TSO Impaired Driving Program Manager attended these meetings in Hermiston, La Grande, Ontario, Burns, John Day, Klamath Falls, Bend, The Dalles, Beaverton, Oregon City, Portland, Hillsboro, Hood River, Roseburg, Coos Bay, Gold Beach, Medford, Grants Pass, Springfield, Salem, Astoria, and Albany to learn more about these communities' needs, and to offer funding support where appropriate.

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Seventy respondents called out impaired driving when asked about the number one factor that impacts how they feel about driving on Oregon roads. Relevant comments were:

- Impaired drivers keep driving, even after they've been convicted of numerous felonies. Punishments should be much stricter, to keep them from driving!
- Speeding drivers on drugs and alcohol.
- With all the intoxicated drivers, all roads should have dividing barriers.
- The people driving around me impaired. I frequently see people driving and smoking on tin foil at the same time.
- Impaired drivers, specifically cannabis use.
- Using any type of drugs and alcohol while driving an automobile should be a felony....not a warning or a small fine along with rehab is a waste of taxpayers' money.
- The amount of intoxicated drivers on Oregon Roads.

- I live in the SE Portland and have had drivers pass out at the stop sign by the house. Tweakers are driving on fent, and stealing cars, from good working class people, and the officials just shrug it off, like it's normal.
- Persons under any kind of influence.
- Honestly, all the breweries and drunk drivers worry me.

When asked how ODOT-TSO can best support safety education in their community 87 respondents called out the need for traffic enforcement, 32 respondents specifically mentioned that there needs to be more police, law enforcement, and/or funding of police and 26 respondents said that the laws need to be enforced. Some of the relevant comments were:

- Education begins with enforcement of the law. I think if people knew you were serious about enforcing the current laws on the books safety would take care of itself. If you ignore the law people are going to shirt it as much as possible.
- I do believe we are under-patrolled for DUI. I used to work in a bar and was very liberal in giving taxi info and keeping customers aware of their possible, impending predicament. It's a small town and driving-impaired is almost a cultural acceptance. We may not have Lyft/Uber, but we do have taxis, even 2 companies that will just charge extra to get you and your car home together by using 2 drivers. We need DUI checkpoints and more awareness and education. It takes only one drink to lose your good judgment! And I can serve you 2 or 3 and keep you "legal".
- We don't need "Education" we need enforcement!
- Enforce the traffic laws.
- More patrols and police presence.
- Enforcement grants.
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- Fund enforcement by allocating funds to police for extra patrols.

Relevant comments that called out impaired driving were:

- Continue to encourage education and consequences for driving impaired or distracted.
- Enforcement of distracted and impaired driving.
- Lock up impaired drivers, find a way to keep them out of motor vehicles.
- You see it every day, people driving and smoking pot!
- Continued financial support for targeted safety enforcement (speeding, DUII, pedestrian crossings).
- Make sure the drug users know that just because it's "legal" to use in Oregon, they still can't drive impaired.
- DUIIs are increasing. Maybe bars need to close earlier. It's a brewery town. Maybe we should limit bars and breweries.
- Keep the impaired drivers off our streets.
- Similarly, a target campaign might be useful to highlight dangers, risk and cost of DUI. It would be most effective if accompanied with an enforcement campaign.
- Our biggest problems stem from those who drive under the influence of narcotics/alcohol etc. educate them!

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
N/A

Program	Federal Project Number	Project Title
Impaired Driving	B5BAC-25-12-16-00	DUII Toxicology Services
Anticipated Award Amount	Funding Source*	
\$60,000	405(d)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
N/A
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Page 195 of the Approved Oregon 3HSP – 405(d) - Mid BAC Testing/Reporting

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities Planned

This project will fund contractual services related to forensic toxicology for impaired driving cases. Specifically, the project will allow Oregon prosecutors to pay for forensic scientists and other laboratory staff from NMS Labs to conduct remote and in-person case preparation and litigation services related to testing conducted on blood and/or urine samples tested for DUI cases. This testimony is required to provide courtroom evidence regarding the presence of intoxicants in a DUI suspect's system at the time of their arrest. This evidence is given significant weight by triers of fact, and rigorous chain of custody and other procedural testimony is often required to ensure the evidence is admitted for their consideration. By improving the odds of successful prosecution of impaired drivers through effective evidence, offenders are held accountable, and are less likely to recidivate, thus reducing the number of alcohol- and/or drug-related traffic crashes and their resultant serious and fatal injuries on Oregon highways.

Problem Identification: This project addresses the problem identification on pages 174-180 of the approved Oregon 2024 – 2026 Highway Safety Plan.

Locations / Affected Communities

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

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Oregon State Police

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Countermeasures that work Section 1.4 BAC Test Refusal Penalties

Deterrence: Prosecution and adjudication – CTW 4 stars citation, Oregon Approved 3HSP page 199

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$0 | 0%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs

- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct expenses for this project will include contractual services provided by NMS Labs for forensic toxicology and testimony related to impaired driving cases. These services will include remote and in-person case preparation and testimony for forensic scientists, and travel from out of state for subpoenaed court appearances in DUII prosecutions.

Match for this project will be derived from soft contributions in the form of state-funded forensic toxicology services for impaired driving cases conducted by staff at the Oregon State Police Forensic Services Division.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Testimony provided by forensic toxicologists will be elicited to inform juries and other finders of fact about the presence and significance of intoxicating substances found in biological evidence samples collected during DUII investigations. This oft-compelling evidence will be used to strengthen prosecutions and improve conviction rates for impaired driving offenders, thus causing them to be appropriately held accountable, and reduce recidivism. This project will attempt to maintain or reduce the number of fatalities involving a driver or motorcycle operator with a BAC of .08 and above (C-5) and will contribute to the state performance target of reducing the number of fatalities and serious injuries.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

Between June 2022 and April 2023, ODOT TSO Regional Transportation Safety Coordinators hosted a total of 22 meetings attended by multidisciplinary partners to discuss impaired driving challenges in their local communities. The TSO Impaired Driving Program Manager attended these meetings in Hermiston, La Grande, Ontario, Burns, John Day, Klamath Falls, Bend, The Dalles, Beaverton, Oregon City, Portland, Hillsboro, Hood River, Roseburg, Coos Bay, Gold Beach, Medford, Grants Pass, Springfield, Salem, Astoria, and Albany to learn more about these communities' needs, and to offer funding support where appropriate.

Toxicology came up in several of the conversations. Specifically, there was concern that existing out-of-state toxicology processing and testimony was being obstructed by recent case law. One participant stated, "Any help you can give the Oregon State Toxicology Lab would help with the impaired driving problem." The amount of time it takes to get results from the Oregon State Forensic Division lab was also a topic of discussion – it was mentioned that it can take 6 to 9 months to receive results, during which time defendants could argue their right to a speedy trial was being infringed.

The Traffic Safety Office Survey conducted in 2024, received 1,517 responses Oregonians. While only 6% of respondents identified impaired driving as their number one priority on where to invest traffic safety dollars, 40% of respondents identified it as one of their top five areas to invest traffic safety dollars.

Seventy respondents called out impaired driving when asked about the number one factor that impacts how they feel about driving on Oregon roads. Relevant comments were:

- Speeding drivers on drugs and alcohol.
- With all the intoxicated drivers, all roads should have dividing barriers.
- The people driving around me impaired. I frequently see people driving and smoking on tin foil at the same time.
- 'Impaired drivers, specifically cannabis use
- Using any type of drugs and alcohol while driving an automobile should be a felony....not a warning or a small fine along with rehab is a waste of taxpayers' money.

- The amount of intoxicated drivers on Oregon Roads
- I live in the SE Portland and have had drivers pass out at the stop sign by the house. Tweakers are driving on fent, and stealing cars, from good working class people, and the officials just shrug it off, like it's normal.
- Persons under any kind of influence.
- Honestly, all the breweries and drunk drivers worry me.

When asked how ODOT-TSO can best support safety education Thirty-seven respondents mentioned impaired driving in their comments. Relevant comments were:

- Continue to encourage education and consequences for driving impaired or distracted.
- Enforcement of distracted and impaired driving.
- Lock up impaired drivers, find a way to keep them out of motor vehicles.
- Keep the impaired drivers off our streets.
- More Police officers going after impaired drivers, and bicyclists not obeying laws. Allow cops to pull over and support convicting impaired drivers.
- Encourage our political class to deal strongly with distracted and impaired drivers.
- Our biggest problems stem from those who drive under the influence of narcotics/alcohol etc. educate them!
- Driving while impaired on drugs even legal substances should be discouraged by consequences.
- Impaired drivers keep driving, even after they've been convicted of numerous felonies. Punishments should be much stricter, to keep them from driving!

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

See attached Impaired Driving Strategic Plan in the 405(d) section of the FY25 AGA

Program	Federal Project Number	Project Title
Impaired Driving	B5CS-25-14-12-00	MADD Court Monitoring Program
Anticipated Award Amount	Funding Source*	
\$129,421	405(d)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Pg. 195 – Code B5CS

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of activities planned,

- location of project performance, and
- affected communities, where applicable.

Activities: Two full-time Court Monitoring Specialists will collect court case records, maintain the DUI case outcome database, and personally monitor court cases in person for a minimum of 8 hours per week. The Court Monitoring team will engage with prosecutors, judges, and law enforcement throughout the year, and via the state's court case database, OJCIN. Staff will track individual cases, collect data about each case, and create reports regarding case disposition. They will seek to identify trends and inconsistencies and present these findings to stakeholders. Court monitors track results and identify inconsistencies on how drunk driving cases are handled and resolved. MADD shares this information with law enforcement, judges, prosecutors, public defenders, and the media to ensure appropriate actions. Court Monitoring enhances transparency and accountability within the justice system to reduce the likelihood of repeat DUI offenses. It provides MADD an opportunity to stay connected to local government and to assess response by law enforcement, prosecutors, and the courts to this epidemic problem. The program is a highly effective method of creating ongoing productive discussions between citizens and the judiciary, making courts more accountable to the communities they serve and allowing us to be more proactive in building partnerships, which enhances the response to affect the issue of substance impaired driving.

Location: Deschutes County and Multnomah County

Affected Communities: Residents of Deschutes County and Multnomah County

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Mothers Against Drunk Driving ((Non-profit))

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Page 201. - Court Monitoring

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % Click or tap here to enter text.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☒ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Matching: Matching funds will come from MADD-funded employee salaries, employee benefits, travel mileage as a part of other duties with MADD estimated at 850 miles, regional

training related expenses, office expenses, and a monthly on-line OJCIN subscription will be provided by the award recipient as match.

Compensation: Employee salary and benefits for the hours spent performing the activities of the identified project will be an associated cost with the court monitoring program in Deschutes and Multnomah counties.

Travel Costs: Travel costs outside of the employees' normal duties with MADD, as pertaining to the project, to and from court hearing cases will be reimbursed for the duration of this project, FFY25.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Court monitoring programs have proven effective in promoting accountability and consistency in the adjudication of impaired driving cases. Monitoring can help identify systemic issues, inconsistencies in sentencing practices, and areas for improvement in court processes. Data collected through court monitoring initiatives provide valuable insights for policy development, training enhancements, and addressing any disparities or inefficiencies in the adjudication of impaired driving cases. To address Oregon's impaired driving problem comprehensively, it is imperative to implement judicial training programs, maintain a state judicial outreach liaison position, and implement court monitoring initiatives. These measures enhance judicial understanding of impaired driving laws, promote consistency in decision-making, and improve the overall effectiveness of the judicial system in addressing impaired driving offenses. This project is one cornerstone to reducing recidivism for fatal and serious injury crashes involving impairing substances through proper adjudication.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

Between June 2022 and April 2023, ODOT TSO Regional Transportation Safety Coordinators hosted a total of 22 meetings attended by multidisciplinary partners to discuss impaired driving challenges in their local communities. The TSO Impaired Driving Program Manager attended these meetings in Hermiston, La Grande, Ontario, Burns, John Day, Klamath Falls, Bend, The Dalles, Beaverton, Oregon City, Portland, Hillsboro, Hood River, Roseburg, Coos Bay, Gold Beach, Medford, Grants Pass, Springfield, Salem, Astoria, and Albany to learn more about these communities' needs, and to offer funding support where appropriate.

The Traffic Safety Office Survey conducted in 2024, received 1,517 responses Oregonians. While only 6% of respondents identified impaired driving as their number one priority on where to invest traffic safety dollars, 40% of respondents identified it as one of their top five areas to invest traffic safety dollars.

While there was not a lot of specific discussion about the role the courts play in prevention or recidivism of impaired driving offenders, there was adjacent comments about accountability and prosecution of laws involving of impaired driving cases. Some of the relevant comments in that were made are:

- Low prosecution rate due to complicated DUII law
- Biggest barrier and de-motivator is not seeing prosecution.
- Discussion about refusal dismissed in court example and sounded like a regular occurrence.
- (REDACTED) County DAs are all new and scared of the case law and they're bargain/deal out. New DAs are everywhere, and they need training, and they deal Misdemeanor A and instead they need a training (bring in a high profile defense attorney to practice).
- It can be easier to prosecute a murder or sexual assault than DUII.
- Frustrated with how often implied consent form changes.
- Prosecution: court capacity and not enough defense attorneys. The trainings have been extremely helpful. DREs are really appreciated – you just cannot have enough of them.
- Met officers from other agencies who say, "They don't do DUII." Thinks it is laziness and lack of training and the process is constantly changing. Alternatively, if they are contacted, they are not sure what to look for because it is not just alcohol. MJ is a little more subtle as are prescription drugs.
- 'I worry about impaired drivers because of Oregon's ridiculous drug laws.
- 'Drivers that ate high or drivers who don't know the rules or don't care.
- 'Impaired drivers keep driving, even after they've been convicted of numerous felonies. Punishments should be much stricter, to keep them from driving!
- 'Judges letting drunk drivers off easy so they keep doing it.
- Lock up impaired drivers, find away to keep them out of motor vehicles.

Seventy respondents called out impaired driving when asked about the number one factor that impacts how they feel about driving on Oregon roads. Relevant comments were:

When asked how ODOT-TSO can best support safety education Thirty-seven respondents mentioned impaired driving in their comments. Relevant comments were:

- Continue to encourage education and consequences for driving impaired or distracted.
- Fines for speeders and higher fines and stricter consequences for impaired driving, including Community service.

- Harsher sentences for people driving drunk or on drugs harsher sentences for using cell phones.
- Lock up impaired drivers, find a way to keep them out of motor vehicles.
- Keep the impaired drivers off our streets.
- More Police officers going after impaired drivers, and bicyclists not obeying laws. Allow cops to pull over and support convicting impaired drivers.
- Encourage our political class to deal strongly with distracted and impaired drivers.
- Our biggest problems stem from those who drive under the influence of narcotics/alcohol etc. educate them!
- Driving while impaired on drugs even legal substances should be discouraged by consequences.
- Impaired drivers keep driving, even after they've been convicted of numerous felonies. Punishments should be much stricter, to keep them from driving!
- Drunk and distracted driving is always going to be a problem. Maybe harsher penalties and requiring a breathalyzer lock on vehicle after first offense.

Residents of Multnomah and Deschutes counties also contributed to this survey with an even higher rate of total replies ranking it in the top five categories at 46% (of 535 surveys.)

Input received from the PP&E conducted statewide in person and online, in addition to rapidly rising impaired driving crash rates for Deschutes County, have led to selecting this project as a priority for funding.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See the 405(d) section of the FY25 AGA.

Program	Federal Project Number	Project Title
Impaired Driving	B5CS-25-12-16-00	Law Enforcement Impaired Driving Training
Anticipated Award Amount	Funding Source*	
\$585,500	405(d)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
N/A
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Page 197 of the Approved Oregon 3HSP – 405(d) – Training

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Planned Activities

This project will fund training activities necessary for the Department of Public Safety Standards and Training (DPSST) to conduct impaired driving courses at the Basic Police Academy, and at regional refresher courses statewide. These courses will include but are not limited to Standardized Field Sobriety Testing (SFST), Intoxilyzer 8000, Drugs that Impair Driving, alcohol workshops, DUI scenarios, DUI report writing, and Advanced Roadside Impaired Driving Enforcement (ARIDE). A quarterly bulletin/newsletter will be produced to highlight current impaired driving trends and effective strategies to counter them. The project will also fund hours necessary for administrative support to track training and assist in creation of the program's quarterly publication and will provide for relevant material expenses.

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

Problem Identification: This project addresses the problem identification on page 182 of the Oregon Approved 3HSP.

Locations / Affected Communities

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

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Department of Public Safety Standards & Training – Government Agency

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

This project employs the countermeasure of Communications, Outreach, Training and Education pgs. 105-107 Oregon Approved 3HSP.

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

Local ExpenditureYes ☐No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$0 | 0%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
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- ☐ Exchange rates
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- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
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- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct expenses for this project will include personnel costs related to impaired driving enforcement instruction provided at the state's basic police academy, as well as at local trainings held throughout the state. Travel expenses will be reimbursed on a per diem basis and will include in-state and out-of-state travel necessary for the execution of project-related activities. Indirect expenses will also be provided at the de minimis rate of 15%.

Match for this project will be derived from soft contributions in the form of state and local wages paid to recipients of impaired driving training provided by DPSST staff.

High Visibility Enforcement (HVE)

Yes ☐

No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

The trainings provided by this project will allow all law enforcement officers who attend Oregon's only basic police academy to be trained and proficient in conducting DUII investigations. The local trainings offered as a result of this project will allow offices throughout the state to remain proficient, and to receive information about new case law and other variables that might affect the DUII legal landscape in Oregon. By improving the quantity and quality of DUII investigators throughout the state, this project will attempt to maintain or reduce the number of fatalities involving a driver or motorcycle operator with a BAC of .08 and above (C-5) and will contribute to the state performance target of reducing the number of fatalities and serious injuries.

Paid Media Yes ☐

No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

Between June 2022 and April 2023, ODOT TSO Regional Transportation Safety Coordinators hosted a total of 22 meetings attended by multidisciplinary partners to discuss impaired driving challenges in their local communities. The TSO Impaired Driving Program Manager attended these meetings in Hermiston, La Grande, Ontario, Burns, John Day, Klamath Falls,

Bend, The Dalles, Beaverton, Oregon City, Portland, Hillsboro, Hood River, Roseburg, Coos Bay, Gold Beach, Medford, Grants Pass, Springfield, Salem, Astoria, and Albany to learn more about these communities' needs, and to offer funding support where appropriate.

During these meetings there were discussions and concerns around training:

- Officers don't do DUI because of the lack of training.
- Accessibility of training e.g. Wasco County has two officers who are interested in being DREs the issue is the training is not close by.
- Wet lab trainings are valuable and there is a need for refresher wet lab training.
- Participants asked about training on psilocybin and micro-dosing.
- The need for in-person STFS training, for officers trained during COVID it has been three years with no in-person STFS training.
- DITEP training is underused in Oregon.
- Mentioned that there is a need for funds to pay officer OT to participate in ARIDE training.

The Traffic Safety Office Survey conducted in 2024, received 1,517 responses Oregonians. While only 6% of respondents identified impaired driving as their number one priority on where to invest traffic safety dollars, 40% of respondents identified it as one of their top five areas to invest traffic safety dollars.

Seventy respondents called out impaired driving when asked about the number one factor that impacts how they feel about driving on Oregon roads. Relevant comments were:

- Speeding drivers on drugs and alcohol.
- With all the intoxicated drivers, all roads should have dividing barriers.
- The people driving around me impaired. I frequently see people driving and smoking on tin foil at the same time.
- 'Impaired drivers, specifically cannabis use
- Using any type of drugs and alcohol while driving an automobile should be a felony....not a warning or a small fine along with rehab is a waste of taxpayers' money.
- The amount of intoxicated drivers on Oregon Roads
- I live in the SE Portland and have had drivers pass out at the stop sign by the house. Tweakers are driving on fent, and stealing cars, from good working class people, and the officials just shrug it off, like it's normal.
- Persons under any kind of influence.
- Honestly, all the breweries and drunk drivers worry me.

When asked how ODOT-TSO can best support safety education Thirty-seven respondents mentioned impaired driving in their comments. Relevant comments were:

- Continue to encourage education and consequences for driving impaired or distracted.
- Enforcement of distracted and impaired driving.
- Lock up impaired drivers, find a way to keep them out of motor vehicles.

- Keep the impaired drivers off our streets.
- More Police officers going after impaired drivers, and bicyclists not obeying laws. Allow cops to pull over and support convicting impaired drivers.
- Encourage our political class to deal strongly with distracted and impaired drivers.
- Our biggest problems stem from those who drive under the influence of narcotics/alcohol etc. educate them!
- Driving while impaired on drugs even legal substances should be discouraged by consequences.
- Impaired drivers keep driving, even after they've been convicted of numerous felonies. Punishments should be much stricter, to keep them from driving!

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

See Impaired Driving Strategic Plan in the 405(d) section of the FY25 AGA

Program	Federal Project Number	Project Title
Impaired Driving	B5CS-25-12-17-00	DRE Training
Anticipated Award Amount	Funding Source*	
\$260,000	405(d)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
N/A
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Page 197 of the Approved Oregon 3HSP – 405(d) – Training

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Planned Activities

This project will provide wages and benefits to support training activities conducted by the Oregon Drug Evaluation and Classification Program (DECP). These training activities will include, but may not be limited to Drug Recognition Expert (DRE) School/Certification, Advanced Roadside Impaired Driving Enforcement (ARIDE), Drug Impairment Training for Education Professionals (DITEP), Employer Drug Impairment Training (EDIT), Commercial Motor Vehicle Inspector Impairment Detection Training, etc. The project will also facilitate training necessary for the Oregon DECP to implement a new tablet-based reporting system for conducting Drug Influence Evaluations, and travel to in-state and out-of-state drug-impaired driving trainings as determined in partnership with ODOT-TSO.

Problem Identification: This project addresses the problem identification on page 182 of the Oregon Approved 3HSP.

Locations / Affected Communities

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

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Oregon State Police

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

This project employs the countermeasure of Communications, Outreach, Training and Education pgs. 105-107 Oregon Approved 3HSP.

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

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$0 | 0%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☒ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use

- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct expenses for this project will include wages and benefits for DREs to conduct or attend trainings related to drug-impaired driving, and for DRE candidates to attend trainings required to become certified in that specialty. Equipment costs will be limited to items necessary for DREs to conduct Drug Influence Evaluations (i.e., blood pressure cuffs, thermometers, equipment bags, etc), and no individual piece of equipment shall be valued at or above \$5,000. Travel expenses will be reimbursed on a per diem basis and will include in-state and out-of-state travel necessary for the execution of project-related activities and trainings as determined by the DECP and ODOT-TSO.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

The activities provided by this project will allow Oregon DREs and DRE candidates to provide and/or attend trainings that will elevate their abilities to the highest level of impaired driving investigation competency. This will improve their ability to deter, detect, and apprehend drivers suspected of being under the influence of alcohol and/or drugs so as to prevent crashes and their resultant serious injuries and deaths. This project will attempt to maintain or reduce the number of fatalities involving a driver or motorcycle operator with a BAC of .08 and

above (C-5) and will contribute to the state performance target of reducing the number of fatalities and serious injuries.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

Between June 2022 and April 2023, ODOT TSO Regional Transportation Safety Coordinators hosted a total of 22 meetings attended by multidisciplinary partners to discuss impaired driving challenges in their local communities. The TSO Impaired Driving Program Manager attended these meetings in Hermiston, La Grande, Ontario, Burns, John Day, Klamath Falls, Bend, The Dalles, Beaverton, Oregon City, Portland, Hillsboro, Hood River, Roseburg, Coos Bay, Gold Beach, Medford, Grants Pass, Springfield, Salem, Astoria, and Albany to learn more about these communities' needs, and to offer funding support where appropriate.

During these meetings there were discussions and concerns around training:

- Officers don't do DUI-D investigations because of the lack of training.
- Accessibility of training e.g. Wasco County has two officers who are interested in being DREs the issue is the training is not close by.
- Wet lab trainings are valuable and there is a need for refresher wet lab training.
- Participants asked about training on psilocybin and micro-dosing.
- The need for in-person STFS training, for officers trained during COVID it has been three years with no in-person STFS training.
- DITEP training is underused in Oregon.
- Mentioned that there is a need for funds to pay officer OT to participate in ARIDE training.
- DREs are really appreciated – you just cannot have enough of them.

The Traffic Safety Office Survey conducted in 2024, received 1,517 responses Oregonians. While only 6% of respondents identified impaired driving as their number one priority on where to invest traffic safety dollars, 40% of respondents identified it as one of their top five areas to invest traffic safety dollars.

Seventy respondents called out impaired driving when asked about the number one factor that impacts how they feel about driving on Oregon roads. Relevant comments were:

- Speeding drivers on drugs and alcohol.
- With all the intoxicated drivers, all roads should have dividing barriers.
- The people driving around me impaired. I frequently see people driving and smoking on tin foil at the same time.
- 'Impaired drivers, specifically cannabis use
- Using any type of drugs and alcohol while driving an automobile should be a felony....not a warning or a small fine along with rehab is a waste of taxpayers' money.
- The amount of intoxicated drivers on Oregon Roads
- I live in the SE Portland and have had drivers pass out at the stop sign by the house. Tweakers are driving on fent, and stealing cars, from good working class people, and the officials just shrug it off, like it's normal.
- Persons under any kind of influence.
- Honestly, all the breweries and drunk drivers worry me.

When asked how ODOT-TSO can best support safety education Thirty-seven respondents mentioned impaired driving in their comments. Relevant comments were:

- Continue to encourage education and consequences for driving impaired or distracted.
- Enforcement of distracted and impaired driving.
- Lock up impaired drivers, find a way to keep them out of motor vehicles.
- Keep the impaired drivers off our streets.
- More Police officers going after impaired drivers, and bicyclists not obeying laws. Allow cops to pull over and support convicting impaired drivers.
- Encourage our political class to deal strongly with distracted and impaired drivers.
- Our biggest problems stem from those who drive under the influence of narcotics/alcohol etc. educate them!
- Driving while impaired on drugs even legal substances should be discouraged by consequences.
- Impaired drivers keep driving, even after they've been convicted of numerous felonies. Punishments should be much stricter, to keep them from driving!

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See Impaired Driving Strategic Plan in the 405(d) section of the FY25 AGA

Program	Federal Project Number	Project Title
Impaired Driving	B5CS-25-12-18-00	Impaired Driving Training – Oregon State Police
Anticipated Award Amount	Funding Source*	
\$74,000	405(d)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
N/A
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Page 197 of the Approved Oregon 3HSP – 405(d) – Training

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of activities planned,

- location of project performance, and
- affected communities, where applicable.

Planned Activities

This project will provide wage and benefit hours for Oregon State Police Troopers to engage in dedicated impaired driving-related trainings both as students and instructors, and to conduct community education and outreach efforts. Troopers will be trained as Standardized Field Sobriety Testing Instructors, and those instructors will bring related curricula to local OSP offices around the state. Curricula for law enforcement may include, but may not be limited to, SFST refreshers, Intoxilyzer 8000, ARIDE, etc. Troopers will also conduct community education events at locations around the state.

Problem Identification: This project addresses the problem identification on page 182 of the Oregon Approved 3HSP.

Locations / Affected Communities

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

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Oregon State Police

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

This project employs the countermeasure of Communications, Outreach, Training and Education pgs. 105-107 Oregon Approved 3HSP.

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

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$0 | 0%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
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- ☐ Entertainment costs
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- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs

- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct expenses for this project will include wages and benefits for Oregon State Police troopers who provide or receive impaired driving trainings and/or who conduct community education events related to impaired driving. Travel expenses will be reimbursed on a per diem basis and will include in-state and out-of-state travel necessary for the execution of project-related activities and trainings.

Match for this project will be derived from soft contributions in the form of state-funded wages and benefits for OSP manager(s) administering grant activities.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

The activities provided by this project will allow Oregon State Police troopers to give and receive effective training related to the state's impaired driving laws. This training will enable troopers to become and remain effective in conducting these important investigations, and in doing so, to reduce impaired driving crashes and their related fatalities and serious injuries. This project will attempt to maintain or reduce the number of fatalities involving a driver or motorcycle operator with a BAC of .08 and above (C-5) and will contribute to the state performance target of reducing the number of fatalities and serious injuries.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

Between June 2022 and April 2023, ODOT TSO Regional Transportation Safety Coordinators hosted a total of 22 meetings attended by multidisciplinary partners to discuss impaired driving challenges in their local communities. The TSO Impaired Driving Program Manager attended these meetings in Hermiston, La Grande, Ontario, Burns, John Day, Klamath Falls, Bend, The Dalles, Beaverton, Oregon City, Portland, Hillsboro, Hood River, Roseburg, Coos Bay, Gold Beach, Medford, Grants Pass, Springfield, Salem, Astoria, and Albany to learn more about these communities' needs, and to offer funding support where appropriate.

During these meetings there were discussions and concerns around training:

- Officers don't conduct DUII investigations due in part to lack of up to date training.
- Accessibility of training e.g. Wasco County has two officers who are interested in being DREs the issue is the training is not close by.
- Wet lab trainings are valuable and there is a need for refresher wet lab training.
- Participants asked about training on psilocybin and micro-dosing.
- The need for in-person STFS training, for officers trained during COVID it has been three years with no in-person STFS training.
- DITEP training is underused in Oregon.
- Mentioned that there is a need for funds to pay officer OT to participate in ARIDE training.

The Traffic Safety Office Survey conducted in 2024, received 1,517 responses Oregonians. While only 6% of respondents identified impaired driving as their number one priority on where to invest traffic safety dollars, 40% of respondents identified it as one of their top five areas to invest traffic safety dollars.

Seventy respondents called out impaired driving when asked about the number one factor that impacts how they feel about driving on Oregon roads. Relevant comments were:

- Speeding drivers on drugs and alcohol.
- With all the intoxicated drivers, all roads should have dividing barriers.
- The people driving around me impaired. I frequently see people driving and smoking on tin foil at the same time.
- 'Impaired drivers, specifically cannabis use
- Using any type of drugs and alcohol while driving an automobile should be a felony....not a warning or a small fine along with rehab is a waste of taxpayers' money.
- The amount of intoxicated drivers on Oregon Roads
- I live in the SE Portland and have had drivers pass out at the stop sign by the house. Tweakers are driving on fent, and stealing cars, from good working class people, and the officials just shrug it off, like it's normal.
- Persons under any kind of influence.
- Honestly, all the breweries and drunk drivers worry me.

When asked how ODOT-TSO can best support safety education Thirty-seven respondents mentioned impaired driving in their comments. Relevant comments were:

- Continue to encourage education and consequences for driving impaired or distracted.
- Enforcement of distracted and impaired driving.
- Lock up impaired drivers, find a way to keep them out of motor vehicles.
- Keep the impaired drivers off our streets.
- More Police officers going after impaired drivers, and bicyclists not obeying laws. Allow cops to pull over and support convicting impaired drivers.
- Encourage our political class to deal strongly with distracted and impaired drivers.
- Our biggest problems stem from those who drive under the influence of narcotics/alcohol etc. educate them!
- Driving while impaired on drugs even legal substances should be discouraged by consequences.
- Impaired drivers keep driving, even after they've been convicted of numerous felonies. Punishments should be much stricter, to keep them from driving!

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

See Impaired Driving Strategic Plan in the 405(d) section of the FY25 AGA

Program	Federal Project Number	Project Title
Impaired Driving	B5CS-25-12-19-00	Traffic Safety Resource Prosecutors
Anticipated Award Amount	Funding Source*	
\$750,000	405(d)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
N/A
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
page 200 of the Approved Oregon 3HSP – 405(d) - Mid Media/ID training/Enf Related exp

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of activities planned,

- location of project performance, and
- affected communities, where applicable.

Activities Planned

This project provides the hours and related expenses for the Oregon Department of Justice to provide two Traffic Safety Resource Prosecutors (TSRP). The role of the TSRP is to serve as a subject matter expert on prosecution of complex DUII and related traffic crimes so as to assist prosecutors throughout the state with unique and/or difficult cases. These services, along with education and training for law enforcement and prosecution partners involved with DUII enforcement, will be provided throughout Oregon. The TSRP program will track changes to Oregon impaired driving statutes, as well as relevant case law updates, defense strategies, and prosecutorial best practices.

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

Problem Identification: This project addresses the problem identification on pages 41-42 and 182 and 186 of the Oregon Approved 3HSP.

Locations / Affected Communities

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

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Oregon Department of Justice – Government Agency

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Deterrence: Prosecution and adjudication – CTW 4 stars citation, Oregon Approved 3HSP page 199

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$0 | 0%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☒ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs

- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct expenses for this project will include personnel costs related to two TSRP positions at the Oregon Department of Justice, to include salary and benefits, Oregon Bar Association dues, and project-related materials and printing expenses, office space. Travel expenses will be reimbursed on a per diem basis and will include in-state and out-of-state travel necessary for the execution of project-related activities and trainings. Indirect expenses will also be provided at a rate approved by the grantee's Federal cognizant agency.

Match for this project will be derived from soft contributions in the form of state and local wages paid to recipients of training provided by the TSRP(s). Additional match contributions will include grantee contributions toward indirect expenses.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

The TSRP positions will improve the performance of law enforcement and prosecutors involved in the enforcement of Oregon's impaired driving laws. By training these professionals to industry best practices, related prosecutions can be improved, recidivism can be reduced, and the overall number of alcohol- and drug-related serious injury and fatal crashes will be lowered. Specifically, this project will attempt to maintain or reduce the number of fatalities involving a driver or motorcycle operator with a BAC of .08 and above (C-5) and will contribute to the state performance target of reducing the number of fatalities and serious injuries.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

Between June 2022 and April 2023, ODOT TSO Regional Transportation Safety Coordinators hosted a total of 22 meetings attended by multidisciplinary partners to discuss impaired driving challenges in their local communities. The TSO Impaired Driving Program Manager attended these meetings in Hermiston, La Grande, Ontario, Burns, John Day, Klamath Falls, Bend, The Dalles, Beaverton, Oregon City, Portland, Hillsboro, Hood River, Roseburg, Coos Bay, Gold Beach, Medford, Grants Pass, Springfield, Salem, Astoria, and Albany to learn more about these communities' needs, and to offer funding support where appropriate.

Although there was not a lot of specific discussion about prosecution resources the Traffic Safety Resource Prosecutors also provide training for law enforcement. Some of the relevant comments were:

- Low prosecution rate due to complicated DUII law – Lane Co is better than other counties.
- Biggest barrier and de-motivator is not seeing prosecution.
- Discussion about refusal dismissed in court example and sounded like a regular occurrence.
- (REDACTED) County DAs are all new and scared of the case law and they're bargain/deal out. New DAs are everywhere, and they need training, and they deal Misdemeanor A and instead they need a training (bring in a high profile defense attorney to practice).
- It can be easier to prosecute a murder or sexual assault than DUII.
- Frustrated with how often implied consent form changes.
- Prosecution: court capacity and not enough defense attorneys. The trainings have been extremely helpful. DREs are really appreciated – you just cannot have enough of them.
- Met officers from other agencies who say, "They don't do DUII." Thinks it is laziness and lack of training and the process is constantly changing. Alternatively, if they are contacted, they are not sure what to look for because it is not just alcohol. MJ is a little more subtle as are prescription drugs.
- The defense barnacles: there are so many words you cannot say with case precedence, and it sounds like rocket science when it's not that complicated.

The Traffic Safety Office Survey conducted in 2024, received 1,517 responses Oregonians. While only 6% of respondents identified impaired driving as their number one priority on where to invest traffic safety dollars, 40% of respondents identified it as one of their top five areas to invest traffic safety dollars.

Seventy respondents called out impaired driving when asked about the number one factor that impacts how they feel about driving on Oregon roads. Relevant comments were:

- Speeding drivers on drugs and alcohol.
- With all the intoxicated drivers, all roads should have dividing barriers.
- The people driving around me impaired. I frequently see people driving and smoking on tin foil at the same time.
- 'Impaired drivers, specifically cannabis use
- Using any type of drugs and alcohol while driving an automobile should be a felony....not a warning or a small fine along with rehab is a waste of taxpayers' money.
- The amount of intoxicated drivers on Oregon Roads
- I live in the SE Portland and have had drivers pass out at the stop sign by the house. Tweakers are driving on fent, and stealing cars, from good working class people, and the officials just shrug it off, like it's normal.
- Persons under any kind of influence.
- Honestly, all the breweries and drunk drivers worry me.

When asked how ODOT-TSO can best support safety education Thirty-seven respondents mentioned impaired driving in their comments. Relevant comments were:

- Continue to encourage education and consequences for driving impaired or distracted.
- Fines for speeders and higher fines and stricter consequences for impaired driving, including Community service.
- Harsher sentences for people driving drunk or on drugs harsher sentences for using cell phones.
- Lock up impaired drivers, find a way to keep them out of motor vehicles.
- Keep the impaired drivers off our streets.
- More Police officers going after impaired drivers, and bicyclists not obeying laws. Allow cops to pull over and support convicting impaired drivers.
- Encourage our political class to deal strongly with distracted and impaired drivers.
- Our biggest problems stem from those who drive under the influence of narcotics/alcohol etc. educate them!
- Driving while impaired on drugs even legal substances should be discouraged by consequences.
- Impaired drivers keep driving, even after they've been convicted of numerous felonies. Punishments should be much stricter, to keep them from driving!
- Drunk and distracted driving is always going to be a problem. Maybe harsher penalties and requiring a breathalyzer lock on vehicle after first offense.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See attached Impaired Driving Strategic Plan in the 405(d) section of the FY25 AGA

Program	Federal Project Number	Project Title
Impaired Driving	B5PEM-25-12-00-00	Impaired Driving Media – NHTSA Communications
Anticipated Award Amount	Funding Source*	
\$300,000	405(d)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
N/A
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Page 197 of the Approved Oregon 3HSP – 405(d) - Mid Media/ID training/Enforcement Related expenses.

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities Planned

This project will fund a comprehensive impaired driving public information and education program. Messaging for this project will largely be sourced from NHTSA and will be deployed as public service announcements via television, radio, streaming services, social media, and other modalities in English and Spanish.

Problem Identification: This project addresses the problem identification on pages 174-180 of the approved Oregon 2024 – 2026 Highway Safety Plan.

Locations / Affected Communities

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

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

ODOT – TSO

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Mass Media Campaigns – CTW 3 star citation, Oregon Approved 3HSP page 196

<u>Local Expenditure</u>	Yes ☐	No ☒
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and %	\$0 0%	

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct expenses for this project will include development of a public communications campaign, as well as development and distribution of related media messaging materials.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Public information and education about impaired driving, especially drug-impaired and polysubstance impaired driving, is a critical component of Oregon's comprehensive impaired driving reduction strategy. This project will attempt to maintain or reduce the number of fatalities involving a driver or motorcycle operator with a BAC of .08 and above (C-5) by informing the public about the dangers of impaired driving, and the alternatives thereto.

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

ODOT – TSO will place and push out NHTSA developed and required media.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

Between June 2022 and April 2023, ODOT TSO Regional Transportation Safety Coordinators hosted a total of 22 meetings attended by multidisciplinary partners to discuss impaired driving challenges in their local communities. The TSO Impaired Driving Program Manager attended these meetings in Hermiston, La Grande, Ontario, Burns, John Day, Klamath Falls, Bend, The Dalles, Beaverton, Oregon City, Portland, Hillsboro, Hood River, Roseburg, Coos Bay, Gold Beach, Medford, Grants Pass, Springfield, Salem, Astoria, and Albany to learn more about these communities' needs, and to offer funding support where appropriate.

Topics discussed during these meetings were:

- Education for high schoolers and targeted videos around behaviors on DUII, focused on don't drive, or use a Designated Driver, or stay on someone's couch were discussed.
- The efforts of the impaired driving manager to collaborate with Spanish speaking DREs to do media was discussed.
- Overview of the media outreach funding out of the Impaired Driving Program budget:
- Billboards
- Working with PSU and OSU to message during athletic events.
- Looking for new opportunities for targeted outreach.
- Focus on Spanish language outreach.

Questions about media coverage that came up were:

Q: What happened to the PSA announcements that used to be all over the place? It seems like the states have switched to a different mode of PSAs.

A: ODOT – TSO is still supporting PSA advertising with new messaging (filmed one in Portland in August), as well as recycled messaging from recent years. This is in addition to use of direct NHTSA messaging via radio/tv/social media/etc. We are also experimenting this year with messaging at sports arenas and on sports broadcasting to reach wider audiences.

Q: Does your office provide funding for people who do prevention and assistance for advertising their programs?

A: If you wanted to put out materials that are aimed at combatting impaired driving, but also happens to have your logo/website address/etc. on it which will steer traffic to you (e.g. CLEAR Alliance "Did you know?" ads), then we might be able to help. If the question is more broadly asking if we can help prevention/assistance organizations, I would say the answer is more broadly, "Probably. Bring me your ideas."

To get people to think about ridesharing to an event if the big venues that offered these events advertised the rideshare discount on the ticket or during ticket sales it could help get the word out.

The Traffic Safety Office Survey conducted in 2024, received 1,517 responses Oregonians. While only 6% of respondents identified impaired driving as their number one priority on where to invest traffic safety dollars, 40% of respondents identified it as one of their top five areas to invest traffic safety dollars.

Seventy respondents called out impaired driving when asked about the number one factor that impacts how they feel about driving on Oregon roads. Relevant comments were:

- Impaired drivers keep driving, even after they've been convicted of numerous felonies. Punishments should be much stricter, to keep them from driving!
- Speeding drivers on drugs and alcohol.
- With all the intoxicated drivers, all roads should have dividing barriers.
- The people driving around me impaired. I frequently see people driving and smoking on tin foil at the same time.
- 'Impaired drivers, specifically cannabis use
- Using any type of drugs and alcohol while driving an automobile should be a felony....not a warning or a small fine along with rehab is a waste of taxpayers' money.
- The amount of intoxicated drivers on Oregon Roads
- I live in the SE Portland and have had drivers pass out at the stop sign by the house. Tweakers are driving on fent, and stealing cars, from good working class people, and the officials just shrug it off, like it's normal.
- Persons under any kind of influence.
- Honestly, all the breweries and drunk drivers worry me.

When asked how ODOT-TSO can best support safety education in their community 1290 respondents out of 1,517 had specific recommendations 9 percent mentioned some form of media outreach:

- Billboards – 20
- Social Media – 24
- TV – 16
- PSAs – 15

Some of the relevant comments were

- Media Blitzes
- I am not sure, informational patrols, PSA, social media
- Having been in Oregon for 25 years, I am noticing less and less traffic safety education in Oregon. I listen to the local public broadcast station daily and do not hear traffic safety messages. I receive the Statesman Journal and there is nothing addressing traffic laws. I am not required to review roadway user laws for Oregon when I renew my license. I only look at my Facebook account sporadically. I scroll through Nextdoor daily just to see lost and found pets. AARP and AAA magazines are the two publications where I receive any information on driver education and vehicle safety. Is it possible for ODOT to pursue car manufacturers to deliver 30 second info spots on the navigation screen when starting up a vehicle? Any opportunity to put a 30 second ad in front of a screen user would be my suggestion.
- More public service announcements
- Public service announcements including billboard advertising.
- TV & print media.

- Electronic media safety clips.
- TV safety outreach
- Use billboards along the highways to promote safety
- Make a commercial or trendy thing on social medias. BE HONEST, not greedy. Send an intriguing looking letter to all OR citizens.
- PSAs through radio and TV spots
- A PR campaign, with visible signage
- Public Service Announcements
- Video Shorts

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

See attached Impaired Driving Strategic Plan in the 405(d) section of the FY25 AGA

Program	Federal Project Number	Project Title
Impaired Driving	B5PEM-25-12-16-00	Impaired Driving Media – TSO Communications
Anticipated Award Amount	Funding Source*	
\$300,000	405(d)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
N/A
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
page 197 of the Approved Oregon 3HSP – 405(d) - Mid Media/ID training/Enforcement Related expenses.

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Planned Activities

This project will fund a comprehensive impaired driving public information and education program. Materials and supplies developed through this project provide the general population with safe driving messages relevant to impaired driving. DUII-related Public Service Announcements in the form of billboards, print, water closet, television, social media, radio, and other modalities will be produced and distributed throughout the grant year. Public opinion survey questions specific to impaired driving may also be conducted, along with focus groups to target effective messaging.

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

Problem Identification: This project addresses the problem identification on pages 174-180 of the approved Oregon 2024 – 2026 Highway Safety Plan.

Locations / Affected Communities

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

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

ODOT Transportation Safety Office

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Mass Media Campaigns – CTW 3 star citation, Oregon Approved 3HSP page 196

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$0 | 0%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☐ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
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- ☐ Organization costs
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- ☐ Pre-award costs

- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
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- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct expenses for this project will include development of a public communications campaign, as well as development and distribution of related media messaging materials.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Public information and education about impaired driving, especially drug-impaired and polysubstance impaired driving, is a critical component of Oregon's comprehensive impaired driving reduction strategy. This project will attempt to maintain or reduce the number of fatalities involving a driver or motorcycle operator with a BAC of .08 and above (C-5) by informing the public about the dangers of impaired driving, and the alternatives thereto.

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

ODOT – TSO will work with its media contractor to develop a comprehensive impaired driving media plan for use throughout FFY2025. This plan will guide development and distribution of related impaired driving prevention media throughout the year, with emphasis on locations, populations, and modalities most likely to experience high incidences of impaired driving crashes and their related fatalities and serious injuries.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

Between June 2022 and April 2023, ODOT TSO Regional Transportation Safety Coordinators hosted a total of 22 meetings attended by multidisciplinary partners to discuss impaired driving challenges in their local communities. The TSO Impaired Driving Program Manager attended these meetings in Hermiston, La Grande, Ontario, Burns, John Day, Klamath Falls, Bend, The Dalles, Beaverton, Oregon City, Portland, Hillsboro, Hood River, Roseburg, Coos Bay, Gold Beach, Medford, Grants Pass, Springfield, Salem, Astoria, and Albany to learn more about these communities' needs, and to offer funding support where appropriate.

Topics discussed during these meetings were:

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Seventy respondents called out impaired driving when asked about the number one factor that impacts how they feel about driving on Oregon roads. Relevant comments were:

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- Speeding drivers on drugs and alcohol.
- With all the intoxicated drivers, all roads should have dividing barriers.
- The people driving around me impaired. I frequently see people driving and smoking on tin foil at the same time.
- 'Impaired drivers, specifically cannabis use
- Using any type of drugs and alcohol while driving an automobile should be a felony....not a warning or a small fine along with rehab is a waste of taxpayers' money.
- The amount of intoxicated drivers on Oregon Roads
- I live in the SE Portland and have had drivers pass out at the stop sign by the house. Tweakers are driving on fent, and stealing cars, from good working class people, and the officials just shrug it off, like it's normal.
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- Honestly, all the breweries and drunk drivers worry me.

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- PSAs – 15

Some of the relevant comments were

- Media Blitzes
- I am not sure, informational patrols, PSA, social media
- Having been in Oregon for 25 years, I am noticing less and less traffic safety education in Oregon. I listen to the local public broadcast station daily and do not hear traffic safety messages. I receive the Statesman Journal and there is nothing addressing traffic laws. I am not required to review roadway user laws for Oregon when I renew my license. I only look at my Facebook account sporadically. I scroll through Nextdoor daily just to see lost and found pets. AARP and AAA magazines are the two publications where I receive any information on driver education and vehicle safety. Is it possible for ODOT to pursue car manufacturers to deliver 30 second info spots on the navigation screen when starting up a vehicle? Any opportunity to put a 30 second ad in front of a screen user would be my suggestion.
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- Public service announcements including billboard advertising.
- TV & print media.

- Electronic media safety clips.
- TV safety outreach
- Use billboards along the highways to promote safety
- Make a commercial or trendy thing on social medias. BE HONEST, not greedy. Send an intriguing looking letter to all OR citizens.
- PSAs through radio and TV spots
- A PR campaign, with visible signage
- Public Service Announcements
- Video Shorts

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

See attached Impaired Driving Strategic Plan in the 405(d) section of the FY25 AGA

Program	Federal Project Number	Project Title
Impaired Driving	DUI_AL-25-14-11-00	Support for the BSOBR Court
Anticipated Award Amount	Funding Source*	
\$84,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Pg. 107 - <u>23 USC 402: Highway safety programs</u> : 402 Funds: DUI_AL; 23 CFR 1300.13(b) Discretionary Highway Safety

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities: This project has three major activities:

- Provide peer services to the BSOBR participants.
- Reduce the out-of-pocket clinical expenses for 100% of the BSOBR indigent participants.
- Ensure that 100% of BSOBR indigent participants are assessed for mental health treatment.
- Ensure that 100% of BSOBR indigent participants who are recommended by a clinician to engage in mental health treatment engage in services.

Problem Identification: This addresses the problem identification on pgs. 188-192 of the Oregon Approved 3HSP – Treatment.

Location: City of Beaverton, Washington County.

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

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Beaverton Municipal Court – Beaverton sobriety Opportunity for Beginning Recovery (B-SOBR)

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Pg. 199 Approved Oregon 3HSP, Deterrence: Prosecution and adjudication – CTW – DUII Court – 4 star citation.

<u>Local Expenditure</u>	Yes ☒	No ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and %	\$84,000 – 100%	

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ [Cost sharing or matching](#)
- ☐ [Program income](#) (deduction, addition or cost sharing/matching)
- ☐ [Real property](#)
- ☐ [Equipment](#)
- ☐ [Fix amount subawards](#)
- ☒ [Direct costs](#)
- ☐ [Compensation – personal services](#)
- ☐ [Compensation – fringe benefits](#)
- ☐ [Entertainment costs](#)
- ☐ [Equipment and other capital expenditures](#)
- ☐ [Exchange rates](#)
- ☐ [Fines, penalties, damages and other settlements](#)
- ☐ [Fund raising and investment management costs](#)
- ☐ [Goods or services for personal use](#)
- ☐ [Insurance and indemnification](#)
- ☐ [Memberships, subscriptions, and professional activity costs](#)
- ☐ [Organization costs](#)
- ☐ [Participant support costs](#)
- ☐ [Pre-award costs](#)
- ☐ [Rearrangement and reconversion costs](#)
- ☐ [Selling and marketing costs](#)
- ☐ [Taxes \(including Value Added Tax\)](#)
- ☐ [Travel costs](#)

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct costs include peer support services, substance use and mental health services, urinalysis testing out of pocket expenses for indigent participants, and alcohol monitoring out of pocket expenses for indigent participants.

Match will be provided by the City of Beaverton's Case Manager's salary at \$61.45 an hour including fringe benefits. In addition, match will be provided by Beaverton Municipal Court paying for some of the peer support services, substance use and mental health services, urinalysis testing out of pocket expenses for indigent participants, and alcohol monitoring out of pocket expenses for indigent participants.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

DUI incidents pose serious risks to individuals, communities, and drivers, leading to crashes, injuries, and fatalities. Traditional punitive measures often fail to address the underlying issues contributing to repeat offenses, perpetuating a cycle of dangerous behavior. The BSOBR Court follows best practices laid out by All Rise (formerly NADCP) to provide a comprehensive approach to address the root causes of repeat DUI offenses by integrating substance abuse treatment, rehabilitation programs and close judicial supervision. By combining accountability with supportive interventions, B-SOBR program strives to break the cycle of repeat offenses, promote behavioral change, and improve public safety on the roads. Currently, BSOBR's recidivism rate one year after graduation is 5% and 9% after 5 years, compared with traditional DUI probation which has recidivism rates of 28% and 40% respectively.

In Oregon, 70% of all fatalities are substance-involved and 23% of all fatal and serious injury crashes are substance-involved this project helps meet the state's safety performance targets of reducing the number of fatalities and serious injuries.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

In November and December of 2022, the ODOT Transportation Safety Office held meetings in each Region 1 County (Clackamas, Hood River, Multnomah, and Washington, as well as one meeting solely for law enforcement partners in the region. These multi-disciplinary meetings involved people from organizations working on impacting the issue of impaired driving including representatives from law enforcement, drug task force members, judicial, parole and probation, victim impact coordinators, prosecution, prevention, Department of Motor Vehicles, treatment and evaluation, hospitals, Oregon Liquor and Cannabis Commission, traffic safety, DPSST, regional Oregon Department of Transportation Employees, motor carrier enforcement, and non-profit organizations.

Data on the impaired driving issue in each county was provided, and TSO spoke about the data and grants resources they provide. Discussion and brainstorming sessions were held after the presentations, and after the meetings, a notice of opportunity was sent out for participants to propose grant projects to impact the impaired driving problem. Judge Britton who runs the BSOBR Court could not make the meetings but arrange to meet with the Region 1 RTSC and the Impaired Driving Program Manager after the law enforcement only meeting. From there several meetings were held and during the 2023 -2024 grant year ODOT TSO supported the BSOBR Court with grant funds.

At the March 5, PP&E event 6% of attendees ranked impaired driving as one of their top traffic safety concerns and 4% ranked it as a top five traffic safety concern for the organizations they represent. When asked to look at their top five traffic safety concerns and whether their organization would benefit and have the capacity to use grant funds in any of the mentioned areas one organization identified impaired driving.

The Traffic Safety Office Survey conducted in 2024, received 673 responses from Region 1 citizens. While only 5 percent of respondents identified impaired driving as their number one priority, 45% of respondents identified it as one of their top five areas to invest traffic safety dollars. When asked about the number one thing that impacts how they feel about driving on Oregon roads relevant comments were:

- It appears the average driver is disregarding many traffic laws, and others' driving appears to be influenced by drugs. I have literally witnessed drivers smoking pot and meth while driving!

- The people driving around me impaired. I frequently see people driving and smoking on tin foil at the same time.
- Lack of enforcement of speed and impairment and other laws.
- Drivers operating cars while intoxicated or on drugs.
- Distracted or impaired driving by people ignoring speed-limits
- Impaired drivers and unsafe drivers
- Impaired and reckless drivers who do not obey traffic laws
- Lawlessness of drivers, uninsured or impaired drivers and speed of drivers

In response to the question how can we best support traffic safety education in your community, relevant comments were:

- Lock up impaired drivers, find a way to keep them out of motor vehicles.
- Stop people from driving impaired or distracted.
- By educating drivers of the dangers of drinking and/or getting high and driving.
- Also, the whole life consequences of driving impaired.
- Attention to street racing and impaired driving
- Drug impaired drivers.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Impaired Driving	DUI_AL-25-14-12-00	Springfield DUII Court
Anticipated Award Amount	Funding Source*	
\$163,000	164	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
N/A
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u>
Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
N/A

<u>Eligible Use of Funds</u>
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Pgs. 199-200 164 – DUII Court Support

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of activities planned,

- location of project performance, and
- affected communities, where applicable.

Activities: The current Springfield Municipal Adult Rehabilitation and Treatment (SMART) Court has a capacity of 20 total offenders. The current Bureau of Justice Administration grant does not allow the Court to serve the high number of DUII defendants in the community due to the limited capacity of the grant. An expansion would allow the Court and the SMART Court to expand the Court from the current amount of 20 offenders to 40 offenders. Funds received would allow SMART Court to pay the treatment provider, defense attorney, prosecutor, case manager, probation, and peer support to assist the Court in providing DUII offenders with intense probation and treatment services.

The City of Springfield has approximately 1 DUII per day charged and referred for prosecution. In 2021, there were 241 DUII arrests in Springfield; in 2022, there were 302; in 2023, there were 370; in 2024, as of June 17, they have had 168 DUIIs filed in the Springfield Municipal Court. A recent surveyed of the jail population, many of whom drive, demonstrated 80 percent had a high or severe substance use disorder.

Data from the Springfield Police Department shows the top three drugs involved in DUII offenses in Springfield are alcohol, marijuana, and methamphetamine. Fentanyl is now appearing in a high number of Oregon deaths, per Oregon Health and Science University. Overdose data from Lane County indicates there were 74 overdoses in 2018, 85 in 2019, and 95 in 2020. These numbers are likely to continue to get drastically higher due to the pervasiveness of fentanyl. Anecdotally, 1/3 of our current treatment court participants use fentanyl or report using fentanyl before entering the program. This drug is pervasive in our community and therefore must be pervasive in the individuals who drive while under the influence in our community.

The Court's primary DUII ADSS service provider, Quality Research Associates, evaluated 98 individuals between January and June 2024 for DUII offenses from the Springfield Municipal Court. Out of those 98, only 2 were referred for DUII education, while 96 required rehabilitations. Out of those 98, 65 (or two-thirds) were a TCU risk level of 3 or higher, meaning their use was problematic and required a higher level of care. The TCU is a validated drug screening model that assesses participants according to their frequency of use, lifestyle factors, historical factors, and social status.

SMART Court is asking for funds to target the high-risk DUII offenders by using a supervised probation, treatment court program model. This model has been in existence since 1975 and is supported by data through the All Rise program. Funds will be used to help reduce barriers to treatment access and reduce recidivism for high risk DUII offenders.

This project's major activities:

- Expand treatment court population to include DUII offenders.
- Expand initial drug and alcohol screening for indigent clients (ADSS).
- Establish peer support to assist DUII offenders.
- Reduce the out-of-pocket clinical expenses for indigent participants with ancillary costs/services.
- Provide funds for participants to attend the Lane County Victim Impact Panel.
- Fund the use of a Springfield Police Officer to assist probation with monitoring, oversight, assist in treatment court procedures, and staffing.

Problem Identification: This addresses the problem identification on pgs. 188-192 of the Oregon Approved 3HSP – Treatment.

Location: City of Springfield, Lane County.

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

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Springfield Municipal Court

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Pg. 199 Approved Oregon 3HSP, Deterrence: Prosecution and adjudication – CTW – DUII Court – 4 star citation. 23 CFR 1300.23 -- Impaired Driving Countermeasures Grants.

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$163,000 – 100%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)



Cost sharing or matching



Program income (deduction, addition or cost sharing/matching) – No program income.



Real property

- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct costs include:

1. Expanding treatment court to allow for DUII high risk, high need participants. Expanding includes additional funds for probation, city prosecutor, public defender, Quality Research Associates, and the Court.
2. Enable ADSS access for all SMART Court participants.
3. Expand Smart Court treatment options with our local treatment providers and pay for additional participants.
4. Financially support a special DUII prosecutor for the City of Springfield.
5. Provide peer support services for DUII SMART Court individuals.
6. Enable VIP access for all indigent SMART Court participants.

Match will be provided by the Springfield Municipal Court coordinator, judge, and Springfield Police Department police officer salary including fringe benefits. the peer support services, substance use and mental health services, urinalysis testing out of pocket expenses for indigent participants, and alcohol monitoring out of pocket expenses for indigent participants.

High Visibility Enforcement (HVE)Yes ☐No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

DUI incidents pose serious risks to individuals, communities, and drivers, leading to crashes, injuries, and fatalities. Traditional punitive measures often fail to address the underlying issues contributing to repeat offenses, perpetuating a cycle of dangerous behavior. DUI SMART Court will follow best practices laid out by All Rise (formerly NADCP) to provide a comprehensive approach to address the root causes of repeat DUI offenses by integrating substance abuse treatment, rehabilitation programs, and close judicial supervision. By combining accountability with supportive interventions, DUI SMART Court strives to break the cycle of repeat offenses, promote behavioral change, and improve public safety on the roads.

In Oregon, 70% of all fatalities are substance-involved and 23% of all fatal and serious injury crashes are substance-involved this project helps meet the state's safety performance targets of reducing the number of fatalities and serious injuries.

Paid Media Yes ☐No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

Between June 2022 and April 2023, ODOT TSO Regional Transportation Safety Coordinators hosted a total of 22 meetings attended by multidisciplinary partners to discuss impaired driving challenges in their local communities. The TSO Impaired Driving Program Manager attended these meetings in Hermiston, La Grande, Ontario, Burns, John Day, Klamath Falls, Bend, The Dalles, Beaverton, Oregon City, Portland, Hillsboro, Hood River, Roseburg, Coos

Bay, Gold Beach, Medford, Grants Pass, Springfield, Salem, Astoria, and Albany to learn more about these communities' needs, and to offer funding support where appropriate.

These multi-disciplinary meetings involved people from organizations working on impacting the issue of impaired driving including representatives from law enforcement, drug task force members, judicial, parole and probation, victim impact coordinators, prosecution, prevention, Department of Motor Vehicles, treatment and evaluation, hospitals, Oregon Liquor and Cannabis Commission, traffic safety, DPSST, regional Oregon Department of Transportation Employees, motor carrier enforcement, and non-profit organizations.

Data on the impaired driving issue in each county was provided, and TSO spoke about the data and grants resources they provide. Discussion and brainstorming sessions were held after the presentations, and after the meetings, a funding opportunity notice was sent out for participants to propose grant projects to impact the impaired driving problem.

The Traffic Safety Survey conducted in 2024 received 1,517 responses from Oregon citizens.

Impaired driving ranked as fifth overall (out of 14 topics) in top traffic safety concerns identified by contributors where ODOT should invest traffic safety dollars statewide. Of the 1,517 responses received from Oregon residents, forty-nine percent (49%) of respondents identified impaired driving as one of their top five areas in which to invest traffic safety dollars (744 respondents). Six percent (97 respondents) identified impaired driving as their number one priority on where to invest traffic safety dollars.

When asked about the number one thing that impacts how they feel about driving on Oregon roads relevant comments were:

- It appears the average driver is disregarding many traffic laws, and others' driving appears to be influenced by drugs. I have literally witnessed drivers smoking pot and meth while driving!
- The people driving around me impaired. I frequently see people driving and smoking on tin foil at the same time.
- Lack of enforcement of speed and impairment and other laws.
- Drivers operating cars while intoxicated or on drugs.
- Distracted or impaired driving by people ignoring speed-limits
- Impaired drivers and unsafe drivers
- Impaired and reckless drivers who do not obey traffic laws
- Lawlessness of drivers, uninsured or impaired drivers and speed of drivers

In response to the question how can we best support traffic safety education in your community, relevant comments were:

- Lock up impaired drivers, find a way to keep them out of motor vehicles.
- Stop people from driving impaired or distracted.
- By educating drivers of the dangers of drinking and/or getting high and driving.
- Also, the whole life consequences of driving impaired.
- Attention to street racing and impaired driving.
- Drug impaired drivers.

Springfield Municipal Court submitted a request for funding to ODOT indicating their need for funding support and their interest in conducting the described activities.

Input received from the PP&E led to selecting this project as a priority.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Impaired Driving	DUI_AL-25-14-16-00	Initial Drug and Alcohol Screening for Indigent DUI Offenders
Anticipated Award Amount	Funding Source*	
\$20,700	164	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☒ No ☐
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Pg. 107 - <u>23 USC 402: Highway safety programs</u> : 402 Funds: DUI_AL; DUI_DG, 23 CFR 1300.13(b) Discretionary Highway Safety

<u>Planned Activity Description</u> (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

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

Problem Identification: This addresses the problem identification on pgs. 188-192 of the Oregon Approved 3HSP – Treatment.

Location: Multnomah County.

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

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Oregon Judicial Department, Multnomah County Circuit Court

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Alcohol Assessment and Treatment – CTW – 5 star citation. , See 3HSP update section for countermeasure strategies update.

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and %	\$20,700 – 100%

<u>Special or Unusual Costs</u>

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

☒	<u>Cost sharing or matching</u>
☐	<u>Program income</u> (deduction, addition or cost sharing/matching)
☐	<u>Real property</u>
☐	<u>Equipment</u>
☐	<u>Fix amount subawards</u>
☒	<u>Direct costs</u>
☐	<u>Compensation – personal services</u>
☐	<u>Compensation – fringe benefits</u>
☐	<u>Entertainment costs</u>
☐	<u>Equipment and other capital expenditures</u>
☐	<u>Exchange rates</u>
☐	<u>Fines, penalties, damages and other settlements</u>
☐	<u>Fund raising and investment management costs</u>
☐	<u>Goods or services for personal use</u>
☐	<u>Insurance and indemnification</u>
☐	<u>Memberships, subscriptions, and professional activity costs</u>
☐	<u>Organization costs</u>
☐	<u>Participant support costs</u>
☐	<u>Pre-award costs</u>
☐	<u>Rearrangement and reconversion costs</u>
☐	<u>Selling and marketing costs</u>
☐	<u>Taxes (including Value Added Tax)</u>
☐	<u>Travel costs</u>

<u>Special Cost Explanations</u>

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct costs include payment of the initial alcohol and drug assessment fee for indigent DUII offenders.

Match will be provided OJD's High Volume Manager through salary and fringe benefits associated with the time worked on the project. OJD uses the statewide WorkDay system to record time worked.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

DUI incidents pose serious risks to individuals, communities, and drivers, leading to crashes, injuries, and fatalities. Traditional punitive measures often fail to address the underlying issues contributing to repeat offenses, perpetuating a cycle of dangerous behavior. In Multnomah County, 144-180 DUI offenders (approximately 15% of cases) are terminated without a screening or have significant delays to treatment that result in the DUI offender not completing treatment before the diversion end date because they do not have the funds to pay for the initial screening. This project removes the first barrier for indigent offenders who otherwise not be able to access alcohol assessment and treatment, which has a 5-star effectiveness rating.

In Oregon, 70% of all fatalities are substance-involved and 23% of all fatal and serious injury crashes are substance-involved. Region 1 accounts for 32% of all alcohol or drug (one-substance) fatalities and serious injuries and for 28% of all poly-substance fatalities and serious injuries. Fifty-three percent of all alcohol or drug involved one substance fatalities and serious injuries within in Region 1 occur in Multnomah County and 49% of all poly-substance fatalities and serious injuries occur with Multnomah County. In addition, 57% of poverty in Region 1 is in Multnomah county which also bears the brunt of fatalities and serious injuries this project helps meet the state's safety performance targets of reducing the number of fatalities and serious injuries.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

In November and December of 2022, the ODOT Transportation Safety Office held meetings in each Region 1 County (Clackamas, Hood River, Multnomah, and Washington, as well as one meeting solely for law enforcement partners in the region. These multi-disciplinary meetings involved people from organizations working on impacting the issue of impaired driving including representatives from law enforcement, drug task force members, judicial, parole and probation, victim impact coordinators, prosecution, prevention, Department of Motor Vehicles, treatment and evaluation, hospitals, Oregon Liquor and Cannabis Commission, traffic safety, DPSST, regional Oregon Department of Transportation Employees, motor carrier enforcement, and non-profit organizations.

Data on the impaired driving issue in each county was provided, and TSO spoke about the data and grants resources they provide. Discussion and brainstorming sessions were held after the presentations, and after the meetings, a notice of opportunity was sent out for participants to propose grant projects to impact the impaired driving problem. A notice of opportunity was received for this project initially from ADES of Multnomah County; however, because they are a for-profit organization they could not be funded. Because of the need the impaired driving program manager and the Region 1 RTSC met with Multnomah County Circuit Court to see if they would be interested in the grant project.

The Region 1 RTSC worked directly with Multnomah County Circuit Court on the writing the grant and piloting the project during the 23-24 grant year. The project was requested by the Oregon Department of Justice and Multnomah County Circuit Court through the open-call for funding when they submitted a grant application.

At the March 5, PP&E event 6% of attendees ranked impaired driving as one of their top traffic safety concerns and 4% ranked it as a top five traffic safety concern for the organizations they represent. When asked to look at their top five traffic safety concerns and whether their organization would benefit and have the capacity to use grant funds in any of the mentioned areas one organization identified impaired driving.

The Traffic Safety Office Survey conducted in 2024, received 673 responses from Region 1 citizens. While only 5 percent of respondents identified impaired driving as their number one priority, 45% of respondents identified it as one of their top five areas to invest traffic safety dollars. When asked about the number one thing that impacts how they feel about driving on Oregon roads relevant comments were:

- It appears the average driver is disregarding many traffic laws, and others' driving appears to be influenced by drugs. I have literally witnessed drivers smoking pot and meth while driving!
- The people driving around me impaired. I frequently see people driving and smoking on tin foil at the same time.
- Lack of enforcement of speed and impairment and other laws.
- Drivers operating cars while intoxicated or on drugs.
- Distracted or impaired driving by people ignoring speed-limits

- Impaired drivers and unsafe drivers
- Impaired and reckless drivers who do not obey traffic laws
- Lawlessness of drivers, uninsured or impaired drivers and speed of drivers

In response to the question how can we best support traffic safety education in your community, relevant comments were:

- Lock up impaired drivers, find a way to keep them out of motor vehicles.
- Stop people from driving impaired or distracted.
- By educating drivers of the dangers of drinking and/or getting high and driving.
- Also, the whole life consequences of driving impaired.
- Attention to street racing and impaired driving
- Drug impaired drivers.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Click or tap here to enter text.

Program	Federal Project Number	Project Title
Impaired Driving	EDU_DG-25-14-00	Cannabis Impaired Driving Prevention Education and Media Campaign
Anticipated Award Amount	Funding Source*	
\$94,140	164	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

<u>Eligible Use of Funds</u>
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
See 3HSP update section in FFY25 AGA. Code: EDU_DG

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of activities planned,

- location of project performance, and
- affected communities, where applicable.

Activities: This project will develop a science/fact-based cannabis impaired driving prevention education curriculum suitable for youth (8th-12th grade) and adults. The curriculum will be written and reviewed by certified prevention specialists and a curriculum developer. Focus groups will be utilized. It will be available in English and Spanish, online, and outreach will be done to offer the education materials to schools, juvenile departments, courts, parents, and the public in Crook and Deschutes Counties. In addition, a six-month-long media campaign focusing on cannabis impaired driving prevention messaging will be utilized and managed by media partner, KTVZ.

Location: Deschutes and Crook Counties

Affected Communities: This project will engage Deschutes and Crook Counties youth in focus groups and piloting the curriculum. The media campaign and curriculum will be deployed in English and Spanish, provide resources and information to help youth, parents, and adults.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

CHILDREN LEARNING THROUGH EDUCATION AND RESEARCH ALLIANCE, INC. (Non-Profit)

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Page 200. - Outreach and Education

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$94,140 and 100%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Matching: Match will be provided at the rate of half of the total value of the media services provided by KTVZ, and as a combination of cash on hand plus \$5,000 of projected income generated by other products Clear Alliance offers (not from this project.) This brings the total match rates to 5% by Clear Alliance, and 20% for In-Kind match of the total program costs.

Compensation: (Personnel Benefits) are requested at two rates of 22% and 15% respectively.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Impaired driving continues to be a devastating traffic safety issue in Oregon with thousands of impaired driving crashes every year resulting in fatalities and serious injuries. Since cannabis was legalized for recreational use in Oregon in 2014, instances of cannabis impaired driving have risen dramatically. In Oregon, between 2017 – 2022, there were at least 412 cannabis involved crashes with 131 fatalities, 46 serious injuries, and 322 non-serious injuries. These numbers may be low as crash data specific to cannabis is significantly under-reported. (Data provided by ODOT-TSO)

According to the 2024 Oregon Impaired Driving Strategic Plan (Page 4), from 2020-2023 THC was the most common impairing substance identified in urine and blood samples for drivers suspected of drugged driving (60% tested positive). It is acknowledged that cannabis specific data is under-reported for many reasons including cost and the issue of not testing for other drugs if alcohol impairment is determined. Additionally, Oregon's Implied Consent law relies on urine testing in standard DUI cases. Blood can only be taken and tested by consent, exigency, or by search warrant.

According to the CDC, traffic crashes are the leading cause of death for teens. "The risk of motor vehicle crashes is higher among teens ages 16–19 than among any other age group. Teen drivers in this age group have a fatal crash rate almost three times as high as drivers ages 20 and older per mile driven." One of the risk factors identified is impaired driving with alcohol and/or drugs, including cannabis. (<https://www.cdc.gov/teen-drivers/risk-factors/index.html>)

The Oregon Triennial Highway Safety Plan FFY 2024-2026 (Page 171) states that approximately 13% of Oregon's population is made up of Spanish speaking individuals. This population is at higher risk of impaired driving incidents due to several factors including language barriers, cultural differences, and inadequate access to prevention resources. The Oregon Triennial Highway Safety Plan FFY 2024-2026 (Page 171) says, "Implementing media campaigns that address impaired driving and cater to diverse linguistic communities will enhance the effectiveness of prevention efforts, increase awareness, and encourage responsible behavior among all residents of Oregon. By allocating resources to develop and disseminate prevention messaging in

languages such as Spanish, Oregon can better engage with the community, mitigate language barriers, and foster a safer environment for everyone on the road.”

Data will be analyzed to determine demographic data for reach of media campaign, pre/post knowledge and perception of harm for those who participate in focus groups or complete the final online curriculum. A specific focus will be aimed at tracking reach for Spanish speaking households, and youth. Youth are identified as higher risk by the CDC and NHTSA as previously outlined, and Spanish speaking communities are identified in the Oregon Triennial Highway Safety Plan FFY 2024-2026.

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

Integrated media plan utilizing Central Oregon’s largest reach and most trusted programming in the market through NewsChannel 21. • Digital marketing tactics to reach online users on the #1 News website in Central Oregon - KTVZ.com. TV channels will include Fox, NBC, The CW, and Telemundo (Spanish channel – prevention messages/commercials will be translated for Hispanic community)

A fact based “Did You Know” campaign will be created with a minimum of four different cannabis topics. They will be run on social media, KTVZ website, CLEAR Alliance website, and printed and available for distribution to schools, public health agencies, medical offices, and any other public places interested in obtaining and displaying them. Outreach to cannabis dispensaries will be done to offer printed materials to be displayed for customers.

Two 30-second commercials will be created with cannabis impaired driving prevention messaging.

All messaging will offer a link or direction to visit CLEAR Alliance website to access additional information and resources. Additionally, messaging, resources, and curriculum will be created in English and Spanish.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

Between June 2022 and April 2023, ODOT TSO Regional Transportation Safety Coordinators hosted a total of 22 meetings attended by multidisciplinary partners to discuss impaired driving challenges in their local communities. The TSO Impaired Driving Program Manager attended these meetings in Hermiston, La Grande, Ontario, Burns, John Day, Klamath Falls, Bend, The Dalles, Beaverton, Oregon City, Portland, Hillsboro, Hood River, Roseburg, Coos Bay, Gold Beach, Medford, Grants Pass, Springfield, Salem, Astoria, and Albany to learn more about these communities’ needs, and to offer funding support where appropriate.

Topics discussed during these meetings were:

- Education for high schoolers and targeted videos around behaviors on DUII, focused on don't drive, or use a Designated Driver, or stay on someone's couch were discussed.
- The efforts of the impaired driving manager to collaborate with Spanish speaking DREs to do media was discussed.
- Overview of the media outreach funding out of the Impaired Driving Program budget:
- Billboards
- Working with PSU and OSU to message during athletic events.
- Looking for new opportunities for targeted outreach.
- Focus on Spanish language outreach.

Questions about media coverage that came up were:

Q: What happened to the PSA announcements that used to be all over the place? It seems like the states have switched to a different mode of PSAs.

A: ODOT – TSO is still supporting PSA advertising with new messaging (filmed one in Portland in August), as well as recycled messaging from recent years. This is in addition to use of direct NHTSA messaging via radio/tv/social media/etc. We are also experimenting this year with messaging at sports arenas and on sports broadcasting to reach wider audiences.

The Traffic Safety Office Survey conducted in 2024, received 1,517 responses Oregonians. While only 6% of respondents identified impaired driving as their number one priority on where to invest traffic safety dollars, 40% of respondents identified it as one of their top five areas to invest traffic safety dollars.

Seventy respondents called out impaired driving when asked about the number one factor that impacts how they feel about driving on Oregon roads. Relevant comments were:

- Impaired drivers keep driving, even after they've been convicted of numerous felonies. Punishments should be much stricter, to keep them from driving!
- Speeding drivers on drugs and alcohol.
- With all the intoxicated drivers, all roads should have dividing barriers.
- The people driving around me impaired. I frequently see people driving and smoking on tin foil at the same time.
- 'Impaired drivers, specifically cannabis use
- Using any type of drugs and alcohol while driving an automobile should be a felony....not a warning or a small fine along with rehab is a waste of taxpayers' money.
- The amount of intoxicated drivers on Oregon Roads
- I live in the SE Portland and have had drivers pass out at the stop sign by the house. Tweakers are driving on fent, and stealing cars, from good working class people, and the officials just shrug it off, like it's normal.
- Persons under any kind of influence.
- Honestly, all the breweries and drunk drivers worry me.

When asked how ODOT-TSO can best support safety education in their community 1290 respondents out of 1,517 had specific recommendations 9 percent mentioned some form of media outreach:

- Billboards – 20
- Social Media – 24
- TV – 16
- PSAs – 15

Some of the relevant comments were

- Media Blitzes
- I am not sure, informational patrols, PSA, social media
- Having been in Oregon for 25 years, I am noticing less and less traffic safety education in Oregon. I listen to the local public broadcast station daily and do not hear traffic safety messages. I receive the Statesman Journal and there is nothing addressing traffic laws. I am not required to review roadway user laws for Oregon when I renew my license. I only look at my Facebook account sporadically. I scroll through Nextdoor daily just to see lost and found pets. AARP and AAA magazines are the two publications where I receive any information on driver education and vehicle safety. Is it possible for ODOT to pursue car manufacturers to deliver 30 second info spots on the navigation screen when starting up a vehicle? Any opportunity to put a 30 second ad in front of a screen user would be my suggestion.
- More public service announcements
- Public service announcements including billboard advertising.
- TV & print media.
- Electronic media safety clips.
- TV safety outreach
- Use billboards along the highways to promote safety
- Make a commercial or trendy thing on social medias. BE HONEST, not greedy. Send an intriguing looking letter to all OR citizens.
- PSAs through radio and TV spots
- A PR campaign, with visible signage
- Public Service Announcements
- Video Shorts

ODOT Region 4 specific responses to the TSO survey ranked Impaired Driving as the number one ranked priority in 13% of the 141 people surveyed. Of those same responses from the residents of the nine Region 4 counties, 62% included Impaired Driving in their top five categories regarding where to invest traffic safety dollars.

When asked, “what is the number one factor that impacts how you feel about driving on Oregon roads?” some of the responses from Region 4 were:

- Reckless drivers including impaired
- Honestly, all of the breweries and drunk drivers worry me.
- Impaired/distracted drivers are also a huge issue.
- Drunk Drivers
- Probably impaired driving and speed.
- Distracted driving, eating, cell phone, etc. And of course the drug and alcohol influenced drivers. So slow down, be courteous, be sober and don't touch your phone while driving. Thank you

- The decriminalization of drug regardless of the amounts is dead (wrong) pun intended!
Using any type of drugs and alcohol while driving an automobile should be a felony

Input received from the PP&E conducted in addition to alarming impaired driving crash data for this region, and Deschutes County in particular, has led to selecting this project as a priority for funding.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Program	Federal Project Number	Project Title
Impaired Driving	ENF_AL-25-14-12-00	Sustained DUII Enforcement – Woodburn PD
Anticipated Award Amount	Funding Source*	
\$180,000	164	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
N/A
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u>
Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
N/A

<u>Eligible Use of Funds</u>
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Pgs. 199-200 164 – DUII Court Support, eligible use code: ENF

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

This project will fund police officer impaired driving enforcement activities, to include high visibility enforcement (HVE) and education efforts that facilitate compliance with Oregon's impaired driving laws. Woodburn Police Department has continued to see the numbers of DUII offenses increase in recent years, and especially since 2020. This project is intended to provide a heightened level of enforcement specific to impaired driving, particularly at times and locations most likely to experience increased DUII incidences in local communities and Woodburn Police would participate in law enforcement trainings and conferences on impaired driving topics. DUII related training and conferences which may include but not limited to ARIDE, DRE School, DUII Conference, SFST, and/or Intoxilyzer instructor course.

As the City has continued to grow, it has seen significant impacts on traffic flows throughout the city. The city is intersected by Interstate 5, Hwy 99E and Hwy 214. The Woodburn Outlet mall attracts significant number of visitors and customers along with several community events throughout the year, such as Fiesta Mexicana, the Woodburn Wooden Shoe Tulip Festival, Bauman Harvest Festival, and the Mt. Angel Oktoberfest, which all bring a significant amount of traffic to and through the city.

The Woodburn Police had published a two-year strategic plan in July 2023, which specifically lists a goal of expanding traffic safety with a creation of a dedicated DUII/impaired driving vehicle position and adding a department drug recognition expert (DRE).

This project will fund sustained DUII enforcement and training activities with the Woodburn Police Department in an effort to reduce impaired driving crashes that include serious and fatal injuries. The officer(s) assigned to sustained DUII enforcement will operate within the incorporated City of Woodburn and may conduct DUII enforcement within unincorporated areas Marion County adjacent to the City of Woodburn and/or other areas as part of high visibility enforcement (HVE) missions.

Officers assigned to sustained DUII enforcement activities will work towards receiving advanced impaired driving detection to include ARIDE at a minimum, in addition to applying for DRE school (if not already certified) during the life of the grant funding.

This project is intended to provide additional dedicated impaired driving enforcement to the community of Woodburn, which has experienced a significant number of DUII crashes despite existing dedicated enforcement resources.

Problem Identification: This project addresses the problem identification on pages 173-180 of the approved Oregon Triennial Highway Safety Plan.

In 2023, the City of Woodburn had one fatal daytime DUII crash and in March 2024, one fatal nighttime DUII crash within city limits. From 2020 through 2023, the Woodburn Police Department had a 35% increase in DUII arrests and a 35% increase in vehicle crashes.

During the COVID-19 pandemic in 2020, the Woodburn Police Department recorded 103 DUII arrests. As COVID restrictions eased in 2021, DUII arrests rose to 176, a 68% increase from the previous year.

In 2022, 106 DUII arrests were recorded, consistent with the 2020 DUII numbers, but reported vehicle crashes increased each year from 2020 through 2023. In 2020, 512 crashes were reported, in 2021, 609 crashes were reported (a 19% increase), in 2022, 645 crashes were reported (a 7% increase from 2021 and a 25% increase from 2020). In 2023, 690 crashes were reported (a 7% increase from 2022 and a total 35% increase from 2020). In 2023, the Woodburn Police Department recorded 140 DUII arrests which was approximately a 31% increase from 2022.

Locations / Affected Communities

Incorporated City of Woodburn.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Woodburn Police Department

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Pg. 195 approved Oregon 3HSP - High visibility enforcement – CTW 4 stars.

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

According to the Countermeasures That Work, the most effective strategy that is allowed by Oregon law is High Visibility Enforcement (HVE). State-level enforcement campaigns from seven States were found effective in reducing 11 to 20 percent of total alcohol related fatalities when enforcement and paid media were combined (National Academies of Sciences, Engineering, and Medicine, 2018). Researchers found that 58 percent of high visibility enforcement efforts related to alcohol-involved driving reduced the number of crashes and prohibited driving behaviors observed within the enforcement area. *Countermeasures that Work* Section 2.2 Deterrence: Enforcement / High-Visibility Saturation Patrols.

<u>Local Expenditure</u>	Yes ☒	No ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and %	\$180,000 – 100%.	

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct expenses for this project will include wages and benefits related to dedicated and sustained impaired driving patrols and administration of law enforcement grant activities. And include impaired driving related trainings, conferences (travel and registration expenses).

Match for this project will be derived from soft contributions in the form of local agencies' wages and benefits paid to officers conducting impaired driving enforcement activities.

High Visibility Enforcement (HVE) Yes ☒ No ☐

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Woodburn Police Department will have significant latitude in their deployment of focused impaired driving patrols. However, patrols are expected to be targeted toward days, times, and locations determined to be most likely to suffer increased incidences of impaired driving, as indicated by historical data and other information. Woodburn Police Department will be required to field DUII patrols during the Christmas/New Years and Labor Day holiday enforcement periods, and they will be complete pre- and post-event media releases to notify their communities of the extra patrols.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

High visibility enforcement is the most acute method available to deter, detect, and apprehend impaired driving offenders. Through targeted impaired driving patrols, this project will attempt to maintain or reduce the number of fatalities involving a driver or motorcycle operator with a BAC of .08 and above (C-5) and will contribute to the state performance target of reducing the number of fatalities and serious injuries.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

Between June 2022 and April 2023, ODOT TSO Regional Transportation Safety Coordinators hosted a total of 22 meetings attended by multidisciplinary partners to discuss impaired driving challenges in their local communities. The TSO Impaired Driving Program Manager attended these meetings in Hermiston, La Grande, Ontario, Burns, John Day, Klamath Falls, Bend, The Dalles, Beaverton, Oregon City, Portland, Hillsboro, Hood River, Roseburg, Coos Bay, Gold Beach, Medford, Grants Pass, Springfield, Salem, Astoria, and Albany to learn more about these communities' needs, and to offer funding support where appropriate.

A common theme among law enforcement representatives was that their staffing levels had suffered in the wake of the COVID-19 pandemic and the political fallout from critical incidents elsewhere in the country and their related protests. Many law enforcement agencies that previously had dedicated traffic safety officers had reduced or eliminated those positions to meet minimum staffing demands and to answer priority calls for service. Despite these reductions in traffic-focused positions, many agencies had still been forced to impose mandatory overtime on their officers, leaving them without appetite for voluntary overtime, like conducting high visibility enforcement patrols for traffic violations. Police leadership around the state expressed interest in continuing their participation in grant-funded HVE patrols in a straight-time capacity, which would give them the ability to be more flexible with those assignments, and to allow them to assign the most qualified officers to the activities.

The ODOT Traffic Safety Survey conducted in 2024, received 1,517 responses from Oregonians. While only 6% of respondents identified impaired driving as their number one priority on where to invest traffic safety dollars, 49% of respondents identified it as one of their top five areas to invest traffic safety dollars.

Seventy respondents called out impaired driving when asked about the number one factor that impacts how they feel about driving on Oregon roads. Relevant comments were:

- Impaired drivers keep driving, even after they've been convicted of numerous felonies. Punishments should be much stricter, to keep them from driving!
- Speeding drivers on drugs and alcohol.
- With all the intoxicated drivers, all roads should have dividing barriers.
- The people driving around me impaired. I frequently see people driving and smoking on tin foil at the same time.
- Impaired drivers, specifically cannabis use.
- Using any type of drugs and alcohol while driving an automobile should be a felony....not a warning or a small fine along with rehab is a waste of taxpayers' money.
- The amount of intoxicated drivers on Oregon Roads.
- I live in the SE Portland and have had drivers pass out at the stop sign by the house. Tweakers are driving on fent, and stealing cars, from good working class people, and the officials just shrug it off, like it's normal.
- Persons under any kind of influence.

- Honestly, all the breweries and drunk drivers worry me.

When asked how ODOT-TSO can best support safety education in their community 87 respondents called out the need for traffic enforcement, 32 respondents specifically mentioned that there needs to be more police, law enforcement, and/or funding of police and 26 respondents said that the laws need to be enforced. Some of the relevant comments were:

- Education begins with enforcement of the law. I think if people knew you were serious about enforcing the current laws on the books safety would take care of itself. If you ignore the law people are going to skirt it as much as possible.
- I do believe we are under-patrolled for DUI. I used to work in a bar and was very liberal in giving taxi info and keeping customers aware of their possible, impending predicament. It's a small town and driving-impaired is almost a cultural acceptance. We may not have Lyft/Uber, but we do have taxis, even 2 companies that will just charge extra to get you and your car home together by using 2 drivers. We need DUI checkpoints and more awareness and education. It takes only one drink to lose your good judgment! And I can serve you 2 or 3 and keep you "legal".
- We don't need "Education" we need enforcement!
- Enforce the traffic laws.
- More patrols and police presence.
- Enforcement grants.
- I think there needs to be more enforcement over education.
- I feel the majority of our safety issues in Oregon are due to lack of enforcement.
- Fund enforcement by allocating funds to police for extra patrols.

Relevant comments that called out impaired driving were:

- Continue to encourage education and consequences for driving impaired or distracted.
- Enforcement of distracted and impaired driving.
- Lock up impaired drivers, find a way to keep them out of motor vehicles.
- You see it every day, people driving and smoking pot!
- Continued financial support for targeted safety enforcement (speeding, DUII, pedestrian crossings).
- Make sure the drug users know that just because it's "legal" to use in Oregon, they still can't drive impaired.
- DUIIs are increasing. Maybe bars need to close earlier. It's a brewery town. Maybe we should limit bars and breweries.
- Keep the impaired drivers off our streets.
- Similarly, a target campaign might be useful to highlight dangers, risk and cost of DUI. It would be most effective if accompanied with an enforcement campaign.
- Our biggest problems stem from those who drive under the influence of narcotics/alcohol etc. educate them!

Woodburn Police Department submitted a request for funding to ODOT indicating their need for funding support and their interest in conducting the described activities.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Click or tap here to enter text.

Program	Federal Project Number	Project Title
Impaired Driving	ENF_AL-25-14-13-00	Sustained DUII Enforcement – Jackson County
Anticipated Award Amount	Funding Source*	
\$184,000	164	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Page 195 from the <u>NHTSA approved 3HSP</u> , 23 CFR 1300.23(b)(j) High Visibility Enforcement Eligible Use Code(s): ENF-AL, LET_AL, EDU_AL, ENF_DG, LET_DG, EDU_DG

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities Planned: This project will fund the hours necessary to conduct dedicated DUII enforcement and education activities. Additional DUII patrols will be focused on rural areas, such as around campgrounds and lakes where data indicates DUII activity is more likely to occur. The Sheriff's Office will provide public education and outreach to inform the community about the dangers of impaired driving and would host/participate in regional law enforcement trainings on impaired driving topics. Identified projects funds will also go towards vehicle O&M, training, and other program supplies.

Location: Incorporated and Unincorporated communities of Jackson County

Affected Communities: All communities within Jackson County and including motorists passing through and/or visiting.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Jackson County Sheriff's Office (Jackson County Law Enforcement Agency)

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

High visibility enforcement – Page 195

<u>Local Expenditure</u>	Yes ☒	No ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and %	\$184,000 and 100%	

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

<u>Special Cost Explanations</u>

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Match and Cost Sharing and Compensation – Fringe Benefits: County-funded salary, overtime, benefits, uniforms, and specialized equipment for DUII enforcement and education activities. Vehicle use/maintenance costs for DUII enforcement.

High Visibility Enforcement (HVE) Yes ☒ No ☐

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

JCSO will participate in planned and mandatory HVE Enforcement activities.

Increase hours of operation for dedicated DUII enforcement from 80 hours a week to 120.

Increase participation in state funded DUII enforcement programs by recruiting from within and coordinating with other local law enforcement agencies for enforcement during peak times such as holidays and/or commuter hours.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Number of traffic fatalities (FARS)

Number of serious injuries in traffic crashes - State Crash Data Files (SHSP)

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

Impaired Driving (Riding - .08 BAC or using drugs) Limited to motorcycles

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

The Jackson County Sheriff's Office approached our Statewide Impaired Driving Program Manager, Ryan Stone, after a regional meeting (Discussion about Impaired driving in Jackson County) at the Jackson County Sheriff's Office, in White City, OR, on May 15, 2023 to discuss the possibility of assistance to broaden their impaired driving focus and add additional sustain Impaired Driving enforcement.

Jamie Garlitz, from Jackson County Community Justice/DUI ADSS, emailed the R3 RTSC on 2/27/23 asking for Jackson County data relating to Impaired Driving, which was provided to her on 2/28/23 by Ryan Stone.

There were several JCSO staff members at the Multi-Disciplinary Task Force Conference in Bend, April 2024. They participated in the PPE Regional Breakout Sessions and asked questions about funding for things like: Ride-a-longs with other law enforcement agency members to provide real-time DUI enforcement to help train and support other agencies in Impaired Driving Enforcement; they asked about funding opportunities for Boating Under the Influence as that also affects the motor vehicle related impaired driving; they asked about funding for a logo for a Jackson County Multi-Disciplinary Task Force; they asked about assistance and the feasibility of incorporating mock DUI trials in schools. They are innovative thinkers and create training curriculum based on hours available at schools for DITEP training that they openly share with any other agency around the state to make it easier for them.

In March of 2023, Sgt. John Richmond, from JCSO reached out to Lt. Benson, OSP Central Point Area Command, for fatal crash data. Lt. Benson, deferred to ODOT, and the R3 RTSC provided the requested data to Jackson on March 8, 2023.

The Jackson County Sheriff's Office was the DUI Enforcement Agency of the Year (County) and have a dedicated traffic team, they coordinate the Victim Panel for the County, and have several DREs, are involved in ARIDE and SFST trainings, and have the DRE Regional Coordinator (Deputy Aaron Grissom). They are continually trying to more and to leverage their efforts with others.

On March 21, 2024, Tanya Phillips the Jackson County Public Health, Health Promotion Program Manager reached out to Jackson County Sheriff Nate Sickler and the R3 RTSC noting the increase in Jackson County Impaired Driving related fatalities. She was asking for a tri-agency collaboration on an educational social media campaign to raise awareness and education on the issue. Our most recent communication on this topic was April 11, 2024, where the Sheriff indicated "we are always interested in partnerships but we also do quite a bit of media and education on this as well".

In the TSO PPE survey (concluded June 2024) 24% of the 156 respondents ranked Impaired Driving as their number one priority. Twenty-five of the 156 were from Jackson County, and of those 25, 80 percent listed Impaired Driving and/or Police Traffic Services in their top 5 priority areas to invest funding.

At the Regional PPE event held in Grants Pass on May 16, 2024 that represent both Jackson and Josephine counties, the Every 15 Minute program was requested for in-school education;

assistance with law enforcement recruitment and retention was requested; enforcement was requested solely as a high priority, and within the category the highest priority was how to increase law enforcement presence, how to support law enforcement, recruitment and how to increase funding; mock crash scenarios and inter-agency crash scene management training.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Impaired Driving	M5HVE-25-12-00-00	Impaired Driving Enforcement – Oregon State Police
Anticipated Award Amount	Funding Source*	
\$420,000	405(d)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
N/A
<u>Program Management Costs</u> Yes ☐ No ☒
N/A
<u>Promised Projects</u>
Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)?
Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Page 195 of the Approved Oregon 3HSP – 405(d) - Mid Media/ID training/Enforcement Related expenses.

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities Planned

This project will fund Oregon State Police impaired driving enforcement and education activities that facilitate compliance with Oregon's impaired driving laws, including participation in the Labor Day and Christmas/New Year's National Enforcement Campaigns. This work will be conducted by individual troopers assigned to area commands and worksites throughout the state, and by the agency's dedicated High Visibility Enforcement Unit (HVEU). HVEU members will travel to areas where increased DUII activity is anticipated based on historical data and other factors. These operations will generally be related to fairs, festivals, rodeos, college sports matches, and other community events, and/or will be conducted during holiday periods and other dates known for increases in impaired driving behaviors. HVEU will supplement local resources and will make effort to build multi-agency saturation missions during its operational periods.

Travel and lodging expenses for HVEU will be funded by this project to allow HVEUs members to travel from their assigned offices throughout the state to areas of operation for DUII enforcement operations.

This project is intended to provide a heightened level of enforcement specific to impaired driving, particularly at times and locations most likely to experience increased DUII incidences in local communities. Moreover, the publicization of these enhanced patrols is intended to motivate a credible deterrent effect whereby motorists choose not to drive while impaired and make alternative safe ride decisions.

Problem Identification: This project addresses the problem identification on pages 174-180 of the approved Oregon 2024 – 2026 Highway Safety Plan.

Locations / Affected Communities

Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman

County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Oregon State Police

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Pg. 195 Approved Oregon 3HSP - High visibility enforcement – CTW 4 stars

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$0 | 0%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services

- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct expenses for this project will include personnel costs (straight time and overtime wages and benefits) related to enforcement activities necessary for the project's success. Travel expenses will be reimbursed on a per diem basis and will be limited to in-state travel necessary for the execution of the above-described enforcement activities.

Match for this project will be derived from soft contributions in the form of state-funded impaired driving activities conducted by the Oregon State Police.

High Visibility Enforcement (HVE) Yes ☒ No ☐

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

This project will include enforcement activities conducted by Oregon State Police Troopers assigned to the agency's High Visibility Enforcement Unit. This ad hoc team will generally conduct at least one operation per month which will concentrate troopers in a planned area of operation to address expected increases in impaired driving behavior. These operations will also include collaboration with City, County, and/or Tribal law enforcement agencies as opportunities for such collaboration arise.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Impaired driving enforcement activities will seek to affect the number of traffic fatalities related to drivers impaired by alcohol and/or drugs. Specifically, this project will attempt to maintain or reduce the number of fatalities involving a driver or motorcycle operator with a BAC of .08 and above (C-5) and will contribute to the state performance target of reducing the number of fatalities and serious injuries.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

Between June 2022 and April 2023, ODOT TSO Regional Transportation Safety Coordinators hosted a total of 22 meetings attended by multidisciplinary partners to discuss impaired driving challenges in their local communities. The TSO Impaired Driving Program Manager attended these meetings in Hermiston, La Grande, Ontario, Burns, John Day, Klamath Falls, Bend, The Dalles, Beaverton, Oregon City, Portland, Hillsboro, Hood River, Roseburg, Coos Bay, Gold Beach, Medford, Grants Pass, Springfield, Salem, Astoria, and Albany to learn more about these communities' needs, and to offer funding support where appropriate.

A common theme among law enforcement representatives was that their staffing levels had suffered in the wake of the COVID-19 pandemic and the political fallout from critical incidents elsewhere in the country and their related protests. Many law enforcement agencies that previously had dedicated traffic safety officers had reduced or eliminated those positions to meet minimum staffing demands and to answer priority calls for service. Despite these reductions in traffic-focused positions, many agencies had still been forced to impose mandatory overtime on their officers, leaving them without appetite for voluntary overtime, like conducting high visibility enforcement patrols for traffic violations. Police leadership around the state expressed interest in continuing their participation in grant-funded HVE patrols in a straight-time capacity, which would give them the ability to be more flexible with those assignments, and to allow them to assign the most qualified officers to the activities.

The Traffic Safety Office Survey conducted in 2024, received 1,517 responses Oregonians. While only 6% of respondents identified impaired driving as their number one priority on where to invest traffic safety dollars, 40% of respondents identified it as one of their top five areas to invest traffic safety dollars.

Seventy respondents called out impaired driving when asked about the number one factor that impacts how they feel about driving on Oregon roads. Relevant comments were:

- Impaired drivers keep driving, even after they've been convicted of numerous felonies. Punishments should be much stricter, to keep them from driving!
- Speeding drivers on drugs and alcohol.
- With all the intoxicated drivers, all roads should have dividing barriers.
- The people driving around me impaired. I frequently see people driving and smoking on tin foil at the same time.
- 'Impaired drivers, specifically cannabis use
- Using any type of drugs and alcohol while driving an automobile should be a felony....not a warning or a small fine along with rehab is a waste of taxpayers' money.
- The amount of intoxicated drivers on Oregon Roads
- I live in the SE Portland and have had drivers pass out at the stop sign by the house. Tweakers are driving on fent, and stealing cars, from good working class people, and the officials just shrug it off, like it's normal.
- Persons under any kind of influence.
- Honestly, all the breweries and drunk drivers worry me.

When asked how ODOT-TSO can best support safety education in their community 87 respondents called out the need for traffic enforcement, 32 respondents specifically mentioned that there needs to be more police, law enforcement and/or funding of police and 26 respondents said that the laws need to be enforced. Some of the relevant comments were:

- Education begins with enforcement of the law. I think if people knew you were serious about enforcing the current laws on the books safety would take care of itself. If you ignore the law people are going to shirt it as much as possible.
- I do believe we are under-patrolled for DUI. I used to work in a bar and was very liberal in giving taxi info and keeping customers aware of their possible, impending predicament. It's a small town and driving-impaired is almost a cultural acceptance. We may not have Lyft/Uber, but we do have taxis, even 2 companies that will just charge extra to get you and your car home together by using 2 drivers. We need DUI checkpoints and more awareness and education. It takes only one drink to lose your good judgment! And I can serve you 2 or 3 and keep you "legal".
- We don't need "Education" we need enforcement!
- Enforce the traffic laws.
- More patrols and police presence.
- Enforcement grants.
- I think there needs to be more enforcement over education.

- I feel the majority of our safety issues in Oregon are due to lack of enforcement.
- Fund enforcement by allocating funds to police for extra patrols.

Relevant comments that called out impaired driving were:

- Continue to encourage education and consequences for driving impaired or distracted.
- Enforcement of distracted and impaired driving.
- Lock up impaired drivers, find a way to keep them out of motor vehicles.
- You see it every day, people driving and smoking pot!
- Continued financial support for targeted safety enforcement (speeding, DUI, pedestrian crossings).
- Make sure the drug users know that just because it's "legal" to use in Oregon, they still can't drive impaired.
- DUIs are increasing. Maybe bars need to close earlier. It's a brewery town. Maybe we should limit bars and breweries.
- Keep the impaired drivers off our streets.
- Similarly, a target campaign might be useful to highlight dangers, risk and cost of DUI. It would be most effective if accompanied with an enforcement campaign.
- Our biggest problems stem from those who drive under the influence of narcotics/alcohol etc. educate them!

Agencies selected to participate in this project have submitted a letter of interest to Oregon Impact indicating their need for funding support and their interest in conducting the described enforcement activities.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

See the Impaired Driving Strategic Plan in the 405(d) section of the FY25 AGA

Program	Federal Project Number	Project Title
Impaired Driving	M5HVE-25-12-16-00	DRE Evaluations
Anticipated Award Amount	Funding Source*	
\$85,000	405(d)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
N/A
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
page 195 of the Approved Oregon 3HSP – 405(d) - Mid Media/ID training/Enforcement Related expenses.

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Planned Activities

This project will allow certified Drug Recognition Experts (DRE) from city, county, tribal, and state law enforcement agencies to assist drug-impaired driving investigations that occur during their scheduled time off. DREs will be available to be called out pursuant to their collective bargaining agreements and their agency's mutual aid protocols to respond to requests for them to perform Drug Influence Evaluations. The results of these evaluations will enhance the ability to successfully prosecute impaired drivers, especially those determined to be under the influence of substances other than alcohol. The project will also allow purchase of a license to use a third-party vendor to manage a tablet-based DRE reporting and records management system.

Problem Identification: This project addresses the problem identification on pages 174-180 of the approved Oregon 2024 – 2026 Highway Safety Plan.

Locations / Affected Communities

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

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Oregon State Police

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Pg. 195 Approved Oregon 3HSP - High visibility enforcement – CTW 4 stars

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

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$0 | 0%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification

- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct expenses for this project will include wages and benefits for certified DREs to respond to requests for drug influence evaluations or similar expert assessments in support of impaired driving investigations. They will also include purchase of an annual license for the program's electronic reporting and records management system.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

By enhancing the quality of impaired driving investigations through use of DREs, this project will attempt to maintain or reduce the number of fatalities involving a driver or motorcycle operator with a BAC of .08 and above (C-5) and will contribute to the state performance target of reducing the number of fatalities and serious injuries.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

Between June 2022 and April 2023, ODOT TSO Regional Transportation Safety Coordinators hosted a total of 22 meetings attended by multidisciplinary partners to discuss impaired driving challenges in their local communities. The TSO Impaired Driving Program Manager attended these meetings in Hermiston, La Grande, Ontario, Burns, John Day, Klamath Falls, Bend, The Dalles, Beaverton, Oregon City, Portland, Hillsboro, Hood River, Roseburg, Coos Bay, Gold Beach, Medford, Grants Pass, Springfield, Salem, Astoria, and Albany to learn more about these communities' needs, and to offer funding support where appropriate.

A common theme among law enforcement representatives was that their staffing levels had suffered in the wake of the COVID-19 pandemic and the political fallout from critical incidents elsewhere in the country and their related protests. Many law enforcement agencies that previously had dedicated traffic safety officers had reduced or eliminated those positions to meet minimum staffing demands and to answer priority calls for service. Despite these reductions in traffic-focused positions, many agencies had still been forced to impose mandatory overtime on their officers, leaving them without appetite for voluntary overtime, like conducting high visibility enforcement patrols for traffic violations. Police leadership around the state expressed interest in continuing their participation in grant-funded HVE patrols in a straight-time capacity, which would give them the ability to be more flexible with those assignments, and to allow them to assign the most qualified officers to the activities.

The Traffic Safety Office Survey conducted in 2024, received 1,517 responses Oregonians. While only 6% of respondents identified impaired driving as their number one priority on where to invest traffic safety dollars, 40% of respondents identified it as one of their top five areas to invest traffic safety dollars.

Seventy respondents called out impaired driving when asked about the number one factor that impacts how they feel about driving on Oregon roads. Relevant comments were:

- Impaired drivers keep driving, even after they've been convicted of numerous felonies. Punishments should be much stricter, to keep them from driving!

- Speeding drivers on drugs and alcohol.
- With all the intoxicated drivers, all roads should have dividing barriers.
- The people driving around me impaired. I frequently see people driving and smoking on tin foil at the same time.
- 'Impaired drivers, specifically cannabis use
- Using any type of drugs and alcohol while driving an automobile should be a felony....not a warning or a small fine along with rehab is a waste of taxpayers' money.
- The amount of intoxicated drivers on Oregon Roads
- I live in the SE Portland and have had drivers pass out at the stop sign by the house. Tweakers are driving on fent, and stealing cars, from good working class people, and the officials just shrug it off, like it's normal.
- Persons under any kind of influence.
- Honestly, all the breweries and drunk drivers worry me.

When asked how ODOT-TSO can best support safety education in their community 87 respondents called out the need for traffic enforcement, 32 respondents specifically mentioned that there needs to be more police, law enforcement and/or funding of police and 26 respondents said that the laws need to be enforced. Some of the relevant comments were:

- Education begins with enforcement of the law. I think if people knew you were serious about enforcing the current laws on the books safety would take care of itself. If you ignore the law people are going to shirt it as much as possible.
- I do believe we are under-patrolled for DUI. I used to work in a bar and was very liberal in giving taxi info and keeping customers aware of their possible, impending predicament. It's a small town and driving-impaired is almost a cultural acceptance. We may not have Lyft/Uber, but we do have taxis, even 2 companies that will just charge extra to get you and your car home together by using 2 drivers. We need DUI checkpoints and more awareness and education. It takes only one drink to lose your good judgment! And I can serve you 2 or 3 and keep you "legal".
- We don't need "Education" we need enforcement!
- Enforce the traffic laws.
- More patrols and police presence.
- Enforcement grants.
- I think there needs to be more enforcement over education.
- I feel the majority of our safety issues in Oregon are due to lack of enforcement.
- Fund enforcement by allocating funds to police for extra patrols.

Relevant comments that called out impaired driving were:

- Continue to encourage education and consequences for driving impaired or distracted.
- Enforcement of distracted and impaired driving.
- Lock up impaired drivers, find a way to keep them out of motor vehicles.
- You see it every day, people driving and smoking pot!
- Continued financial support for targeted safety enforcement (speeding, DUII, pedestrian crossings).

- Make sure the drug users know that just because it's "legal" to use in Oregon, they still can't drive impaired.
- DUIs are increasing. Maybe bars need to close earlier. It's a brewery town. Maybe we should limit bars and breweries.
- Keep the impaired drivers off our streets.
- Similarly, a target campaign might be useful to highlight dangers, risk and cost of DUI. It would be most effective if accompanied with an enforcement campaign.
- Our biggest problems stem from those who drive under the influence of narcotics/alcohol etc. educate them!

Agencies selected to participate in this project have submitted a letter of interest to Oregon Impact indicating their need for funding support and their interest in conducting the described enforcement activities.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

See the Impaired Driving Strategic Plan in the 405(d) section of the FY25 AGA

Program	Federal Project Number	Project Title
Impaired Driving	M5OT-25-12-13-00	DUII Multi-Disciplinary Training Conference
Anticipated Award Amount	Funding Source*	
\$275,000	405(d)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Pg. 182-187 23 CFR 1300.23(b)(j) Other impaired driving activities based on problem identification with advanced approval from NHTSA GTS Eligible Use Code: M5OT

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities: This project will fund a two-day training conference targeted toward law enforcement, prosecutors, judges, educators, prevention coordinators, treatment providers, advocates, and other partners involved in preventing impaired driving crashes in Oregon communities. The conference will allow for interdisciplinary networking and the sharing of ideas and information to facilitate the breakdown of “silos” where a given discipline holds all the knowledge on a particular area or concept related to impaired driving. Plenary sessions are discipline-focused breakouts which will provide information about contemporary substance use trends, best practices for prevention, enforcement, prosecution, treatment, and advocacy. There will also be a one-day conference for Drug Recognition Experts only, which will convey knowledge of contemporary drug-impaired driving trends and best practices for enforcement and prosecution. This project is intended to provide training and networking opportunities to impaired driving prevention partners from various disciplines to improve their collective effectiveness in prevention, investigating, and adjudicating instances of impaired driving. Expenses will include venue costs, speaker fees, informational displays, supplies/photocopies/postage, conference meals, digital conference materials (website, phone/tablet app), and hotel and conference registration costs for attendees.

Location: Salem, Bend

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

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

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

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Page 198 - Training

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % Click or tap here to enter text.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☒ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs

- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost Sharing and Matching: Match will be accrued in the form of attendee time for both the DRE Conference and the DUII Multi-Disciplinary Conference.

Program Income: Paid conference attendees and vendor fees.

Travel Costs: Costs will be incurred for lodging assistance and meals (during conferences) for conference attendees for both the DRE and DUII Multi-Disciplinary conferences as well as a daily resort fee.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Number of traffic fatalities (FARS)

Number of serious injuries in traffic crashes - State Crash Data Files (SHSP)

Fatalities/VMT (FARS)

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

Impaired Driving (Riding - .08 BAC or using drugs) Limited to motorcycles

Paid Media Yes ☐ No ☒
Instruction: Please provide information regarding paid media.
Click or tap here to enter text.

<u>Public Participation and Engagement (PP&E)</u>
Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.
Between June 2022 and April 2023, ODOT TSO Regional Transportation Safety Coordinators hosted a total of 22 meetings attended by multidisciplinary partners to discuss impaired driving challenges in their local communities. The TSO Impaired Driving Program Manager attended these meetings in Hermiston, La Grande, Ontario, Burns, John Day, Klamath Falls, Bend, The Dalles, Beaverton, Oregon City, Portland, Hillsboro, Hood River, Roseburg, Coos Bay, Gold Beach, Medford, Grants Pass, Springfield, Salem, Astoria, and Albany to learn more about these communities' needs, and to offer funding support where appropriate. During these meetings there were discussions and concerns around training: - Officers don't do DUII because of the lack of training. - Accessibility of training e.g. Wasco County has two officers who are interested in being DREs the issue is the training is not close by. - Wet lab trainings are valuable and there is a need for refresher wet lab training. - Participants asked about training on psilocybin and micro-dosing. - The need for in-person STFS training, for officers trained during COVID it has been three years with no in-person STFS training. - DITEP training is underused in Oregon. - Mentioned that there is a need for funds to pay officer OT to participate in ARIDE training. The Traffic Safety Office Survey conducted in 2024, received 1,517 responses Oregonians. While only 6% of respondents identified impaired driving as their number one priority on where to invest traffic safety dollars, 40% of respondents identified it as one of their top five areas to invest traffic safety dollars. Seventy respondents called out impaired driving when asked about the number one factor that impacts how they feel about driving on Oregon roads. Relevant comments were:

- Speeding drivers on drugs and alcohol.
- With all the intoxicated drivers, all roads should have dividing barriers.
- The people driving around me impaired. I frequently see people driving and smoking on tin foil at the same time.
- 'Impaired drivers, specifically cannabis use
- Using any type of drugs and alcohol while driving an automobile should be a felony not a warning or a small fine along with rehab is a waste of taxpayers' money.
- The amount of intoxicated drivers on Oregon Roads
- I live in the SE Portland and have had drivers pass out at the stop sign by the house. Tweakers are driving on fent, and stealing cars, from good working class people, and the officials just shrug it off, like it's normal.
- Persons under any kind of influence.
- Honestly, all the breweries and drunk drivers worry me.

When asked how ODOT-TSO can best support safety education Thirty-seven respondents mentioned impaired driving in their comments. Relevant comments were:

- Continue to encourage education and consequences for driving impaired or distracted.
- Enforcement of distracted and impaired driving.
- Lock up impaired drivers, find a way to keep them out of motor vehicles.
- Keep the impaired drivers off our streets.
- More Police officers going after impaired drivers, and bicyclists not obeying laws. Allow cops to pull over and support convicting impaired drivers.
- Encourage our political class to deal strongly with distracted and impaired drivers.
- Our biggest problems stem from those who drive under the influence of narcotics/alcohol etc. educate them!
- Driving while impaired on drugs even legal substances should be discouraged by consequences.
- Impaired drivers keep driving, even after they've been convicted of numerous felonies. Punishments should be much stricter, to keep them from driving!

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Click or tap here to enter text.

Program	Federal Project Number	Project Title
Impaired Driving	PM_AL-25-14-15-00	Region 5 Impaired Driving Education and Outreach
Anticipated Award Amount	Funding Source*	
\$25,000	164	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Page 197: Codes PM_AL, PM_DG, EDU_AL, EDU_DG

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of • activities planned, • location of project performance, and • affected communities, where applicable.
<u>Activities</u>: This project will focus on local, Region 5, media messaging for impaired driving prevention and education during identified times and associated behavior that lend to crashes (holidays, rodeos, music and beer fests, graduations, proms, sporting events; etc.). Funds will also be made available for community traffic safety programs and projects, outreach, program supplies, and services in addition to grassroots transportation safety education, outreach, and/or services through awards to local jurisdictions, traffic safety organizations, non-profits and law enforcement to address community-identified behaviors that have been contributing to the increase in impaired driving fatalities and serious injuries in Region 5. <u>Location</u>: Local jurisdictions and traffic safety organizations within Region 5. See ODOT Region Map and Table of Counties by Region. <u>Affected Communities</u>: All residents of Region 5, living in Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union, and Wallowa Counties.

<u>Participating Sub-Recipient(s)/Agencies</u>
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
State of Oregon – ODOT - Transportation Safety Office - Region

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Page 196. – Mass Media Campaigns.

Page 200. – Outreach and Education.

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$5,000 and 20%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs

- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost sharing and matching: Matching funds for this grant are intended to come from local media matching funds.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Funds identified for localized media campaigns will work to raise awareness, educate the public, and influence behavior change regarding impaired driving utilizing a combination of radio, digital, and social media.

Funds identified for grassroots efforts to local sub-recipients will support localized efforts to reduce impaired driving.

This project will help meet the state's safety performance targets of maintaining or reducing the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) and this project will help meet the state's safety performance targets of reducing the number of fatalities and serious injuries.

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

Identified funds will be spent on promoting impaired driving education and outreach in Region 5. Radio messages will utilize local, familiar voices. Facebook messaging on media partner's websites will support statewide messaging campaigns and efforts in coordination with local events and problem identification. Website banners and movie theatre advertising will also be utilized.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

The TSO conducted a statewide PP&E survey in 2024. In reviewing the results of the survey, 45% of respondents residing in Region 5 list impaired driving in their top five priority areas.

Relevant comments include:

- I employ flaggers/pilot car drivers/traffic control laborers & supervisors on Oregon highways. The traveling public passenger & semis (all traffic) tend to be on their cell phones and are distracted by drugs/alcohol.
- I do believe we are under-patrolled for DUI. I used to work in a bar and was very liberal in giving taxi info and keeping customers aware of their possible, impending predicament. It's a small town and driving-impaired is almost a cultural acceptance. We may not have lyft/uber, but we do have taxis, even 2 companies that will just charge extra to get you and your car home together by using 2 drivers. We need DUI checkpoints and more awareness and education. It takes only one drink to lose your good judgment! And I can serve you 2 or 3 and keep you "legal". There's an uncomfortable delta between those numbers that result in property damage, injury and death. I can't NOT serve any alcohol, and I've cut people off plenty, but that's just me.

Survey respondents were also asked how they best receive traffic safety educational information. Respondents who reside in Region 5 rated the following responses in their top two sources of information: community events (38%), Facebook (33%), radio (14%), and webpage (14%). The largest portion of funds will be used for localized media, utilizing each of the sources listed and supporting local agencies to boost their supplies for more engaging community events in addition to school programming and curriculum. One comment specifically relevant to the project, when asked "How can we best support traffic safety education in your community", responded with: "Traditional media - as local as possible, e.g.: 3 days a week newspaper, radio stations (Also OPB too! albeit, not local), and Elkhorn Media social media platform, and EO Alive TV."

In addition to the survey, there were a total of two in-person PP&E events held in Region 5. During those events, bicyclist and pedestrian safety was mentioned four times specifically but referenced more broadly in traffic safety messages needing to be increased to the public.

The in-person sessions also referenced the need for more media/outreach/education a total of five times specifically. Relevant comments that support the planned localized media include: “continue the radio ads that feature ODOT employees,” “utilize social media education on transportation safety,” and “continue efforts for social media ads.”

Finally, over the last three years, the Region 5 Traffic Safety Coordinator has received requests from several agencies, many of the LEAs, requesting educational supplies to support their impaired driving education efforts. These requests were not able to be fulfilled at the time, but they were noted and tracked.

Input received from the PP&E conducted in addition to crash data for this region has led to selecting this project as a priority for funding and the allocation of funds for localized media whenever possible. Also included, based on PP&E comments is an opportunity for local agencies to request funds to support impaired driving safety and education efforts to meet the past requests for supplies such as impairment goggles, trikes, etc.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Impaired Driving	PRT-25-12-00-00	Prosecuting the Drugged Driver
Anticipated Award Amount	Funding Source*	
\$100,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Oregon's approved 3HSP 2024-2026, pages 173-; countermeasures for Training, listed on page 197 and 199 of the 3HSP. GTS eligible use code: PRT

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Prosecutors must receive effective training on impaired driving to be successful in holding offenders accountable. Prosecution professionals must stay abreast of statutory and case law updates, and they must develop and maintain a working understanding of impaired driving topics, to include knowledge of alcohol and drug impairment. They also must be effective at eliciting the right information from witnesses to explain the prosecution's theory to judges and juries to overcome biases and secure convictions. There needs to be a cohesive working relationship/investigation with law enforcement. By holding joint trainings such as the Prosecuting the Drugged Driver, effective prosecution outcomes are increased. The Prosecuting the Drugged Driver (PTDD) training is planned for the Riverhouse on the Deschutes convention center in 2025. This is a central location for the state and is in region 4. Additionally, during Oregon District Attorney's Association's Summer Conference, DOJ hosts a "DUI Day" during the conference. The location for the conference has yet to be determined. This grant will support costs to cover that specific day of training.

Planned activities for the project include:

- Present the Prosecuting the Drugged Driver Course to prosecutors statewide by September 30, 2025.
- Present prosecutor and law enforcement attendees with reference and resource materials and encourage them to share this information with their colleagues.
- Increase prosecutor and law enforcement knowledge of impaired driving cases by 25% of attendees.
- Provide the opportunity for mock trials for both prosecutors and law enforcement to increase their trial/testimonial skills.

Affected Communities: Law enforcement and prosecutors from all around Oregon. Statewide counties include: Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Yamhill County, Wheeler County.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

The Oregon Department of Justice Criminal Division.

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Oregon 3HSP 2024-2026, p 186, 197

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

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

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % Click or tap here to enter text.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Costs will include travel, lodging; will also include venue, lodging, meals and other associated materials and expenses related to the trainings.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035. 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. Education campaigns are one of the only proven countermeasures for traffic safety. The project's goal is to keep prosecutors abreast of statutory and case law updates, develop and maintain a working understanding of impaired driving topics, to include knowledge of alcohol and drug impairment and increase effectiveness at eliciting the right information from witnesses to explain the prosecution's theory to judges and juries to overcome biases and secure convictions.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

At the PP&E events across regions 1-5, impaired driving is one of the top concerns. Although there is not much input from the community about prosecutor training specifically, citizens have expressed concerns related to the need for having stronger laws and enhanced penalties. The Oregon Department of Justice recognizes the need for continual training for both law enforcement and prosecutors. They consistently reach out to ODOT TSO looking for ways to partner on training opportunities such as the PTDD and Lethal Weapon (referenced in the SW Law Enforcement Training project). The PP&E event on May 1, 2024, in The Dalles, discussed the need for more cannabis impaired driving awareness, this is often an area where newer prosecutors lack training and education which makes these trainings so critical. They are better able to present their cases as well as educate the jury during a trial about the effects and impacts of cannabis impairment.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
N/A

Program	Federal Project Number	Project Title
Judicial Outreach	TC-25-24-00-00	Judicial Education Conference
Anticipated Award Amount	Funding Source*	
\$40,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Oregon 3HSP 2024-2026, pg. 204, GTS eligible use code: TC

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of activities planned,

- location of project performance, and
- affected communities, where applicable.

This project supports continuing specialized training in traffic safety for Oregon municipal, county, state and tribal judges as it relates to traffic safety. It meets Oregon Transportation Safety Action Plan strategy 1.1.1. to promote safe travel behavior through educational initiatives, focusing on how system user behavior can contribute to a safer transportation system for all road users.

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

Affected Communities: Community members served Oregon judges statewide in counties including Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Yamhill County, Wheeler County.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

ODOT-TSO, Government Agency

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Oregon 3HSP 2024-2026, pg. 205

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

Although CTW does not specifically mention judicial or prosecutor training, NHTSA does mention the value of peer-to-peer training, education, and outreach in the publication “Best

practices for implementing a state judicial outreach liaison program.” (Axel 2019). According to NHTSA (Highway Safety Program Guideline, March 2009), training and education are essential to support and maintain the delivery of traffic law-related services by the judicial branch of government. To be effective adjudicators, and serve the needs of the public, judges must receive regular education and training of the highest caliber. Judicial education and training should be promoted and, where appropriate, presented by the SHSO or other training entities with experienced faculties in the area of traffic safety, including law and procedure. Judicial education and training should be:

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

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

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and %

Click or tap here to enter text.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

☐

Cost sharing or matching

☒

Program income (deduction, addition or cost sharing/matching)

- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
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- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

To help offset costs of the conference, a registration fee is charged. Monies collected from these fees are paid directly to the venue towards food, lodging and other associated conference costs. A copy of the registration list is provided to show what funds were collected.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035. 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. Education campaigns are one of the only proven countermeasures for traffic safety. The project's goal is to provide judicial members with continuing education and keeping them abreast of statutory and case law updates, as well as developing and maintaining a working understanding of topics related to traffic safety.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

In April and May 2024, Oregon TSO held a series of workshops and open houses in communities throughout the state. These events were attended by multidisciplinary partners and community members discussing traffic safety issues. The judges have been in constant contact with ODOT TSO requesting ongoing training for judges. This is a critical area to make sure that the judicial branch receives adequate training related to traffic safety as well as stays informed regarding case law updates. Without the assistance of these grant funds, Oregon judges may not receive traffic specific training as it's not a requirement for their continuing education credits.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
N/A

Program	Federal Project Number	Project Title
Motorcycle Safety	M11MA-25-80-00-00	Motorcyclist Awareness
Anticipated Award Amount	Funding Source*	
\$55,174.12	405(f)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒	
Click or tap here to enter text.	
<u>Program Management Costs</u> Yes ☐ No ☒	
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).	
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☒ No ☐	
In Accordance with the requirements of 23 CFR 1300.41 (b)(3) there is one Promised Project for FFY2025. M11MA -25-80-00-00 obligates \$55,174.12 of 405(f) funds allocated in 2021.	

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Eligible Use of Funds: - 23 CFR 1300.25(m)(1)(iv) – 405f – Motorcycle Awareness

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities Planned: This project will fund contracted media design, education material revisions, social media advertising, and radio public service announcements, as well as TSO direct purchase, reproduction, and distribution of educational and outreach materials directly or through grants to state, county, local public government bodies or reimbursement to contracted entities to produce Motorist Awareness media material for distribution. This project will also fund the purchase and use of a utility trailer to be used to haul and display a crashed motorcycle at public events to promote motorcyclist awareness. Support/display supplies and transportation expenses for the trailer will also be funded by this grant. 23 CFR 1300.25(m), 23 CFR 1300.25(f). Equipment purchases will comply with all applicable CFR's, and in regards to Buy America requirements, efforts will be made to comply with this requirement but if we are unable to fully verify compliance with potential suppliers, ODOT will rely on the allowances provided by the "Waiver of Buy America Requirements for De Minimis Costs and Small Grants". *Federal Register/Vol. 88, No.157 / Wednesday, August 16, 2023 / Notices pages 55817-55821.*

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

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

Affected Communities:

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

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

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

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

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

Motorist Awareness of Motorcyclists – Communication and Outreach - 1 CTW star citation

According to the Countermeasures That Work although Motorist Awareness campaigns are widely used there are no evaluations of the effectiveness of campaigns to increase driver awareness of motorcyclists available. NHTSA driver education motorcycle videos. Eligible Use is described on page 228 of the Oregon Triennial Highway Safety Plan FFY 2024-2026

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % Click or tap here to enter text.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☒ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost sharing or match: ODOT-TSO may use state funded motorcycle rider safety-funded activities allowed for under the 405(f) eligible expenses as match.

Equipment: The purchase of a utility trailer and support supplies for motorist awareness promotion through the display of a crashed motorcycle.

Travel costs: Transportation expenses for the movement/placement of the trailer at public events and to storage facilities.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

This project has the potential to assist the State in meeting Performance Measure C-7 - maintain or reduce motorcyclist fatalities.

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

This project will fund contracted media design, education material revisions, social media advertising, and radio public service announcements, as well as TSO direct purchase, reproduction, and distribution of educational and outreach materials directly or through grants to local public government bodies or reimbursement to contracted entities to produce Motorist Awareness media material for distribution.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

At various PP&E events participants discussed concerns with motorcycle riders and the promotion of a sustained messaging campaign to establish, maintain, or increase motorist awareness of riders is supported.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Data Table Source: 2022 Final Crash Data, ODOT CAR Unit

2022 Multiple Vehicle Fatal Crashes Involving Motorcycles, with Count of Motorcyclists Killed

County	Rider/Passenger Fatalities
Multnomah	13
Clackamas	11
Jackson	5
Lane	5
Marion	5
Washington	4
Deschutes	2
Josephine	2
Klamath	2
Linn	2
Tillamook	2
Yamhill	2
Benton	1
Curry	1
Douglas	1
Hood River	1
Jefferson	1
Lincoln	1
Wasco	1

Program	Federal Project Number	Project Title
Motorcycle Safety	M11MT-25-80-00-00	Training and Education for Motorcycle Safety / Motorcycle Helmet Use Promotion Program through training
Anticipated Award Amount	Funding Source*	
\$65,662.97	405(f)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒	
Click or tap here to enter text.	
<u>Program Management Costs</u> Yes ☒ No ☐	
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).	
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒	
Click or tap here to enter text.	

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Eligible Use of Funds: - 23 CFR 1300.25(m)(1)(i)- (iii)

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities Planned: This project will fund Oregon Department of Transportation – Transportation Safety Office to provide reimbursement for motorcycle training and education activities and support equipment purchases throughout the state of Oregon. This project will fund:

(i) Improvements to motorcyclist safety training curricula;

(ii) Improvements in program delivery of motorcycle training to both urban and rural areas, including—

(A) Procurement or repair of practice motorcycles;

(B) Instructional materials;

(C) Mobile training units; and

(D) Leasing or purchasing facilities for closed-course motorcycle skill training;

(iii) Measures designed to increase the recruitment or retention of motorcyclist safety training instructors

This project will fund the measures (provide training, cover travel related costs to attend training (lodging, meals, mileage), wages and benefits for instructors and students of training course, material/curriculum development and printing/distribution costs) designed to increase the recruitment or retention of motorcyclist safety training instructors. 23 CFR 1300.25(m)

This project will fund activities and equipment purchases that support those activities which support the delivery of grant funded and/or per- student reimbursement training/rider licensure testing for Motorcycle Safety and the promotion of the use of DOT- compliant helmets (through the training program). 23 CFR 1300.25(m) 23 CFR 1300.25(m), 23 CFR 1300.25(f). Equipment purchases will comply with all applicable CFR's, and in regards to Buy America requirements, efforts will be made to comply with this requirement but if we are unable to fully verify compliance with potential suppliers, ODOT will rely on the allowances provided by the

“Waiver of Buy America Requirements for De Minimis Costs and Small Grants”. *Federal Register/Vol. 88, No.157 / Wednesday, August 16, 2023 / Notices pages 55817-55821.*

Location: All Counties in which mandatory training will be conducted. See attachment titled “2023 MC Registration By County and Projected Training for 2025”. Training will be provided at a minimum in the following County locations: Multnomah, Washington, Lane, Deschutes, Marion, Jackson, Linn, Josephine, Douglas, Yamhill, Coos, Umatilla, Klamath, Clatsop, Tillamook, Union, Baker, Malheur, and Sherman.

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

Affected Communities:

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

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

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

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Countermeasures and Justification 1300.11(b)(4)(ii) 1300.12(b)(2)(viii) Training and Education for Motorcycle Safety

Motorcycle Rider Licensing –

Motorcycle Helmet Use Promotion Programs - Universal Motorcycle Helmet Use Laws6 –

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

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % N/A

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☒ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☒ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification

- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☒ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost sharing or match: ODOT-TSO may use state motorcycle rider safety-funded activities allowed for under the 405(f) eligible expenses as match.

Equipment: The purchase of training motorcycles/bikes, motorcycle support platforms (Skidbike), support vehicles, education and curriculum materials, support supplies.

Participant Support Costs: Costs associated with Instructor/Coach recruiting/development/retention.

Travel costs: Costs associated with travel for training/recruiting/development/retention.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

This project has the potential to assist the State in meeting Performance Measure C-7 - maintain or reduce motorcyclist fatalities.

This project has the potential to assist the State in meeting Performance Measure C-8 - Maintain or reduce un-helmeted motorcyclist fatalities.

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

This project may fund contracted media design, education material revisions, social media advertising, and radio public service announcements, as well as TSO direct purchase, reproduction, and distribution of educational and outreach materials directly or through grants to local public government bodies or reimbursement to contracted entities to produce Instructor/Coach recruitment media material for distribution.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

At various PP&E events participants discussed concerns with motorcycle riders and the need for more education and enforcement about the compliance with the traffic laws of Oregon, as well as basic safe riding techniques and tactics.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Please see attached document "2023 MC Registration By County and Projected Training for 2025" and Data Table Source: 2023 Vehicle Registrations – ODOT DMV Publications. Located in the 405(f) section of the FY25 AGA.

Program	Federal Project Number	Project Title
Occupant Protection	CR 25-45-11-00	Access to Car Seats for Low Income Families on a Sliding Scale
Anticipated Award Amount	Funding Source*	
\$15,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

<u>Eligible Use of Funds</u>
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Pg. 107 Approved Oregon 3HSP - <u>23 USC 402: Highway safety programs</u> : 402 Funds: OP; 23 CFR 1300.13(b) Discretionary Highway Safety - - Inspection Stations – CTW 3-star citation.

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities: This project will provide car seats to local fitting stations to provide car seats to low-income families on a sliding scale. The grant will only purchase car seats.

Problem Identification: This project addresses the problem identified on pgs. 246-247 and 253.

Location: Region 1 – Clackamas, Hood River, Multnomah and Washington Counties.

Affected Communities: Low income families that live in Region 1 in Clackamas, Hood River, Multnomah and Washington counties.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Portland Police Bureau (PPB) is the lead agency, the following agencies may distribute car seats under PPB's supervision: OHSU – Doernbecher Children's Hospital (DCH) -Tom Sargent Safety Center, OHSU – DCH Hillsboro, American Medical Response, and NATIVE CARS.

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

This project falls under the countermeasure for CPS inspection stations, which has a three-star citation and is mentioned on pg. 253 of the Approved Oregon 3HSP.

<u>Local Expenditure</u>	Yes ☒	No ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and %	\$15,000 – 100%	

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☒ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct costs for this project include car seats (excepting rear-facing car seats).

Match will be provided by staff time working with families to provide instruction and showing them how to properly install the seats. All generated program income will be re-invested back into the program budget to purchase additional seats or eligible program supplies and may be counted as match after being spent. All records of co-pays collected and funds spent will be documented for review by project director prior to claim reimbursement.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

In Region 1, 96 percent of child seats are installed incorrectly. Providing age appropriate car seats for low income families along with education and hand on training for caregivers to not only low-income families, but all families, helps ensure that these seats are installed correctly to provide children maximum protection during a crash, which will help meet the state's safety performance targets of reducing the number of fatalities and serious injuries.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

At the March 5, PP&E event Occupant Protection ranked twelfth in top traffic safety concerns identified by attendees at 3%, in addition, it ranked fourteenth as a concern for the organizations that attendees represented 2%. When asked to look at their top five traffic safety concerns and whether or not their organization would benefit and have the capacity to use grant funds in any of the mentioned areas only one organization mentioned they would be interested in funding for projects addressing occupant protection; however, when asked if they were interested in having someone trained as a CPS Tech, 48% of respondents representing 12 organizations responded yes.

The Traffic Safety Office Survey conducted in 2024, received 673 responses from Region 1 citizens. While no respondents identified Occupant Protection/CPS as their number one priority, and only 4% of respondents identified it as one of their top five areas to invest traffic safety dollars, Region 1 has a very active Child Passenger Safety Group which meets monthly to coordinate events and share information. The Region 1 Transportation Safety Coordinator participates in this group and receives regular feedback. Participation in this group led to the development of this project as participants often shared stories of how a family could not afford the \$30,000 co-pay, or families asked to do payments or came in with bags filled with change.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Occupant Protection	CR 25-45-11-01	Region 1 CPS Fitting Stations
Anticipated Award Amount	Funding Source*	
\$16,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

<u>Eligible Use of Funds</u>
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
405 B High – pg. 253 Approved Oregon 3HSP - Inspection Stations – CTW 3-star citation.

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities: This project will fund mini grants to local fitting stations to cover costs for purchase of equipment, supplies, child car seats and boosters for low-income families, and training expenses for technician and instructor candidates (certification fee and/or necessary lodging and per diem expenses).

Problem Identification: This project addresses the problem identified on pgs. 246-247 and 253.

Location: Region 1 – Clackamas, Hood River, Multnomah and Washington Counties.

Affected Communities: Low income families that live in Region 1 in Clackamas, Hood River, Multnomah and Washington counties.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

OHSU – Doernbecher Children’s Hospital (DCH) -Project # CR-25-45-11-02 @ \$5,000; OHSU – DCH Hillsboro, Project # CR-25-45-11-03, @ \$5,000; American Medical Response, Project # CR-25-45-11-05, @ \$3,000; Gladstone Police Department, Project # CR-25-45-11-04, @ 3,000.

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

This project falls under the countermeasure for CPS inspection stations, which has a three-star citation and is mentioned on pg. 253 of the approved Oregon 3HSP.

<u>Local Expenditure</u>	Yes ☒	No ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and %	\$3,000 – 19%	

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☒ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct costs for this project include car seats (excepting rear-facing car seats) equipment for car seat installation such as foam pool noodles and locking clips. Equipment for car seat technician training such as huggable image dolls and LATCH manuals. In addition, direct cost may include CPS technician training fees. All generated program income will be re-invested back into the program budget to purchase additional seats or eligible program supplies and may be counted as match after being spent. All records of co-pays collected and funds spent will be documented for review by project director prior to claim reimbursement.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

In Region 1, 96 percent of child seats are installed incorrectly, providing age appropriate car seats for low income families along with education and hand on training for caregivers to not only low-income families, but all families, helps ensure that these seats are installed correctly to provide children maximum protection during a crash, which will help meet the state's safety performance targets of reducing the number of fatalities and serious injuries.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

At the March 5, PP&E event Occupant Protection ranked twelfth in top traffic safety concerns identified by attendees at 3%, in addition, it ranked fourteenth as a concern for the organizations that attendees represented 2%. When asked to look at their top five traffic safety concerns and whether or not their organization would benefit and have the capacity to use grant funds in any of the mentioned areas only one organization mentioned they would be interested in funding for projects addressing occupant protection; however, when asked if they were interested in having someone trained as a CPS Tech, 48% of respondents representing 12 organizations responded yes.

The Traffic Safety Office Survey conducted in 2024, received 673 responses from Region 1 citizens. While no respondents identified Occupant Protection/CPS as their number one priority, and only 4% of respondents identified it as one of their top five areas to invest traffic safety dollars, Region 1 has a very active Child Passenger Safety Group which meets monthly to coordinate events and share information, the Region 1 Transportation Safety Coordinator participates in this group and receives regular feedback. Participation in this group led to the development of a child passenger safety flyer and translation of that flyer into 11 languages. In addition, it was this group who identified the need for sliding scale car seats.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Occupant Protection	CR-25-45-12-00	Child Passenger Safety (CPS) Support, Region 2
Anticipated Award Amount	Funding Source*	
\$15,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Page 253: 402 Community CPS Services; <u>23CFR Chapter III, Part 1300.21(g)(1)</u> 402 Funds: CR

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities: Using the funding from the statewide Occupant Protection program, the Region 2 Transportation Safety Coordinator will manage and award mini-grants to local agencies and non-profits within their regions to fund local fitting stations, cover costs for the purchase of equipment and supplies, child car seats and boosters for low income families, and to reimburse training expenses for technician and instructor candidates (certification fee and/or necessary lodging and per diem expenses.)

Location: Local jurisdictions and traffic safety organizations within Region 2. See ODOT Region Map and Table of Counties by Region.

Affected Communities: All residents of Region 2, living in Clatsop, Columbia, Benton, Lane, Lincoln, Linn, Marion, Polk, Tillamook, Yamhill, the western half of Washington, and a section of Clackamas, Jefferson, Deschutes, and Klamath counties.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

State of Oregon – ODOT - Transportation Safety Office - Region 2.

Mini grants (sub-awards) will be provided to Marion-Polk Early Learning Hub (non-profit) and the Albany Firefighters Community Assistance Fund (AFFCAF) (non-profit).

The listed recipients have been identified as of date of submission. The state intends to identify further recipients and as they are identified, amendments will be submitted.

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Page 253 from the approved Oregon 3HSP.

Inspection Stations – CTW 3-star citation

Communications and Outreach – CTW 3-star citation

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$15,000 and 100%. Meeting notes capturing problem/need for Local Expenditure Requirement were included in the Mid-Valley Car Seat Safety Coalition as part of ongoing planning processes in a meeting on April 2, 2024 by City of Keizer Fire Department (local political subdivision).

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☒ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification

- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost sharing and matching/Program income: Child Passenger Safety programs will be awarded to community groups or local political subdivisions through a mini-grant. Direct costs for this project include child car seats (except rear-facing car seats), supplies for car seat installation (i.e., foam pool noodles and locking clips), and supplies for car seat technician training (i.e., Huggable Image training dolls and LATCH manuals). In addition, direct cost may include CPS new technician training fees. Co-pays will be collected from car seat distribution to low-income qualifying families. All generated program income will be re-invested back into the program budget to purchase additional seats or eligible program supplies and may be counted as match after being spent. All records of co-pays collected and funds spent will be documented for review by project director prior to claim reimbursement.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

The countermeasure strategies of inspection stations, communications and outreach and high-visibility enforcement was informed by Highway Safety Program Guideline number 20 - specifically program management, legislation, regulation and policy, enforcement, communication, occupant protection for children, outreach, diverse populations, health and medical communities and data and program evaluation.

Year-round public education is necessary to inform and educate motor vehicle drivers and passengers regarding Oregon laws, proper use of restraint systems, consequences of non- or improper use and availability of resources to assist them. Creation of locally based programs provide access to this education through access to certified car seat technicians by appointment or at child restrain inspection stations.

Child restraint inspection stations address three problems;

- improper use of child restraint system
- premature graduation of children to adult belt systems
- affordability of child restraint systems.

Caregivers may have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children and this factor contributes to non-use of seats, or the reuse of second-hand seats which may be unsafe for multiple reasons. Affordable resources within the communities where the need exists helps increase the rate of child safety seat use and reduce installation errors. This combined with education about the increased safety rates of proper restraint use contributes to meeting safety and performance targets from the SHSO's Occupant Protection program by reducing the number of vehicle occupants involved in fatal or injury crashes. Research has overwhelmingly shown that correctly using appropriate child restraints or seat belts is the single most effective way to save lives and reduce injuries in crashes.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

In the PP&E online survey that closed June 15, 2024, "Occupant Protection/Seat Belts/Child Car Seats" ranked twelfth in top traffic safety concerns identified by contributors in where ODOT should invest traffic safety dollars in Region 2 at 2%. When asked what groups could benefit most from traffic safety education, children, foster children, and parents/families were common responses.

Region 2 has several active child passenger safety coalitions which meet regularly to coordinate events and share information. The Region 2 Transportation Safety Coordinator participates in these groups and receives regular feedback.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Program	Federal Project Number	Project Title
Occupant Protection	B1CPS_US-25-45-13-00	Child Passenger Safety (CPS) Support, Region 3
Anticipated Award Amount	Funding Source*	
\$15,000	405(b)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Page 254-255: 405(b) Community CPS Services; – 23CFR Chapter III, Part 1300.21(g)(1) 405(b) Funds, GTS eligible use code: B1CPS_US

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities: Using the funding from the statewide Occupant Protection program, the Region 3 Transportation Safety Coordinator will manage and award mini-grants to local agencies and non-profits within their regions to fund local fitting stations, cover costs for the purchase of equipment and supplies, child car seats and boosters for low income families, and to reimburse training expenses for technician and instructor candidates (certification fee and/or necessary lodging and per diem expenses.)

Location: All Region 3 Counties including Coos, Curry, Douglas, Jackson and Josephine Counties

Affected Communities: All residents of Region 3, living in Coos, Curry, Douglas, Jackson and Josephine Counties

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

ODOT, OSP, South Coast Head Start, Ko-Kwel Wellness Center, North Bend PD, Bay Area Hospital, Aviva Health, Coquille Indian Tribe, DCSO, Cow Creek Public Health, Oregon Child Welfare, ODHS Child Welfare, Rogue River Fire, Jackson County Fire Districts #3, Grants Pass Fire and Rescue, UCAN Roseburg, Central Point PD, Roseburg PD, Coos Bay PD, Brookings PD, Brookings Fire and Rescue, Sutter Coast Hospital and Williams FD

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Page 232 from HSP

Inspection Stations – CTW 3-star citation

Communications and Outreach – CTW 3-star citation

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % Click or tap here to enter text.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☐ Cost sharing or matching
- ☒ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Child Passenger Safety programs will be awarded to community groups or local political subdivisions through a mini-grant with this funding. Co-pays will be collected from car seat distribution to low-income qualifying families. All generated program income will be re-invested back into the program budget to purchase additional seats or eligible program supplies. All records of co-pays collected, and funds spent will be documented for review by project director prior to claim reimbursement.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

The countermeasure strategies of inspection stations, communications and outreach and high-visibility enforcement was informed by Highway Safety Program Guideline number 20 - specifically program management, legislation, regulation and policy, enforcement, communication, occupant protection for children, outreach, diverse populations, health and medical communities and data and program evaluation.

Year-round public education is necessary to inform and educate motor vehicle drivers and passengers regarding Oregon laws, proper use of restraint systems, consequences of non- or improper use and availability of resources to assist them. Creation of locally based programs provide access to this education through access to certified car seat technicians by appointment or at child restraint inspection stations.

Child restraint inspection stations address three problems;

- improper use of child restraint system
- premature graduation of children to adult belt systems
- affordability of child restraint systems.

Caregivers may have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children and this factor contributes to

non-use of seats, or the reuse of second-hand seats which may be unsafe for multiple reasons. Affordable resources within the communities where the need exists helps increase the rate of child safety seat use and reduce installation errors. This combined with education about the increased safety rates of proper restraint use contributes to meeting safety and performance targets from the SHSO's Occupant Protection program by maintaining or reducing the number of fatalities, the number of unrestrained passenger vehicle occupant fatalities in all seating positions and increasing the statewide observed seatbelt use among front seat out-board occupants in passenger vehicles. Research has overwhelmingly shown that correctly using appropriate child restraints or seat belts is the single most effective way to save lives and reduce injuries in crashes.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

There were three in person PPE events in Region 3 (occurring May 14-16, 2024 in Roseburg, North Bend, and Grants Pass). Occupant Protection/Child Passenger Safety was mentioned approx. four times, and 3 CPS Techs were present.

Of the 156 Region 3 responses to the Traffic Safety Office Survey conducted in 2024, no respondents identified Occupant Protection/CPS as their number one priority, but six percent of respondents identified it as one of their top five priority areas and seven respondents indicated in the top five areas to invest traffic safety dollars.

Region 3 has 51 certified child passenger safety technicians with representation from a variety of agency partners. Their continued participation is an excellent example of their dedication to child passenger safety and the education of citizens in Region 3.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Occupant Protection	B1CPS_US-25-45-14-00	Child Passenger Safety (CPS) Support, Region 4
Anticipated Award Amount	Funding Source*	
\$15,000	405(b)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Pg. 255. Code: B1CPS_US

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of • activities planned, • location of project performance, and • affected communities, where applicable.

Activities: Using the funding from the statewide Occupant Protection program, the Region 4 Transportation Safety Coordinator will manage and award projects to local agencies and non-profits within their regions to fund local fitting stations, cover costs for the purchase of equipment and supplies, child car seats and boosters for low income families, and to reimburse training expenses for technician and instructor candidates (certification fee and/or necessary lodging and per diem expenses.)

Location: All Region 4 Counties including Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler Counties

Affected Communities: All residents of Region 4, living in Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler Counties

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

State of Oregon – ODOT - Transportation Safety Office - Region 4; Safe Kids Columbia Gorge (non-profit), Lake District Hospital District/Public Health, Jefferson County Public Health

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Page 253. - Child Restraint Inspection Stations

Page 254. - Communication Campaign for Occupant Protection

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % [Click or tap here to enter text.](#)

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ [Cost sharing or matching](#)
- ☒ [Program income](#) (deduction, addition or cost sharing/matching)
- ☐ [Real property](#)
- ☐ [Equipment](#)
- ☐ [Fix amount subawards](#)
- ☐ [Direct costs, specifically paragraph \(c\)](#)
- ☐ [Compensation – personal services](#)
- ☐ [Compensation – fringe benefits](#)
- ☐ [Entertainment costs](#)
- ☐ [Equipment and other capital expenditures](#)
- ☐ [Exchange rates](#)
- ☐ [Fines, penalties, damages and other settlements](#)
- ☐ [Fund raising and investment management costs](#)
- ☐ [Goods or services for personal use](#)
- ☐ [Insurance and indemnification](#)
- ☐ [Memberships, subscriptions, and professional activity costs](#)
- ☐ [Organization costs](#)
- ☐ [Participant support costs](#)
- ☐ [Pre-award costs](#)
- ☐ [Rearrangement and reconversion costs](#)
- ☐ [Selling and marketing costs](#)
- ☐ [Taxes \(including Value Added Tax\)](#)
- ☐ [Travel costs](#)

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Program Income: Child Passenger Safety programs will be awarded to community groups or local political subdivisions. Co-pays will be collected from car seat distribution to low-income qualifying families. All generated program income will be re-invested back into the program budget to purchase additional seats or eligible program supplies and will be counted as match once spent. All records of co-pays collected, and funds spent will be documented for review by project director prior to claim reimbursement.

Cost sharing and matching: Matching funds for this grant are intended to come from travel costs that include meal per diem, mileage and employee time/wages; expenses for community events that are covered by partner agencies including but not limited to venue expenses, meals, and speaker fees; local match identified by grantee agencies to be determined.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

The countermeasure strategies of inspection stations, communications and outreach and high-visibility enforcement was informed by Highway Safety Program Guideline number 20 - specifically program management, legislation, regulation and policy, enforcement, communication, occupant protection for children, outreach, diverse populations, health and medical communities and data and program evaluation.

Year-round public education is necessary to inform and educate motor vehicle drivers and passengers regarding Oregon laws, proper use of restraint systems, consequences of non- or improper use and availability of resources to assist them. Creation of locally based programs provide access to this education through access to certified car seat technicians by appointment or at child restraint inspection stations.

Child restraint inspection stations address three problems;

- improper use of child restraint system
- premature graduation of children to adult belt systems
- affordability of child restraint systems.

Caregivers may have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children and this factor contributes to non-use of seats, or the reuse of second-hand seats which may be unsafe for multiple reasons. Affordable resources within the communities where the need exists helps increase the rate of child safety seat use and reduce installation errors. This combined with education about the increased safety rates of proper restraint use contributes to meeting safety and performance targets from the SHSO's Occupant Protection program by reducing the number of vehicle occupants involved in fatal or injury crashes. Research has overwhelmingly shown that correctly using appropriate child restraints or seat belts is the single most effective way to save lives and reduce injuries in crashes.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Public Participation and Engagement (PP&E)
Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.
Of the 141 Region 4 responses to the Traffic Safety Office Survey conducted in 2024, no respondents identified Occupant Protection/CPS as their number one priority, but eight percent of respondents identified it as one of their top five priority areas in which to invest traffic safety dollars. Responses to the question, Region 4 has 35 certified child passenger safety technicians with representation from a variety of agency partners. Their continued participation is an excellent example of their dedication to child passenger safety and the prioritization of education for families in Region 4. Within the last 6 months of the FFY24 6 different requests for grants to support CPS programs have come in to the RTSC for Region 4. The recognition of need for education and consistent and easily accessible resources has become sharper post pandemic. Agencies are starting to realize that there is a gap in services for car seat installation and education and are encouraging their employees to become certified technicians.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Program	Federal Project Number	Project Title
Occupant Protection	B1CPS_US-25-45-13-00	Child Passenger Safety (CPS) Support, Region 3
Anticipated Award Amount	Funding Source*	
\$15,000	405(b)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Page 255: 405(b) Community CPS Services; 23CFR Chapter III, Part 1300.21(g)(1) 405(b) Funds, GTS eligible use code: B1CPS_US

<u>Planned Activity Description</u> (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities: Using the funding from the statewide Occupant Protection program, the Region 3 Transportation Safety Coordinator will manage and award projects to local agencies and non-profits within their regions to fund local fitting stations, cover costs for the purchase of equipment and supplies, child car seats and boosters for low income families, and to reimburse training expenses for technician and instructor candidates (certification fee and/or necessary lodging and per diem expenses.)

Location: All Region 3 Counties including Coos, Curry, Douglas, Jackson and Josephine Counties

Affected Communities: All residents of Region 3, living in Coos, Curry, Douglas, Jackson and Josephine Counties

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

State of Oregon – ODOT - Transportation Safety Office - Region 3

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Page 253. - Child Restraint Inspection Stations

Page 254. - Communication Campaign for Occupant Protection

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % Click or tap here to enter text.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☒ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Program Income: Child Passenger Safety programs will be awarded to community groups or local political subdivisions. Co-pays will be collected from car seat distribution to low-income qualifying families. All generated program income will be re-invested back into the program budget to purchase additional seats or eligible program supplies and will be counted as match

once spent. All records of co-pays collected, and funds spent will be documented for review by project director prior to claim reimbursement.

Cost sharing and matching: Matching funds for this grant are intended to come from travel costs that include meal per diem, mileage and employee time/wages; expenses for community events that are covered by partner agencies including but not limited to venue expenses, meals, and speaker fees; local match identified by grantee agencies to be determined.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

The countermeasure strategies of inspection stations, communications and outreach and high-visibility enforcement was informed by Highway Safety Program Guideline number 20 - specifically program management, legislation, regulation and policy, enforcement, communication, occupant protection for children, outreach, diverse populations, health and medical communities and data and program evaluation.

Year-round public education is necessary to inform and educate motor vehicle drivers and passengers regarding Oregon laws, proper use of restraint systems, consequences of non- or improper use and availability of resources to assist them. Creation of locally based programs provide access to this education through access to certified car seat technicians by appointment or at child restraint inspection stations.

Child restraint inspection stations address three problems;

- improper use of child restraint system
- premature graduation of children to adult belt systems
- affordability of child restraint systems.

Caregivers may have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children and this factor contributes to non-use of seats, or the reuse of second-hand seats which may be unsafe for multiple reasons. Affordable resources within the communities where the need exists helps increase the rate of child safety seat use and reduce installation errors. This combined with education about the increased safety rates of proper restraint use contributes to meeting safety and performance targets from the SHSO's Occupant Protection program by maintaining or

reducing the number of fatalities, the number of unrestrained passenger vehicle occupant fatalities in all seating positions and increasing the statewide observed seatbelt use among front seat out-board occupants in passenger vehicles. Research has overwhelmingly shown that correctly using appropriate child restraints or seat belts is the single most effective way to save lives and reduce injuries in crashes.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

There were three in person PPE events in Region 3 (occurring May 14-16, 2024 in Roseburg, North Bend, and Grants Pass). Occupant Protection/Child Passenger Safety was mentioned approx. four times and 3 CPS Techs were present.

Of the 156 Region 3 responses to the Traffic Safety Office Survey conducted in 2024, no respondents identified Occupant Protection/CPS as their number one priority, but six percent of respondents identified it as one of their top five priority areas and seven respondents indicated in the top five areas to invest traffic safety dollars.

Region 3 has 51 certified child passenger safety technicians with representation from a variety of agency partners. Their continued participation is an excellent example of their dedication to child passenger safety and the education of citizens in Region 3.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Click or tap here to enter text.

Program	Federal Project Number	Project Title
Occupant Protection	M1HVE-25-45-00-00	Statewide Safety Belt Enforcement, Oregon State Police
Anticipated Award Amount	Funding Source*	
\$90,000	405(b)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

<u>Eligible Use of Funds</u>
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
M1HVE 405(b) – Occupant Protection. Eligible use as described on pages 252-253 of the Oregon Triennial Highway Safety Plan FFY 2024-2026

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

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

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

Affected Communities: Baker County, Benton County, Clackamas County, Columbia County, Crook County, Douglas County, Gilliam County, Harney County, Jackson County, Klamath County, Lane County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Tillamook County, Umatilla County, Washington County, Yamhill County.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Oregon State Police

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

High Visibility Enforcement – CTW 5 Stars Citation

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % Click or tap here to enter text.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs

- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost Sharing or Matching: The Match for the OSP Statewide Safety Belt Enforcement will be derived from OSP enforcement stops conducted by troopers on non-Federal grant funding.

Compensation - Personal Services: This Project will pay for straight time and overtime safety belt activities.

Direct Costs – There is a possibility of OSP Troopers to register for Certified Child Passenger Safety courses, so this project could cover registration fees for that course.

Travel Costs – There will be travel costs for enforcement and educational activities associated with this project.

High Visibility Enforcement (HVE) Yes ☒ No ☐

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

During the 2022 calendar year, 108 vehicle occupants who died in Oregon traffic crashes were confirmed to be completely unbelted (FARS). High Visibility Enforcement (HVE) continues to be a huge part of the Occupant Protection Program. It is the key countermeasure to educating the public on seat belt and child passenger seat laws as well as enforcing the laws. The more officers you see out on the road, the higher the seat belt usage rate will be. Focusing on educating law enforcement agencies on the new straight time enforcement opportunity along with the continuing overtime enforcement will be a big priority for the HVE program.

Grant funding for safety belt overtime enforcement has been provided annually to Oregon law enforcement agencies since 1993 and structured around a campaign of three annual “blitzes” with additional, discretionary overtime between blitzes as funding and staffing levels allow. For 2025, these two-week blitzes will be scheduled as follows: one in February, the nationwide Click It or Ticket mobilization over Memorial weekend, and one over the Labor Day weekend.

Agencies will be encouraged to focus on Oregon’s identified high-risk population and geographic areas with lower-than-statewide average observed belt use rates. These segments presently include child passengers aged eight to twelve, and occupants traveling in the most remote, rural areas.

Grant-funded agencies will be highly encouraged to participate in each blitz and will work with local media and agency social media to educate the public during the weeks just prior to and following each blitz. ODOT will report levels of law enforcement participation, planned outreach and media for the Click It or Ticket mobilization to NHTSA in the Annual Report.

Officers will be notified of child passenger safety training opportunities throughout the year and will be encouraged to undergo child passenger safety training and to nurture community awareness of traffic safety generally. Grants will be administered through the Oregon State Police and TSO (for local police department and sheriff's office participation). Those agencies anticipated to participate during FFY 2025 have been identified (above).

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

In FFY 2023, there were 5,088 contacts made specifically for suspected safety belt or child restraint violations during grant hours.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

High Visibility Enforcement (HVE) continues to be a huge part of the Occupant Protection Program. It is a key countermeasure to educating the public on seat belt and child passenger seat laws as well as enforcing the laws. The more officers you see out on the road, the higher the seat belt usage rate will be. This planned activity will contribute to the performance measures of reducing the number of fatalities, increasing the observed seatbelt use among out-board occupants in passenger vehicles as well as the performance measure of reducing the unrestrained vehicle occupant fatalities in all seating positions.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

For the High Visibility Enforcement program for the Transportation Safety Office (TSO), a letter of interest (LOI) is sent out to all the law enforcement agencies in the state. The agencies that are interested in participating return a completed LOI with which enforcement programs they would like they participate in along with a problem statement to provide the local data and issues that particular city or county may be dealing with. This process provides the Transportation Safety Office with invaluable information regarding the issues that agencies are seeing in different parts of the state.

TSO also had several program managers attend the 2024 Police Traffic Safety Conference in Bend, Oregon. After meeting with different law enforcement agencies that attended the conference, one of the main topics that agencies kept bring up is that most law enforcement agencies do not have the resources to conduct traffic safety enforcement on their own. Grant funding is a must for agencies to be able to conduct targeted traffic safety enforcement. An OSP trooper that attended the conference made the comment that they do not receive enough grant funding and that Troopers want to work more traffic enforcement.

After attending several of the public participation and engagement (PP&E) sessions that were held throughout the state and reviewing the notes, traffic safety enforcement continues to be a big topic. At the Island City PP&E event, the question was asked “do you have specific suggestions for enforcement efforts or initiatives that might improve transportation safety”, and one of the responses that a table of participants shared was “more car seat and seat belt enforcement.” Another group shared that they would like to see “more target event enforcement”, and another response to the question was “increase funding for county patrols”.

It was evident after reviewing responses around the state and talking to law enforcement agencies, it is still very important to provide traffic safety grants and agencies depend on the support that these grants provide to their agencies.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

See 405(b) grant application documents located in the 405(b) section of the FY25 AGA.

Program	Federal Project Number	Project Title
Occupant Protection	M1OP-25-45-00-00	Statewide Services – Occupant Protection – 405(b)
Anticipated Award Amount	Funding Source*	
\$250,000	405(b)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state’s highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
M1OP 405(b) – Occupant Protection. Eligible use as described on pages 255-256 of the Oregon Triennial Highway Safety Plan FFY 2024-2026

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

This project will fund contracted media design, education material revisions, social media advertising, radio public service announcements and billboards; public attitude, and annual statewide seat belt survey; as well as TSO direct purchase, reproduction and distribution of educational and outreach materials, and LATCH Manuals for child passenger safety technicians. Media topics to include seat belt safety and child passenger safety. The goal for this planned activity is to reach as many citizens, parents and caregivers as possible statewide to increase the knowledge on the importance of seat belts and child safety restraints.

Other than enforcement, education campaigns are one of the only proven countermeasures for occupant protection. 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.

This project addresses the problem identification in the Occupant Protection chapter of the approved Oregon Triennial Highway Safety Plan pages 237 through 249. The communications and outreach countermeasure and justification can be found in the Occupant Protection chapter of the approved Oregon Triennial Highway Safety Plan pages 255 through 256.

Locations / Affected Communities

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

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

DMV Transportation Safety Office

<u>Countermeasure Strategy</u>
Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.
Communications and Outreach – CTW 3 Star Citation – Page 255

<u>Local Expenditure</u>	Yes ☐	No ☒
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and %	Click or tap here to enter text.	

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost Sharing or Matching: The cost sharing or matching for this project will come in the form of earned media from the Occupant Protection Media Program. At the end of the grant year, the media contractor Gard Communications supplies the Transportation Safety Office with a final media report of what was produced during the grant year. In that final media report, each program is provided what earned media was received for that media program during the grant year.

Direct Costs: The direct costs that are expected for this project are costs associated with printing brochures and posters for reproduction and distribution of education and outreach materials, these costs include printing, packaging costs, as well as DAS fees. The 2025 LATCH Manual will be purchased for Oregon Child Passenger Safety Technicians. Funds will also be used for the media contractor for seat belt safety and child passenger safety messaging, as well as the data contractor for the annual seat belt observation study survey. DOJ fees for the contract work may also be part of this project.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

This activity will contribute to the state highway safety performance target of reducing the total number of fatalities by using media to educate the public on the importance of wearing a seat belt while in a vehicle and educating parents about how to properly install a child car seat. When a person sees a billboard on wearing a seat belt or sees a social media ad about how to find a local child seat clinic near you or how to install a child restraint system, that will help to reduce the total number of motor vehicle fatalities.

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

Paid media will be used to stream PSAs on seat belt safety and child passenger safety across streaming television and radio platforms. Social media ads will be used to educate parents on child passenger safety topics as well.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

There were several of the public participation and engagement events where seat belt education and child passenger seat information were being requested. In particular, the event held in Island City on May 2nd, multiple people in attendance listed the desire for more car seat education, information for parents on how to install a car seat and education on seat belt use verses nonuse of the seat belt. The need was also listed for transportation safety education provided on social media. In reviewing the results of the online PP&E survey that had over 1,500 responses, many of the people had seat belt and child passenger safety listed as where they would invest their traffic safety dollars.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

See 405(b) grant application documents located in the 405(b) section of the FY25 AGA.

Program	Federal Project Number	Project Title
Occupant Protection	OP-25-45-16-00	Local Police Department Safety Belt HVE
Anticipated Award Amount	Funding Source*	
\$417,200	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
N/A
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
OP 402 – Occupant Protection. Eligible use as described on pages 252-253 of the Oregon Triennial Highway Safety Plan FFY 2024-2026

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

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

The Occupant Protection Program will provide grants to local police departments, sheriff's offices, and Oregon State Police to conduct 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.

Law enforcement agencies will be encouraged to garner local media coverage of their planned efforts, their purpose, and their results. 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 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 2023 usage rate of 97.0 percent.

This project addresses the problem identification in the Occupant Protection chapter of the approved Oregon Triennial Highway Safety Plan pages 237 through 249. The high visibility enforcement countermeasure and justification can be found in the Occupant Protection chapter of the approved Oregon Triennial Highway Safety Plan pages 252 through 253.

Location:

Cities of: Albany, Ashland, Banks, Beaverton, Brookings, Burns, Canby, Carlton, Coos Bay, Eagle Point, Eugene, Florence, Forest Grove, Gaston, Gervais, Gladstone, Grants Pass, Gresham, Hood River, Independence, Junction City, Keizer, Lake Oswego, Lebanon, Malin, McMinnville, Medford Molalla, Monmouth, Myrtle Creek, North Bend, North Plains, Oregon City, Phoenix, Portland, Prineville, Redmond, Reedsport, Rogue River, Roseburg, Salem, Sandy, Scappoose, Seaside, Sherwood, Silverton, Springfield, Stanfield, Stayton, Talent, The Dalles, Tigard, Tillamook, Toledo, Tualatin, Umatilla, Vernonia, Warrenton, West Linn, Winston, Yamhill

Counties of: Benton, Columbia, Coos, Crook, Deschutes, Jackson, Klamath, Lane, Malheur, Marion, Multnomah, Tillamook, Washington, Yamhill

Affected Communities:

Cities of: Albany, Ashland, Banks, Beaverton, Brookings, Burns, Canby, Carlton, Coos Bay, Eagle Point, Eugene, Florence, Forest Grove, Gaston, Gervais, Gladstone, Grants Pass, Gresham, Hood River, Independence, Junction City, Keizer, Lake Oswego, Lebanon, Malin, McMinnville, Medford Molalla, Monmouth, Myrtle Creek, North Bend, North Plains, Oregon City, Phoenix, Portland, Prineville, Redmond, Reedsport, Rogue River, Roseburg, Salem, Sandy, Scappoose, Seaside, Sherwood, Silverton, Springfield, Stanfield, Stayton, Talent, The Dalles, Tigard, Tillamook, Toledo, Tualatin, Umatilla, Vernonia, Warrenton, West Linn, Winston, Yamhill

Counties of: Benton, Columbia, Coos, Crook, Deschutes, Jackson, Klamath, Lane, Malheur, Marion, Multnomah, Tillamook, Washington, Yamhill

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

City of Albany Police Department, City of Ashland Police Department, City of Banks Police Department, City of Beaverton Police Department, City of Brookings Police Department, City of Burns Police Department, City of Canby Police Department, City of Carlton Police Department, City of Coos Bay Police Department, City of Eagle Point Police Department, City of Eugene Police Department, City of Florence Police Department, City of Forest Grove Police Department, City of Gaston Police Department, City of Gervais Police Department, City of Gladstone Police Department, City of Grants Pass Police Department, City of Gresham Police Department, City of Hood River Police Department, City of Independence Police Department, City of Junction City Police Department, City of Keizer Police Department, City of Lake Oswego Police Department, City of Lebanon Police Department, City of Malin Police Department, City of McMinnville Police Department, City of Medford Police Department, City of Molalla Police Department, City of Monmouth Police Department, City of Myrtle Creek Police Department, City of North Bend Police Department, City of North Plains Police Department, City of Oregon City Police Department, City of Phoenix Police Department, City of Portland Police Bureau, City of Prineville Police Department, City of Redmond Police Department, City of Reedsport Police Department, City of Rogue River Police Department, City of Roseburg Police Department, City of Salem Police Department, City of Sandy Police Department, City of Scappoose Police Department, City of Seaside Police Department, City of Sherwood Police Department, City of Silverton Police Department, City of Springfield Police Department, City of Stanfield Police Department, City of Stayton Police Department, City of Talent Police Department, City of The Dalles Police Department, City of Tigard Police Department, City of Tillamook Police Department, City of Toledo Police Department, City of Tualatin Police Department, City of Umatilla Police Department, City of Vernonia Police Department, City of Warrenton Police Department, City of West Linn Police Department, City of Winston Police Department, City of Yamhill Police Department, Benton County Sheriff's Office, Columbia County Sheriff's Office, Coos County Sheriff's Office, Crook County Sheriff's Office, Deschutes County Sheriff's Office, Jackson County Sheriff's Office, Klamath County Sheriff's Office, Lane County Sheriff's Office, Malheur County Sheriff's Office, Marion County Sheriff's Office, Multnomah County Sheriff's Office, Tillamook County Sheriff's Office, Washington County Sheriff's Office, Yamhill County Sheriff's Office

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

High Visibility Enforcement – CTW 5 Stars Citation – Page 252

<u>Local Expenditure</u>	Yes ☒	No ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and %	\$417,200 and 100%	

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost Sharing or Matching: The Match for the Local Police Department Safety Belt Enforcement mini-grants will be provided by the participating HVE agencies in the form of straight time safety belt enforcement activities.

Compensation - Personal Services: This Project will pay for straight time and overtime safety belt activities for participating safety belt HVE agencies.

Direct Costs – There is a possibility of participating safety belt HVE agencies to register for Certified Child Passenger Safety courses, so this project could cover registration fees for that course.

High Visibility Enforcement (HVE) Yes ☒ No ☐

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

During the 2022 calendar year, 108 vehicle occupants who died in Oregon traffic crashes were confirmed to be completely unbelted (FARS). High Visibility Enforcement (HVE) continues to be a huge part of the Occupant Protection Program. It is the key countermeasure to educating the public on seat belt and child passenger seat laws as well as enforcing the laws. The more officers you see out on the road, the higher the seat belt usage rate will be. Focusing on educating law enforcement agencies on the new straight time enforcement opportunity along with the continuing overtime enforcement will be a big priority for the HVE program.

Grant funding for safety belt overtime enforcement has been provided annually to Oregon law enforcement agencies since 1993 and structured around a campaign of three annual “blitzes” with additional, discretionary overtime between blitzes as funding and staffing levels allow. For 2025, these two-week blitzes will be scheduled as follows: one in February, the nationwide Click It or Ticket mobilization over Memorial weekend, and one over the Labor Day weekend.

Agencies will be encouraged to focus on Oregon’s identified high-risk population and geographic areas with lower-than-statewide average observed belt use rates. These segments presently include child passengers aged eight to twelve, and occupants traveling in the most remote, rural areas.

Grant-funded agencies will be highly encouraged to participate in each blitz and will work with local media and agency social media to educate the public during the weeks just prior to and following each blitz. ODOT will report levels of law enforcement participation, planned outreach and media for the Click It or Ticket mobilization to NHTSA in the Annual Report.

Officers will be notified of child passenger safety training opportunities throughout the year and will be encouraged to undergo child passenger safety training and to nurture community

awareness of traffic safety generally. Grants will be administered through the Oregon State Police and TSO (for local police department and sheriff's office participation). Those agencies anticipated to participate during FFY 2025 have been identified (above).

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

In FFY 2023, there were 5,088 contacts made specifically for suspected safety belt or child restraint violations during grant hours.

A list of participating law enforcement agencies can be found in the Participating Sub-Recipients/Agencies section.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

High Visibility Enforcement (HVE) continues to be a huge part of the Occupant Protection Program. It is a key countermeasure to educating the public on seat belt and child passenger seat laws as well as enforcing the laws. The more officers you see out on the road, the higher the seat belt usage rate will be. This planned activity will contribute to the performance measures of reducing the number of fatalities, increasing the observed seatbelt use among out-board occupants in passenger vehicles as well as the performance measure of reducing the unrestrained vehicle occupant fatalities in all seating positions.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

For the High Visibility Enforcement program for the Transportation Safety Office (TSO), a letter of interest (LOI) is sent out to all the law enforcement agencies in the state. The agencies that are interested in participating return a completed LOI with which enforcement programs they would like they participate in along with a problem statement to provide the local data and issues that particular city or county may be dealing with. This process provides

the Transportation Safety Office with invaluable information regarding the issues that agencies are seeing in different parts of the state.

TSO also had several program managers attend the 2024 Police Traffic Safety Conference in Bend, Oregon. After meeting with different law enforcement agencies that attended the conference, one of the main topics that agencies kept bring up is that most law enforcement agencies do not have the resources to conduct traffic safety enforcement on their own. Grant funding is a must for agencies to be able to conduct targeted traffic safety enforcement.

After attending several of the public participation and engagement (PP&E) sessions that were held throughout the state and reviewing the notes, traffic safety enforcement continues to be a big topic. At the Island City PP&E event, the question was asked “do you have specific suggestions for enforcement efforts or initiatives that might improve transportation safety”, and one of the responses that a table of participants shared was “more car seat and seat belt enforcement.” Another group shared that they would like to see “more target event enforcement”, and another response to the question was “increase funding for county patrols”.

It was evident after reviewing responses around the state and talking to law enforcement agencies, it is still very important to provide traffic safety grants and agencies depend on the support that these grants provide to their agencies.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

N/A

Program	Federal Project Number	Project Title
Occupant Protection	OP-25-45-17-00	Getting Parents Excited About Child Passenger Safety
Anticipated Award Amount	Funding Source*	
\$65,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

<u>Eligible Use of Funds</u>
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
OP 402 – Occupant Protection. Eligible use as described on pages 253-254 of the Oregon Triennial Highway Safety Plan FFY 2024-2026

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

This project seeks to educate parents on the importance of the use of child restraints as well as the importance of proper installation to ensure children are as safe as possible should a crash occur. This workshop will also address the importance of upgrading child restraints as children grow. This educational workshop will be available to all low-income parents living in the service district, with outreach primarily focused on the Chemeketa Community College student population and campus neighborhoods. The service district includes Marion, Polk, and Yamhill Counties. The workshop will be offered six times throughout the year and will be taught in both English and Spanish.

This project addresses the problem identification in the Occupant Protection chapter of the approved Oregon Triennial Highway Safety Plan pages 237 through 249. The child restraint inspection station countermeasure and justification can be found in the Occupant Protection chapter of the approved Oregon Triennial Highway Safety Plan pages 253 through 255.

Location:

Salem, Oregon

Affected Communities:

Marion County, Polk County, Yamhill County

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Chemeketa Community College, public community college with a main campus in Salem, Oregon. The other campuses are located in Marion County, Polk County and Yamhill County.

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Inspection Stations – CTW 3-star citation – Page 253

Communications and Outreach – CTW 3-star citation – Page 253

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$65,000 – 100%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☒ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost Sharing or Matching: For Match, this project will use a portion of the staff time and a portion of the personnel benefits for staff working on the project activities. Chemeketa Community College will also pay for the food needed for the safety workshops for this project as well as the meeting space and the marketing for the safety workshops as Match.

Program Income: Child car seats will be distributed at no cost, but if any co-pays are collected during this project, the program income will be reported and used on eligible program costs during the grant year.

Compensation – Personal Services: This project will pay for the staff time for an employee to manage the activities of this project for the safety workshops. This project will also pay overtime for a staff member to facilitate each of the workshops.

Compensation – Fringe Benefits: This project will pay the fringe benefits for the employee that will be managing the activities.

Direct Costs: This project will be purchasing car seats to distribute at no cost to low-income, refugee and immigrant families who are unable to purchase child car seats on their own. Course materials and printing needs for the safety workshops will also be a direct cost for this project. This project will also pay for staff participating in the project activities to become certified child passenger safety technicians.

Travel Costs: Travel stipend for workshop facilitator

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

According to NHTSA data the correct use of an appropriate car seat is the most effective way to save lives and reduce injuries in car crashes. NHTSA estimates that correctly used car seats reduce fatalities by 71% for infants younger than 1 year old and by 54% for children 1-4 years old in passenger cars. Additional research conducted by Partners for Child Passenger Safety Program at Children's Hospital of Philadelphia found that belt positioning booster seats

reduce the risk of injury to children 4 to 8 years old in crashes by 45% when compared to the effectiveness of seat belts alone (Arbogast et al., 2009). However, unrestrained children continue to be overrepresented in motor vehicle fatalities, which indicates that additional lives can be saved by increasing restraint use among children (Sauber-Schatz et al., 2014).

Historically, overall restraint for children was higher than what was demonstrated in the adult population. More recently, the rates have become similar. In 2021, restraint use for children younger than 13 was 89.8% (Boyle, 2023). Restraint use ranged from 99.8% for infants under 1 year old, to 86.8% for children 8 to 12. The data show that in general, child restraint usage rates decline with age (Boyle, 2023). Restraint use for children is more complex than simply “restrained versus unrestrained” in addition to overall restraint, it is also important to consider correct restraint use. NHTSA and the American Academy of Pediatrics have recommendations for children based on their age and size (AAP, 2021; Durbin et al., 2018; NHTSA, 2019).

Looking more specifically at appropriate restraint use, the 2021 National Survey of the Use of Booster Seats (NSUBS) shows indications of premature transition to restraint types that are not appropriate for children one to three years old. The 2021 NSUBS found that 86.8% of children 1 to 3 used the appropriate restraint, compared to 83.7% in 2019, and 73.2% of children 4 to 7 were restrained using the appropriate forward-facing car seat or booster seat; which is up slightly from 69.0% in 2019. Of children 8 to 12, 85.8% were appropriately restrained, up slightly from 85.0% in 2019 (NHTSA).

Per NHTSA, despite high observed belt use rates, many unrestrained people die in crashes each year. In 2021, half (50%) of the 26,325 fatally injured passenger vehicle occupants with known restraint use were unrestrained (NCSA, 2023b). Of the 863 children under 18 who died in passenger vehicles in 2021, 40% were unrestrained (NCSA, 2023b).

This data indicates that more parental education is needed to decrease the number of inappropriately restrained children and the number of children involved in fatal car accidents who are not restrained. This project will positively affect the performance measures of increasing the statewide observed seat belt use among front seat out-board occupants in passenger vehicles, reducing unrestrained passenger vehicle occupant fatalities in all seating positions and the performance measure of reducing the total number of fatalities on the highways.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

There were several of the public participation and engagement events where seat belt education and child passenger seat information were being requested. In particular, the event held in Island City on May 2nd, multiple people in attendance listed the desire for more car seat education, information for parents on how to install a car seat and education on seat belt use verses nonuse of the seat belt. At the PP&E event held in Roseburg, one of the attendees that works in pediatrics and sees a lot of children and assesses car seat installations and comes across multiple errors in the way that the child seats are installed. This same attendee stated it would be nice to have a child passenger safety technician at Mercy Hospital in Roseburg since they no longer have a technician at the hospital. A goal this attendee would like to see is for every hospital in the state to have a certified child passenger safety technician.

At a Portland PP&E networking event held in March, of the 34 organizations that attended the event, 13 expressed interest in sending someone from their agency through child passenger safety technician training.

In reviewing the results of the online PP&E survey that had over 1,500 responses, many of the people had seat belt and child passenger safety listed as where they would invest their traffic safety dollars.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

N/A

Program	Federal Project Number	Project Title
Occupant Protection	OP-25-45-18-00	Safe Rides for Kids: Enhancing Child Passenger Safety in Oregon
Anticipated Award Amount	Funding Source*	
\$122,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

<u>Eligible Use of Funds</u>
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
OP 402 – Occupant Protection. Eligible use as described on pages 253-254 of the Oregon Triennial Highway Safety Plan FFY 2024-2026

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

This grant proposal seeks to expand our child passenger safety program in Oregon, with a focus on increasing awareness, accessibility to resources such as child car seats, and correct usage of child safety seats among Oregon children. Particularly, activities will occur in the Portland Metro area and surrounding Oregon counties.

Through targeted outreach efforts and evidence-based interventions, this project aims to reduce the incidence of injuries and fatalities related to inadequately secured child passengers in motor vehicles throughout the state.

The "Safe Rides for Kids" program will be implemented through a series of coordinated activities:

1. **Car Seat Distribution:** Distribute car seats to low-income and marginalized families through community events.
2. **Inspection Stations:** Establish permanent car seat inspection stations staffed by certified Child Passenger Safety Technicians (CPSTs) in strategic locations such as hospitals, fire departments, and community centers. These stations will offer free inspections and hands-on assistance with car seat installation and will include assessments for families of children with special needs.
3. **Outreach and Promotion:** Develop a comprehensive outreach plan to promote the program through community events. Special attention will be given to reaching underserved populations and non-English speaking communities.

Location:

Portland, Oregon

Affected Communities:

Counties of: Clackamas, Multnomah, Washington

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Legacy Emanuel Hospital & Health Center on behalf of Randall Children's Hospital

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Child Restraint Inspection Stations – CTW 3-star citation – Page 253

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$122,000 – 100%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☒ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs

- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost Sharing or Matching: For Match, this project will use a portion of the staff time needed to complete the project activities.

Program Income: Child car seats will be distributed at no cost, but if any co-pays are collected during this project, the program income will be reported and used on eligible program costs during the grant year.

Compensation – Personal Services: This project will pay a portion of the staff time needed to complete the project activities; the rest of the time will be charged as Match.

Compensation – Fringe Benefits: This project will pay the fringe benefits for the employees that will be working on project activities.

Direct Costs – This project will be purchasing car seats to distribute at no cost to low-income, refugee and immigrant families who are unable to purchase child car seats on their own. Printing and materials costs for safety handouts and educational material needed for the project activities as well as supplies needed for the child seat fitting stations. Along with purchasing the standard child safety seats, this project will also purchase some special needs training seats to help families in need with children that have special travel needs.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

According to the U.S. Census Bureau, Oregon's population grew by about 10.6% from 2010 to 2020. The Bureau's American Community Survey (ACS) demonstrated that approximately 10% of Oregon's population are immigrants. We are receiving calls weekly from local resettlement agencies seeking assistance with these families.

A specific area of concern for this project involves new families who have recently immigrated to Oregon. The Randall Children's Hospital program has seen a dramatic increase in requests for car seats from immigrant families. In 2023, the program distributed 156 car seats to marginalized and low-income families. Of those 156 seats, 86 were distributed to non-English speaking families. This represents 55% of our seat distributions. These families present particular challenges as we need to be able to provide translators during our appointments. Grant funds will be used to secure staffed fitting station days for these families.

This data indicates that more parental education is needed to decrease the number of inappropriately restrained children and the number of children involved in fatal car accidents who are not restrained. This project will positively affect the performance measures of increasing the statewide observed seat belt use among front seat out-board occupants in passenger vehicles, reducing unrestrained passenger vehicle occupant fatalities in all seating positions and the performance measure of reducing the total number of fatalities on the highways.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

There were several of the public participation and engagement events where seat belt education and child passenger seat information were being requested. In particular, the event held in Island City on May 2nd, multiple people in attendance listed the desire for more car seat education, information for parents on how to install a car seat and education on seat belt use verses nonuse of the seat belt. At the PP&E event held in Roseburg, one of the attendees that works in pediatrics and sees a lot of children and assesses car seat installations and comes across multiple errors in the way that the child seats are installed. This same attendee stated it would be nice to have a child passenger safety technician at Mercy Hospital in Roseburg since they no longer have a technician at the hospital. A goal this attendee would like to see is for every hospital in the state to have a certified child passenger safety technician.

At a Portland PP&E networking event held in March, of the 34 organizations that attended the event, 13 expressed interest in sending someone from their agency through child passenger safety technician training.

In reviewing the results of the online PP&E survey that had over 1,500 responses, many of the people had seat belt and child passenger safety listed as where they would invest their traffic safety dollars.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
N/A

Program	Federal Project Number	Project Title
Occupant Protection	OP-25-45-19-00	Statewide Instructor Development & Tech Training
Anticipated Award Amount	Funding Source*	
\$248,928	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
OP 402 – Occupant Protection. Eligible use as described on pages 253-254 of the Oregon Triennial Highway Safety Plan FFY 2024-2026

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

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

Location:

Portland, Oregon

Affected Communities:

One to two CPS Technician Certification courses will be held in each of the five ODOT regions. Course locations for FFY 2025 that are planned currently are City of Portland, City of Hillsboro, City of Astoria, City of Keizer, City of Brookings, City of The Dalles and City of Pendleton and the City of Enterprise. The remaining courses have yet to be scheduled.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Oregon Health & Science University, Portland, Oregon – Comprehensive Public Academic Health Center, for-profit organization

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Child Restraint Inspection Stations – CTW 3-Star Citation – Page 253

<u>Local Expenditure</u>	Yes ☐	No ☒
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and %	Click or tap here to enter text.	

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☒ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost Sharing or Matching: The Match for the Statewide Instructor Development & Technician Training grant will be a portion of the personnel time required for running the project and a portion of the Personnel benefits for the personnel working the project activities.

Compensation – Personal Services: The personal services for this project will be the personnel time for the staff that will be coordinating the program and working the project activities.

Compensation – Fringe Benefits: A portion of the fringe benefits of the staff working on the project activities will be paid through the project.

Direct Costs – The direct costs for this project consist of the printing required for the CPS Technician courses, LATCH Manuals to be given to attendees of the CPS Technician courses, office supplies needed for the CSPT courses, training equipment (training car seats) needed for CPST courses, postage costs needed to run the project, training food and refreshments for CPST courses, CPS van maintenance and fuel, CSPT course and CPS conference venue rentals, CSP conference catering, storage space for CPST course materials and supplies, CPS instructor honorarium for teaching technician courses.

Participant Support Costs – Participant support will be provided to people wanting to become a CPST, but are unable to pay for the registration fees for the training course.

Travel Costs – This includes both in-state travel expenses and out-of-state travel expenses. In-state travel costs will be for mileage, per diem and lodging costs for the instructor team to provide CPST training around the state. In-state travel will also pay for the travel costs to provide regional CPS conferences around the state. Out-of-state travel will cover costs for several technicians to attend the Lifesavers National Conference and the Injury Free conference.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

ODOT partners with Doernbecher Children's Hospital to provide statewide Child Passenger Safety Technician Training and Certification. To become certified as a CPST, one must complete a nationally standardized training (four 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 \$10,000 to \$12,000, which can be cost prohibitive for many organizations. Once certified, CPSTs must recertify every two years. A component of the recertification process is to complete six continuing education units (CEUs). Live virtual CEU opportunities along with in-person options available to CPST's provides an environment which supports the technician community and offers much needed support and guidance towards recertification. The offering of CEU opportunities develops a strong technician community that will supports organizations and volunteers locally. Once technicians have completed the Child Passenger Safety Technician Certification training, new CPSTs need mentoring and technical support, as the course provides basic knowledge. More advanced knowledge is gained through continuing education, mentoring and hands-on experience. 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.

Having a thriving Child Passenger Safety Training Program is key to contribute to the performance target of reducing the total number of fatalities on the highways and to reducing the unrestrained passenger vehicle occupant fatalities in all seating positions.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

There were several of the public participation and engagement events where seat belt education and child passenger seat information were being requested. In particular, the event held in Island City on May 2nd, multiple people in attendance listed the desire for more car seat education, information for parents on how to install a car seat and education on seat belt

use verses nonuse of the seat belt. At the PP&E event held in Roseburg, one of the attendees that works in pediatrics and sees a lot of children and assesses car seat installations and comes across multiple errors in the way that the child seats are installed. This same attendee stated it would be nice to have a child passenger safety technician at Mercy Hospital in Roseburg since they no longer have a technician at the hospital. A goal this attendee would like to see is for every hospital in the state to have a certified child passenger safety technician.

At a Portland PP&E networking event held in March, of the 34 organizations that attended the event, 13 expressed interest in sending someone from their agency through child passenger safety technician training.

In reviewing the results of the online PP&E survey that had over 1,500 responses, many of the people had seat belt and child passenger safety listed as where they would invest their traffic safety dollars.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

See 405(b) grant application documents located in the 405(b) section of the FY25 AGA.

Program	Federal Project Number	Project Title
Occupant Protection	UNATTD-25-45-00-00	Statewide Services – Occupant Protection – 402
Anticipated Award Amount	Funding Source*	
\$15,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state’s highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
UNATTD 402 – Occupant Protection. Eligible use as described on pages 254-255 of the Oregon Triennial Highway Safety Plan FFY 2024-2026

<u>Planned Activity Description</u> (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

This project will fund contracted media design, education material revisions, social media advertising, radio public service announcements for media regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator. The messaging for this project will start May 1 and run through the summer to align with the warmest weather during the summer. The goal for this planned activity is to reach as many parents and caregivers as possible statewide.

Other than enforcement, education campaigns are one of the only proven countermeasures for occupant protection. 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.

This project addresses the problem identification in the Occupant Protection chapter of the approved Oregon Triennial Highway Safety Plan pages 237 through 249. The communications and outreach countermeasure and justification can be found in the Occupant Protection chapter of the approved Oregon Triennial Highway Safety Plan pages 255 through 256.

Locations / Affected Communities

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

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

DMV Transportation Safety Office

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Communications and Outreach – CTW 3 Star Citation – Page 255

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % Click or tap here to enter text.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☐ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct Costs: The direct costs that are expected for this project are costs associated with printing brochures and posters for reproduction and distribution of education and outreach materials regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

This activity will contribute to the state highway safety performance target of reducing the total number of fatalities by using media to educate the public on the importance of wearing a seat belt while in a vehicle and educating parents about how to properly install a child car seat. When a person sees a billboard on wearing a seat belt or sees a social media ad about how to find a local child seat clinic near you or how to install a child restraint system, that will help to reduce the total number of motor vehicle fatalities.

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

Paid media will be used for PSAs and social media ads regarding unattended passengers and vehicular heatstroke.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

There were several of the public participation and engagement events where seat belt education and child passenger seat information were being requested. In particular, the event held in Island City on May 2nd, multiple people in attendance listed the desire for more car seat education, information for parents on how to install a car seat and education on seat belt use verses nonuse of the seat belt. The need was also listed for transportation safety education provided on social media. In reviewing the results of the online PP&E survey that had over 1,500 responses, many of the people had seat belt and child passenger safety listed as where they would invest their traffic safety dollars.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
N/A

Program	Federal Project Number	Project Title
Roadway Safety	M1*RS-25-77-16-00	Digital Alert Technology Analysis
Anticipated Award Amount	Funding Source*	
\$150,000	405(b) flex	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒	
Click or tap here to enter text.	
<u>Program Management Costs</u> Yes ☐ No ☒	
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).	
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒	
Click or tap here to enter text.	

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
See 3HSP Update for 405(h) Preventing Roadside Deaths section to include 405(b) Flex, GTS eligible use code: M1*RS

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

This grant will focus on coordination with ODOT employees directly involved with incident response vehicles. If we are successful, we will share the results of our work with city, count, and state police departments as well as organizations supporting EMS.

The project team will leverage digital resources available to OSU (Oregon State University / COE (College of Engineering) / CCE (Civil and Construction Engineering) / The Kiewit Center for Infrastructure and Transportation Research. Data will take the form of crash data analysis and interviews with ODOT employees. These quantitative and qualitative data will be collected analyzed and documented in the form of technical memos.

Analysis is envisioned to take both qualitative and quantitative forms. Data analysis will be conducted using software tools like dedose, R, SPSS, and Excel. For quantitative data, visualizations, descriptive statistics, and statistical testing are envisioned. For qualitative data, it is envisioned that data will be mined for overarching concepts till saturation is reached.

OSU will analyze currently available digital roadside alert technology, test compatibility on ODOT first responder vehicles to assist in determining compatibility and feasibility so that future first responders may make educated decisions allowing grant funds to be used efficiently and effectively. The current concern is compatibility, effectiveness and interference with the existing digital technology that is already on first responder vehicles already have a number of other various kinds of digital technology on board. This analysis will determine the use of better technologies and most effective systems compatibilities to assist in preventing roadside deaths.

Intended sub-recipients:

Oregon State University

Location:

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

Affected Communities:

ODOT Region 1-5 first responders

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Oregon State University, Corvallis, Oregon

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Data and Program Evaluation: Each State should access and analyze reliable data sources for problem identification and program planning. Each State should conduct several different types of evaluation to effectively measure progress and to plan and implement new program strategies, as identified by NHTSA in the Uniform Guidelines for Highway Traffic Safety Program. Located in the 2025 3HSP Update section

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % Click or tap here to enter text.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☐ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates

- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Click or tap here to enter text.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Preventing roadside deaths by gathering data and making informed decisions as they relate to digital alert technology.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

Click or tap here to enter text.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Roadway Safety	M12BDAT-25-77-16-00	Digital Alert Technology
Anticipated Award Amount	Funding Source*	
\$115,348	405(h)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Oregon's FY2024-2026 Triennial HSP, page 271, GTS eligible use code: M12BDAT

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

This project will fund the purchase of digital technology equipment for first responders. The area of focus will be where the data reflects a high number of fatal and serious injury crashes involving a disabled vehicle and secondary crashes involving first responders. First responders as defined in 6 U.S.C. 101(6).

Intended sub-recipients:

Local First Responders as defined in 6 U.S.C. 101(6).

Location:

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

Affected Communities:

Where crash data reflects a high number of fatal and serious injury crashes involving a disabled vehicle or secondary crashes involving first responders.

Eligible Use of Funds: 405h – Digital Alert Technology.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

ODOT Traffic Incident Management, Salem, OR

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Digital Alerting, Located in the 2025 3HSP Update section.

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % Click or tap here to enter text.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☐ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Click or tap here to enter text.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Education and training, public awareness, visible enforcement, speed management, digital alert technologies for first responders, law enforcement costs related to enforcing State laws to protect the safety of vehicles and individuals stopped at the roadside. The goal is to prevent unnecessary crashes.

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

Crashes involving Inadequate or No Brakes,

2022: 267

2021: 241

2020: 174

2019: 244

2018: 232

Convictions for unlawful use of or failure to use lights (ORS 811.520) 2022: 550,
Females: 126, Males: 423, Unspecified: 1

Source: Crash Analysis and Reporting, Oregon Department of Transportation, 2022 Final Data

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Roadway Safety	RS-25-77-16-00	Safety Corridor Education and Enforcement
Anticipated Award Amount	Funding Source*	
\$25,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
402 – Roadway Safety, GTS eligible use code: RS

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of activities planned,

- location of project performance, and
- affected communities, where applicable.

Provide enforcement hours for priority safety corridor(s). Grantee will provide press releases for each safety corridor identified in addition to maintaining a partnership group for each corridor.

Intended sub-recipients:

Oregon State Police

Location:

Salem, OR.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Oregon State Police

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Visible enforcement

The effectiveness of enforcement has been documented repeatedly in the United States and abroad. The strategy's three components – laws, enforcement, and publicity – cannot be separated: effectiveness decreases if any one of the components is weak or missing (Nichols & Ledingham, 2008; Tison & Williams, 2010). Addressing roadway safety requires a comprehensive approach, focusing on enforcement measures and education that increase deterrence and improve road safety to save lives and prevent life changing injuries. Visible enforcement is a powerful deterrent ("Five Things About Deterrence" is available at <https://ncjrs.gov/pdffiles1/nij/247350.pdf>.) Areas of focus will be where traffic crash data reflects a high number of fatal and serious injury crashes involving roadway departures and roadside crashes. Visible enforcement also occurs in previously identified safety corridors.

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and %

Click or tap here to enter text.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☒ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost Sharing or Matching: The Match for the OSP safety corridor enforcement will be derived from OSP enforcement stops conducted by troopers on non-Federal grant funding.

Compensation - Personal Services: This Project will pay for straight time and overtime safety corridor activities.

Travel Costs – There will be travel costs for enforcement and educational activities associated with this project.

High Visibility Enforcement (HVE)Yes ☒No ☐

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Safety corridors are areas of the state highway system identified as having a higher than 150% of the statewide average fatal and serious injury crash rate for a similar type of roadway as identified within the program guidelines. Use grant funds to provide overtime and straight time enforcement for priority safety corridors.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Relating to enforcement, it is recognized that Fatal-5 behaviors effect all segments of the state's population and contributes indiscriminately to fatal and serious injury outcomes when crashes occur. Statewide enforcement efforts, to include high visibility enforcement operations during NHTSA campaign periods and during other events will be core focus of this project to reduce fatal and serious injury crashes.

Paid Media Yes ☐No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

Click or tap here to enter text.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Click or tap here to enter text.

Program	Federal Project Number	Project Title
Safe Driving	DE-25-20-16-00	Safe Driving Statewide: Education and Media
Anticipated Award Amount	Funding Source*	
\$220,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Oregon's FY2024-2026 Triennial HSP, page 279, GTS eligible use code: DE

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of activities planned,

- location of project performance, and
- affected communities, where applicable.

This funding provides for specific public information, media, education and outreach activities for all Safe Driving programs throughout the grant year: drowsy driving, following too close, red light running, lights and swipes and aging road user.

The Safe Driving program consists of six different focus areas: Drowsy Driving, Following Too Close, Red Light Running and Lights & Swipes, and Aging Road Users. Media campaigns are done for these programs to promote awareness and education to change driver behavior in these areas to prevent motor vehicle crashes, fatalities, and injuries.

Since 1982, the Transportation Safety Office has been carrying out comprehensive traffic safety public education campaigns. Research has been utilized to evaluate the success of each campaign and to assist with targeting safety messages. Surveys of Oregon's driving population have shown that these ODOT - Transportation Safety Office public information programs and efforts are widely recognized.

This project will fund public education campaigns both virtual and in-person training for Aging Road Users to increase awareness and to educate drivers, pedestrians, and bicyclists of traffic safety strategies for preventing traffic crashes. Expand knowledge of transportation choices to meet the mobility needs of an aging population. Explore partnerships with organizations directly involved with messaging and education involved in this demographic to expand project reach. Create mini grants to provide training throughout the year and statewide, both in person and virtual; these mini grants will be awarded to At-Risk Instructors/Providers already approved to train through DMV. These classes can also be used for auto insurance reduction dependent on the driver's insurance company.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

ODOT Transportation Safety Office, State Highway Safety Office, Government, Salem, Oregon

Media campaign will be done statewide in all Oregon counties, please see Region Map.

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % **0% at this time**

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☐ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Click or tap here to enter text.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

C-1

A critical and often overlooked element to improving driver safety of classroom training in basic safe driving practices and in how to adjust driving to accommodate age-related cognitive and physical changes, thereby improving driver safety to reduce fatal and serious injury crashes.

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

The Safe Driving Program consists of: Aging Road Users, Drowsy Driving, Following Too Close, Red Light Running, and Lights & Swipes. Paid media will be used to stream PSAs on all of the Safe Driving program topics across streaming television and radio platforms. The PSAs and social media will be used to educate the public about the dangers of driving drowsy, the dangers and consequences of following too closely, running red lights, and the advantages of using headlights in inclement weather or when driving on a single lane highway.

Paid media will be used to stream PSAs on aging road users across streaming television and radio platforms. PSAs and social media ads will be used to educate aging drivers as well as family members and care givers about how aging, medical conditions and certain medications

can affect driving and to encourage aging drivers to evaluate their driving regularly and to discuss it with their doctor, loved ones and caregivers.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

The PP&E survey revealed a concern for more education for drivers and aging drivers, additional drive and written testing, and potentially limiting driving privileges for senior drivers.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Count of Driver Errors - Crashes Involving Drivers Age 65 and up	
2,208	DID NOT HAVE RIGHT-OF-WAY
1,572	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
1,025	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
892	RAN OFF ROAD
750	LEFT TURN IN FRONT OF ONCOMING TRAFFIC

Source: Crash Analysis and Reporting, Oregon Department of Transportation, 2022 Final Data

Program	Federal Project Number	Project Title
Speed	M8*SC-25-35-00-00	Speed Public Information & Education
Anticipated Award Amount	Funding Source*	
\$75,000	405(e) Flex	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Oregon 3HSP 2024-2026, pg. 283, GTS eligible use code: M8*SC

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of • activities planned, • location of project performance, and • affected communities, where applicable.
This project will address educating the public about the dangers of speeding, whether it is a few miles per hour over the speed limit or excessive speeds. Activities will include: • Work with media contractor to develop a media plan. • Determine what the message should be focused on based on most recent crash data. • Share media plan with community partners. • Distribute final media product to citizens in Oregon through identified media outlets. Affected Communities: Community members from Oregon and other visiting states that have media/social media access. Statewide counties include: Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Yamhill County, Wheeler County.

<u>Participating Sub-Recipient(s)/Agencies</u>
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Final media product will be shared with Oregon Impact, to further share with our participating law enforcement partners doing speed HVE.

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Oregon 3HSP 2024-2026, pg. 282

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

Strategy - Communications and Outreach Supporting Enforcement – CTW 3 stars citation, Chapter 3, Item 4.1.

According to Countermeasures That Work, high-visibility communications and outreach are essential parts of successful speed and aggressive-driving enforcement programs (Neuman et al., 2003; NHTSA, 2000). Other than enforcement, education campaigns are one of the only proven countermeasures available to reduce risky speeding behaviors. The three types of messaging Oregon uses are behavioral, enforcement, and awareness based. Funding is provided to allow for campaigns statewide, where the content of the messaging is based on the level of funding available for enforcement activities, as well as specific to the evidence-based high incidence locations to conduct enforcement.

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % Click or tap here to enter text.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures

- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

The state will provide match in the form of earned media.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

By putting out specific media messaging, the goal is to change the driver's behavior specifically as it relates to speed, but also overall traffic safety. By driver's changing poor behaviors, we have a much greater probability of meeting our safety goals and reducing serious injury and fatal crashes on Oregon roadways.

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

This project will address educating the public about the dangers of speeding, whether it is a few miles per hour over the speed limit or excessive speeds. Activities will include:

- Work with media contractor to develop a media plan.
- Determine what the message should be focused on based on most recent crash data.
- Share media plan with community partners.
- Distribute final media product to citizens in Oregon through identified media outlets.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

At the PP&E events across regions 1-5, speed is always a primary concern (one particular concern was noted at the Mill City Casino in North Bend – Region 4 listening session indicating more education is needed). Many of the listening sessions specifically mentioned that they would like to see more education surrounding the dangers of speeding, not just calming methods related to speed.

In the past few years, the speed program has combined efforts with the distracted driving and pedestrian safety programs to broaden the educational reach. In 2024, the speed campaign also included a partnership PSA with pedestrian safety. The speed program will continue to reach out to law enforcement agency partners to share the safety messages that are being created warning about the dangers of speed.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

N/A

Program	Federal Project Number	Project Title
Speed	M8*SC-25-35-19-00	Speed and Aggressive Driving Enforcement – Oregon State Police
Anticipated Award Amount	Funding Source*	
\$140,000	405(e) Flex	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
N/A
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
N/A

<u>Eligible Use of Funds</u>
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
23 U.S.C. 402(a)(2)(A)(vii) To improve law enforcement services in motor vehicle crash prevention, traffic supervision, and post-crash procedures. GTS eligible use code: M8*SC

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities Planned:

This project will fund police officer wages and benefits for education and enforcement activities that facilitate compliance with Oregon's speed and aggressive driving laws, with an emphasis on identified problem highways or road segments and/or at scheduled events. These activities will include straight time and overtime efforts, and will be conducted throughout the year, and at locations around Oregon. State police troopers will also support similar efforts led by city, county, and tribal law enforcement agencies as opportunity allows for high visibility enforcement collaboration.

Locations / Affected Communities:

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

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Oregon State Police

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

1300.11(b)(4)(ii)

Strategy: High Visibility Enforcement

Although HVE for speed enforcement has only a 2 star for the CTW citation, surveys conducted via research firms and during community engagement events in recent years by TSO have proven that high visibility enforcement is the most effective means of changing societal behaviors related to speeding in Oregon.

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$0 | 0%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs

- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct expenses for this project will include personnel costs (straight time and overtime wages and benefits) related to enforcement activities necessary for the project's success. Travel expenses will be reimbursed on a per diem basis and will be limited to in-state travel necessary for the execution of the above-described enforcement activities.

Match for this project will be derived from soft contributions in the form of state-funded speed and aggressive driving education and enforcement activities conducted by the Oregon State Police.

High Visibility Enforcement (HVE) Yes ☒ No ☐

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

This project will include enforcement activities conducted by Oregon State Police Troopers assigned to the agency's High Visibility Enforcement Unit. This ad hoc team will generally conduct at least one operation per month which will concentrate troopers in a planned area of operation to address expected increases dangerous driving behavior, to include speeding and aggressive driving. These operations will also include collaboration with City, County, and/or Tribal law enforcement agencies as opportunities for such collaboration arise.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

High visibility enforcement is the most acute method available to deter, detect, and apprehend dangerous driving offenders.

Through targeted speed enforcement patrols, this project will attempt to maintain or reduce the number of speeding-related fatalities (C-6).

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

During the eight in-person PP&E events held in Regions 3, 4, and 5 speeding issues were mentioned and discussed a total of 49 times. Some of the conversation was focused on the lack of enforcement available to combat things like speeding. From those discussions came the topic of different equipment that could support struggling LEAs, to include radar and LIDAR, speed trailers, and speed feedback signs. While not all these countermeasures can be funded by this project, this feedback plays a part in selecting this project as a priority for funding in addition to the review of speed related crash data for the region.

At the March 5, PP&E event speed ranked third in top traffic safety concerns identified by attendees at 11%, in addition, it ranked fifth as a concern for the organizations that attendees represented 10%.

The Traffic Safety Office Survey conducted in 2024, speed ranked as second overall (out of 14 topics) in top traffic safety concerns identified by contributors where ODOT should invest traffic safety dollars statewide. Of the 1,517 responses received from Oregon residents, sixty-six percent of respondents identified speed as their number one priority, with 997 respondents identifying it as one of their top five areas in which to invest traffic safety dollars. Some of the relevant comments were

- Safety--speeders and risky, aggressive drivers.
- Excessive speeds and aggressive driving.
- The excessive speed by other drivers, especially in urban areas. State controlled roads through urban areas are designed for speed and moving cars. While this may be appropriate on highways, urban roads must be designed to slow cars to safe speeds.
- People speeding and often ignoring traffic safety laws.
- Excessive speeds.
- The overall speed at which drivers are displaying on surface streets and roadways.
- Speeding, drivers not obeying the speed limits.
- A lack of traffic enforcement, or at least a lack of visible traffic enforcement. I'd prefer to see more traffic patrol and more automated systems like radar and cameras.
- Speed. Many drivers tailgate when I am driving the speed limit. When I am not paying close attention to my speed I tend to drive over the speed limit.

- I see more speeding and aggressive driving than in the past.
- Drivers drive too fast and don't pay attention.
- Lack of enforcement of speed and impairment and other laws.
- People driving too fast on too wide of roads. I've seen 4 crashes in front of my house on a slow 25 mph street.
- Speeds of roadway users makes the greatest impact to my feeling of safety as I drive, bicycle or walk.
- No speed patrol or consequence for unsafe driving.
- Speeding drivers on drugs and alcohol. Lack of police.

When asked how ODOT-TSO can best support safety education in their community 87 respondents called out the need for traffic enforcement, 32 respondents specifically mentioned that there needs to be more police, law enforcement and/or funding of police and 26 respondents said that the laws need to be enforced. Some of the relevant comments were:

- Education begins with enforcement of the law. I think if people knew you were serious about enforcing the current laws on the books safety would take care of itself. If you ignore the law people are going to shirt it as much as possible.
- I do believe we are under-patrolled for DUI. I used to work in a bar and was very liberal in giving taxi info and keeping customers aware of their possible, impending predicament. It's a small town and driving-impaired is almost a cultural acceptance. We may not have Lyft/Uber, but we do have taxis, even 2 companies that will just charge extra to get you and your car home together by using 2 drivers. We need DUI checkpoints and more awareness and education. It takes only one drink to lose your good judgment! And I can serve you 2 or 3 and keep you "legal".
- We don't need "Education" we need enforcement!
- Enforce the traffic laws.
- More patrols and police presence.
- More police officers.
- Enforcement grants.
- I think there needs to be more enforcement over education.
- I feel the majority of our safety issues in Oregon are due to lack of enforcement.
- Fund enforcement by allocating funds to police for extra patrols.
- Enforcement of traffic laws (support local LEA having a traffic team).
- Fund grant overtime for police to greater patrol Oregon roadways.
- Increase the number of police giving warnings and writing citations for traffic violators. Warnings and tickets save lives because it modifies behavior.

Relevant comments that called out speeding were:

- Emphasize cultural norms for slow speeds and no distracted driving.

- Give more resources to the police so they can do their jobs. More citations means less speeding.
- More police checking out the speeding traffic down county roads.
- Give tickets to the racers and altered exhaust bucket-o-bolts.
- Anything to get the handful of very dangerous drivers off of the roadways, and to encourage slower driving on surface streets.
- Enforce speed limits.
- Police speed traps.
- More enforced speed limits. Have cameras.
- Enforce speed limits & offer safety education as part of fine reduction.
- Teach people to SLOW DOWN and not drive impaired.
- More enforcement. Not a day goes by that I don't see multiple cases of excessive speeding, not stopping at stop signs (or where required in general), and very distracted driving. There's no point in education, or rules for that matter, if there's no enforcement.
- Fines for speeders and higher fines and stricter consequences for impaired driving, including Community service.
- Speeding tickets!
- Drivers believe there are no consequences to speeding or aggressive driving.
- Convince people to drive slower. There is a cultural sense of entitlement to speed among drivers, and speed is the biggest factor in every problem related to cars, especially the likelihood of a crash AND the likelihood of injury and death as an outcome of a crash. People need to understand the myriad of ways in which their choice to speed is harmful to their neighbors and themselves, hopefully changing their behavior, and if nothing else laying the political groundwork for tech-based solutions to speeding (ex: geofencing).
- Tell drivers to slow down.
- Empower law enforcement to run speed traps and pull over erratic drivers.
- Raising awareness of the effect of speed on fatality and injury rates.
- Get drivers to slow down.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Speed	SC-25-35-11-00	Supplies for Speed Enforcement Activities for Forest Grove Police Department
Anticipated Award Amount	Funding Source*	
\$7,900	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Pg. 288, 402 – High Visibility Enforcement Speed

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities: This project will fund the purchase of two DSR in-car moving radar units for speed detection for Forest Grove Police Department to enable officers to provide directed, measurable, and added results surrounding speed enforcement.

Problem Identification: This addresses the problem identification on pgs. 48,51,72 and 281 of the Oregon Approved 3HSP.

Location: City of Forest Grove, Washington County.

Affected Communities: City of Forest Grove, Washington County Residents.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Forest Grove Police Department

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Pg. 284 Approved Oregon 3HSP, High Visibility Enforcement Speed – CTW – 2- star citation.

In Oregon, enforcement, and especially High Visibility Enforcement missions have proven to be the number one countermeasure to correct and improve poor driver behavior. Law enforcement agencies are encouraged to coordinate efforts throughout their local areas by teaming up and conducting HVE events as a team. During 2023, fifty local police departments, sixteen Sheriff's Offices and the Oregon State Police participated in Oregon's speed HVE program. Many of these agencies enforce speed 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 funds to focus on traffic safety problems in their communities. HVE has been the strongest countermeasure strategy toward reducing driving speeds on Oregon's roadways. The countermeasure strategy of HVE enforcement was

informed by Highway Safety Program Guideline number 19 specifically: program management, problem identification, communication program, enforcement countermeasures, legislation, regulation, policy, data and evaluation.

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$7,900 – 100%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct costs include purchase, shipping and installation of two in-car moving radar units for speed detection.

Match will be provided by salary and benefits of Forest Grove Police Officers engaged in HVE speed activities.

High Visibility Enforcement (HVE) Yes ☒ No ☐

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Forest Grove PD will continue to apply for and implement speed HVE grant fund awards.

In year 2022 the Forest Grove Police Department conducted 2521 traffic stops which resulted with 1847 citations and 1854 warnings being issued. In 2023 there were 5642 traffic stops which resulted with 3107 citations and 4374 warnings being issued. The majority of these citations' issues were for speed related violations. Like other agencies as we get further past the COVID pandemic, traffic stops, citations, and warnings have been steadily increasing.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

In Oregon, crashes involving speed accounted for 22 percent of all 2020 fatal and serious injury crashes. In 2022, twenty-seven percent of all fatalities and serious injuries in Region 1 occur in Washington County and 21% of those are attributed to speed.

From 2017-2022 Forest Grove experienced 1,008 crashes of which 6% involved speeding. Of 1,008 crashes 35 were fatal and serious injury crashes and 14% of the fatal and serious injury crashes involved speed, this project helps meet the state's safety performance targets of reducing the number of fatalities and serious injuries.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

In conjunction with the April 3, 2024, Multi-Disciplinary DUI conference a PP & E event was held for attendees by Region. The Region 1 group included two police officers from Forest Grove Police Department. During the PP & E event the question about whether TSO was able to fund equipment was asked. The Region 1 RTSC stated that yes, equipment can be funded if it supports other grant activities for example, equipment to fund high visibility enforcement speed activities.

The two officers from Forest Grove mentioned that they could use fixed radar in a few cars. Following the conference the Region 1 RTSC followed up with Captain Bret Barnum of Forest Grove PD. He obtained two quotes and submitted a request and the Region 1 RTSC worked on a grant application with him. The original grant was intended to be funded during the 2023-2024 grant year; however, due to long lead times on in car radar it was moved to the 2024-2025 grant year.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Statewide	SC-25-35-13-00	Region 2 and 3 Speed Enforcement Outreach and Education
Anticipated Award Amount	Funding Source*	
\$85,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Pg. 285 : Code SC Oregon FY 25 3HSP Speed Update submitted with FY 25 AGA

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of activities planned,

- location of project performance, and
- affected communities, where applicable.

Speed Enforcement Equipment – \$55,041.18

Activities: This project will provide funding to local law enforcement jurisdictions and other government entities who have been awarded ODOT-TSO speed enforcement HVE grants for enforcement, and/or outreach and education funds to address community-identified behaviors that have been contributing to the increase in speeding traffic fatalities and serious injuries in Regions 2 and 3. This project will also provide assistance to government agencies in acquiring necessary equipment and/or supplies that support the activities of enforcement, outreach and/or education with the goal of reducing speed related fatalities and serious injuries in Regions 2 and 3.

Location: All Region 2 and 3 Counties: Coos, Curry, Douglas, Jackson, Josephine, Clatsop, Columbia, Benton, Lane, Lincoln, Linn, Marion, Polk, Tillamook, Yamhill, the western half of Washington, and a section of Clackamas, Jefferson, Deschutes, and Klamath counties.

Affected Communities: All residents of Region 2 and 3, living in Coos, Curry, Douglas, Jackson, Josephine, Clatsop, Columbia, Benton, Lane, Lincoln, Linn, Marion, Polk, Tillamook, Yamhill, the western half of Washington, and a section of Clackamas, Jefferson, Deschutes, and Klamath counties.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

State of Oregon – ODOT – Transportation Safety Office – Region 3; Phoenix Police Department; Eagle Point Police Department; Astoria Police Department; Tillamook Police Department; Vernonia Police Department; Stayton Police Department; Lane County Sheriff's Office

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

**Page 283. - High Visibility Enforcement for Speed
(also Page 104 in 2024 AGA)**

Page 282. – Communications and Outreach Supporting Enforcement

3HSP Speed Chapter Update: Dynamic Speed Display/Feedback Signs for Behavior Change

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$55,041.18 and 100%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☒ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☒ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs

- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost sharing and matching: Matching funds for this grant are intended to come from program management staff time, installation and maintenance related costs for purchased equipment as identified. Staff time spent on activities delivering speed enforcement, education and outreach will also be used as local match.

Equipment: Funds will be used to purchase necessary enforcement equipment and supplies as needed to speed related education and outreach. If the cost of necessary equipment per piece is over \$10,000, NHTSA approval will be requested prior to any purchase.

High Visibility Enforcement (HVE) Yes ☒ No ☐

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

These funds do not pay for HVE activities, but it is possible that the sub-recipients of these funds would be participating in ODOT-TSO funded speed HVE grants. In that case, coordination between the Region 3 Transportation Safety Coordinator and the contracted agency would be required to ensure agencies receiving funds for necessary enforcement supplies are actively participating in HVE.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

This project will support LEAs in Regions 2 and 3 to enhance their speed enforcement outreach and education activities by providing necessary equipment and project supplies. This project will help meet the state's safety performance targets of maintaining the number of speeding-related fatalities (FARS).

Paid Media Yes ☐ No ☒
Instruction: Please provide information regarding paid media.

<u>Public Participation and Engagement (PP&E)</u>
Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.
Out of the 1511 public responses to the Transportation Safety Survey, speed was identified as the number one area respondents would invest traffic safety dollars into when asked to select up to five categories out of fifteen available. These results were further broken down by region. In looking at the results from the statewide survey, 54% of respondents from Region 3 listed speed as one of the top five priority areas that they would like funds to be invested in. Speed ranked as second overall (out of 14 topics) in top traffic safety concerns identified by contributors where ODOT should invest traffic safety dollars in Region 2. Of the 444 responses received from residents of Region 2, forty-six percent of respondents identified speed as their number one priority, with sixty-five of respondents identifying it as one of their top five areas in which to invest traffic safety dollars. Three of the eight in-person PP&E events were held in Region 3 (May 14, 15, and 16, 2024). Between the three sessions, speeding issues were mentioned and discussed a total of 37 times. Some of the conversation was focused on the lack of enforcement available to combat things like speeding. From those discussions came the topic of different equipment that could support struggling LEAs, to include radar and LIDAR, speed trailers, and speed feedback signs. The Chief of the Eagle Point Police Department was in attendance at the GAC DUII meeting held in Medford, OR on April 12, 2024. He raised concerns about his departments needs for speed detection supplies for Speed HVE and how that equipment could assist other HVE efforts like Impaired Driving. His input led to the submission of a grant funding opportunity application and will be taken into consideration for funding within this project. Four agencies in Region 2 have expressed a need, via email, for speed detection supplies for their Speed HVE efforts as well: Tillamook Police Dept., Vernonia Police Dept., the Lane County Sheriff's Office, and the Astoria Police Dept. This feedback in addition to the review of speed related crash data directly impacts selection of and funding of projects that focus on activities related to speed enforcement, outreach, and education as a priority for funding. This feedback in addition to the review of speed related

crash data directly impacts selection of and funding of supplies and equipment that support activities related to speed enforcement, outreach, and education as a priority for funding.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Program	Federal Project Number	Project Title
Speed	SC-25-35-14-00	Region 4 Speed Enforcement Outreach and Education
Anticipated Award Amount	Funding Source*	
\$136,100	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Pg. 285 : Code SC Oregon FY 25 3HSP Speed Update submitted with FY 25 AGA

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of activities planned,

- location of project performance, and
- affected communities, where applicable.

Activities: This project will provide funding to local law enforcement jurisdictions and other government entities who have been awarded ODOT-TSO speed enforcement HVE grants for enforcement, and/or outreach and education funds to address community-identified behaviors that have been contributing to the increase in speeding traffic fatalities and serious injuries in Region 4. This project will also provide assistance to government agencies in acquiring necessary equipment and/or supplies that support the activities of enforcement, outreach and/or education with the goal of reducing speed related fatalities and serious injuries in Region 4.

Location: All Region 4 Counties including Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler Counties

Affected Communities: Residents in all Region 4 Counties including Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler Counties

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

State of Oregon – ODOT – Transportation Safety Office – Region 4; Madras Police Dept. Jefferson County Sheriff's Office; City of Redmond

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

**Page 283. - High Visibility Enforcement for Speed
(also Page 104 in 2024 AGA)**

Page 282. – Communications and Outreach Supporting Enforcement

3HSP Speed Chapter Update: Dynamic Speed Display/Feedback Signs for Behavior Change

<u>Local Expenditure</u>	Yes ☒	No ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and %	136,100 at 100%	

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☒ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☒ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

<u>Special Cost Explanations</u>
Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program

Income, you must notate how that program income will be used.

Cost sharing and matching: Matching funds for this grant are intended to come from program management staff time, installation and maintenance related costs for purchased equipment as identified. Staff time spent on activities delivering speed enforcement, education and outreach will also be used as local match.

Equipment: Funds will be used to purchase necessary enforcement equipment and supplies as needed to speed related education and outreach. If the cost of necessary equipment per piece is over \$10,000, NHTSA approval will be requested prior to any purchase.

High Visibility Enforcement (HVE) Yes ☒ No ☐

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

These funds do not pay for HVE activities, but it is possible that the sub-recipients of these funds would be participating in ODOT-TSO funded speed HVE grants. In that case, coordination between the Region 4 Transportation Safety Coordinator and the contracted agency would be required to ensure agencies receiving funds for necessary enforcement supplies are actively participating in HVE.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

This project will support LEAs in Region 4 to enhance their speed enforcement outreach and education activities by providing necessary equipment and project supplies. This project will help meet the state's safety performance targets of maintaining the number of speeding-related fatalities (FARS).

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and

engagement activities, feedback received, and data shared influenced program selection and planning.

Out of the 1511 public responses to the Transportation Safety Survey, speed was identified as the number one area respondents would invest traffic safety dollars into when asked to select up to five categories out of fifteen available. These results were further broken down by region.

In looking at the results from the statewide survey, 61% of respondents from Region 4 listed speed as one of the top five priority areas that they would like funds to be invested in. When asked “what is the number one factor that impacts how you feel about driving on Oregon roads”, 14% of the respondents from Region 4 mention speed.

Three of the eight in-person PP&E events were held in Region 4. Between the three sessions, speeding issues were mentioned and discussed a total of 11 times. Some of the conversation was focused on the lack of enforcement available to combat things like speeding. From those discussions came the topic of different equipment that could support struggling LEAs, to include radar and LIDAR, speed trailers, and speed feedback signs.

This feedback in addition to the review of speed related crash data directly impacts selection of and funding of projects that focus on activities related to speed enforcement, outreach, and education as a priority for funding.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Click or tap here to enter text.

Program	Federal Project Number	Project Title
Speed	SC-25-35-14-01	Redmond School Zone Safety & Driver Compliance Initiative
Anticipated Award Amount	Funding Source*	
\$116,100	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

<u>Eligible Use of Funds</u>
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Pg. 285 : Code SC Oregon FY 25 3HSP Speed Update submitted with FY 25 AGA

<u>Planned Activity Description</u> (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities: This project will provide funding to the City of Redmond to reduce the identified problem of drivers speeding within school zones to launch an education and outreach campaign in coordination with the procurement of roadside driver feedback signs designed to reduce driver speeds in compliance with posted school zone speed limits.

The moveable speed measuring feedback signs enable collection of speed data regarding driver response to the roadside devices, which collect driver speed data 24 hours a day, allowing assessment of program effectiveness. This allows the city to compare previously collected citation data to that collected prior to campaign launch and device deployment. In combination with the already occurring speed enforcement provided by the Redmond Police Department, the goal of this program is to reduce speeding in school zones, preventing and reducing fatal and serious injuries involving pedestrians and bicyclists.

Location: City of Redmond, OR

Affected Communities: Vulnerable road users walking and cycling, as well as drivers within school zones in the city of Redmond.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

City of Redmond (local government)

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Page 282. – Communications and Outreach Supporting Enforcement

3HSP Speed Chapter Update: Dynamic Speed Display/Feedback Signs for Behavior Change

<u>Local Expenditure</u>	Yes ☒	No ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and %	136,100 at 100%	

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☒ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☒ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

<u>Special Cost Explanations</u>
Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program

Income, you must notate how that program income will be used.

Cost sharing and matching: Matching funds for this grant are intended to come from program management staff time spent on installation and maintenance related costs for purchased supplies as identified, as well as staff time spent on collecting and analyzing data, and the creation and delivery of education and outreach materials for the campaign.

Equipment: Funds will be used to purchase necessary project equipment and supplies as needed to speed related education and outreach. Necessary equipment or supplies required for the project delivery is identified at a cost of \$6,000 per piece and will be used only during the period of the grant year for the authorized purposes identified in the project activities; roadside feedback of driver speed for the purpose of reducing speeds exceeding posted speed limit in school zones and collecting speed data to evaluate program efficacy. Procedures for managing equipment will be developed and followed in accordance with 2 CFR 200.313(d) and equipment will be tracked until the lesser of either the state or federal value capitalization requirements are met.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

This project will support the efforts of LEAs in Region 4 to enhance their speed enforcement outreach and education activities by providing necessary equipment and project supplies of a variety of types to change driver behavior. This project will help meet the state's safety performance targets of maintaining or reducing the number of speeding-related fatalities (FARS) and utilizing countermeasures with proven effectiveness in addressing identified safety problems involving speeding.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

Out of the 1511 public responses to the Transportation Safety Survey, speed was identified as the number one area respondents would invest traffic safety dollars into when asked to select up to five categories out of fifteen available. These results were further broken down by region.

In looking at the results from the statewide survey, 61% of respondents from Region 4 listed speed as one of the top five priority areas that they would like funds to be invested in. When asked “what is the number one factor that impacts how you feel about driving on Oregon roads”, 14% of the respondents from Region 4 mention speed.

Three of the eight in-person PP&E events were held in Region 4. Between the three sessions, speeding issues were mentioned and discussed a total of 11 times. Some of the conversation was focused on the lack of enforcement available to combat things like speeding. From those discussions came the topic of different equipment that could support struggling LEAs, to include radar and LIDAR, speed trailers, and speed feedback signs.

This feedback in addition to the review of speed related crash data directly impacts selection of and funding of projects that focus on activities related to speed enforcement, outreach, and education as a priority for funding.

Representatives from Redmond Police Department and the City of Redmond were present at the in-person PP&E event on April 11th and engaged in discussions regarding top safety issues in their communities. During this event they expressed interest in using outreach and education in addition to enforcement activities to change driver behavior. The focus of suggestions for projects was to utilize both innovative approaches and positive cultural norming strategies to improve transportation safety on state highways and local roads for all road users.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Click or tap here to enter text.

Program	Federal Project Number	Project Title
Speed	SC-25-35-15-00	Region 5 Speed Enforcement Outreach and Education
Anticipated Award Amount	Funding Source*	
\$20,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Page 285: Code SC Oregon FY 25 3HSP Speed Update submitted with FY 25 AGA

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities: This project will provide funding to local law enforcement jurisdictions and other government entities who have been awarded ODOT-TSO speed enforcement HVE grants for enforcement, and/or outreach and education funds to address community-identified behaviors that have been contributing to the increase in speeding traffic fatalities and serious injuries in Region 5. This project will also provide assistance to government agencies in acquiring necessary equipment and/or supplies that support the activities of enforcement, outreach, and/or education with the goal of reducing speed related fatalities and serious injuries in Region 5.

Location: Local law enforcement jurisdictions within Region 5. See ODOT Region Map and Table of Counties by Region.

Affected Communities: Oregon drivers, visitors, and residents; and law enforcement agencies and officers within Region 5.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

State of Oregon – ODOT - Transportation Safety Office - Region 5; Malheur County Sheriff's Office

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Page 283. - High Visibility Enforcement for Speed
(also Page 104 in 2024 AGA)

Page 282. – Communications and Outreach Supporting Enforcement

3HSP Speed Chapter Update: Dynamic Speed Display/Feedback Signs for Behavior Change

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$20,000 and 100%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☒ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☒ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost sharing or matching: Matching funds for this grant are intended to come from program management staff time, installation and maintenance related costs for purchased equipment as identified. Staff time spent on activities delivering speed enforcement, education and outreach will also be used as local match.

Equipment: Funds will be used to purchase necessary enforcement equipment and supplies as needed to speed related education and outreach. If the cost of necessary equipment per piece is over \$10,000, NHTSA approval will be requested prior to any purchase.

High Visibility Enforcement (HVE) Yes ☒ No ☐

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

These funds do not pay for HVE activities, but it is possible that the sub-recipients of these funds would be participating in ODOT-TSO funded speed HVE grants. In that case, coordination between the Region 4 Transportation Safety Coordinator and the contracted agency would be required to ensure agencies receiving funds for necessary enforcement supplies are actively participating in HVE.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

This project will support LEAs in Region 5 to enhance their speed enforcement, outreach, and education activities by providing necessary equipment and project supplies. This project will help meet the state's safety performance targets of maintaining the number of speeding-related fatalities (FARS).

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

Out of the 1511 public responses to the Transportation Safety Survey, speed was identified as the number one area respondents would invest traffic safety dollars into when asked to select up to five categories out of fifteen available. These results were further broken down by region.

In looking at the results from the statewide survey, 65% of respondents from Region 5 listed speed as one of the top five priority areas that they would like funds to be invested in. When asked “what is the number one factor that impacts how you feel about driving on Oregon roads”, 29% of the respondents from Region 5 mention speed.

Two of the eight in-person PP&E events were held in Region 5. Between the two sessions, speeding issues were mentioned and discussed a total of 11 times. Some of the conversation was focused on the lack of enforcement available to combat things like speeding. From those discussions came the topic of different equipment that could support struggling LEAs, to include radar and LIDAR, speed trailers, and speed feedback signs.

This feedback in addition to the review of speed related crash data directly impacts selection of and funding of projects that focus on activities related to speed enforcement, outreach, and education as a priority for funding. This feedback in addition to the review of speed related crash data directly impacts selection of and funding of supplies and equipment that support activities related to speed enforcement, outreach, and education as a priority for funding.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Speed	SC-25-35-16-00	HVE Speed Enforcement – Oregon Impact
Anticipated Award Amount	Funding Source*	
\$602,500	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state’s highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide (s).
SC 402 – Speed Management. Eligible use as described on pages 283 – 284 of the Oregon Triennial Highway Safety Plan FFY 2024-2026

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

This project will be used to fund the speed enforcement efforts and activities by city, county, and tribal law enforcement agencies throughout Oregon. Funding will also be used to maintain the 'Badge Data' HVE grant reporting system, and to fund grant administrative support activities by Oregon Impact in relation to speed enforcement overtime.

Location:

Milwaukie, Oregon

Affected Communities:

Cities of: Albany, Ashland, Astoria, Banks, Beaverton, Bend, Brookings, Burns, Canby, Carlton, Central Point, Coburg, Coos Bay, Eagle Point, Eugene, Forest Grove, Gaston, Gervais, Gladstone, Grants Pass, Gresham, Hermiston, Hillsboro, Independence, Junction City, Keizer, Lake Oswego, Lebanon, Malin, McMinnville, Medford, Molalla, Monmouth, Myrtle Creek, Newberg-Dundee, North Bend, North Plains, Oregon City, Phoenix, Portland, Prineville, Redmond, Reedsport, Roseburg, Salem, Sandy, Scappoose, Seaside, Sherwood, Springfield, Stanfield, Stayton, Sutherlin, Talent, The Dalles, Tigard, Tillamook, Toledo, Tualatin, Umatilla, Vernonia, West Linn, Winston, Yamhill

Counties of: Baker, Benton, Coos, Crook, Deschutes, Gilliam, Jackson, Josephine, Klamath, Lane, Malheur, Marion, Multnomah, Polk, Tillamook, Washington, Yamhill

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

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

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

High Visibility Enforcement - Although HVE for speed enforcement has only a 2 star for the CTW citation, surveys conducted via research firms and during community engagement events in recent years by TSO have proven that high visibility enforcement is the most effective means of changing societal behaviors related to speeding in Oregon.

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$546,000 – 90.4%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs, specifically paragraph (c)
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost Sharing or Matching: The Match for the Speed HVE project will be provided by the participating Speed HVE agencies in the form of straight time distracted driving enforcement activities.

Direct Costs: Office expenses including rent, supplies, phone, and postage needed for grant activities. Other direct costs include bookkeeping charges, Badge Data maintenance charges and CPA Audit charges as well as signage for speed reduction. Mini-grants to local police departments and county sheriff's offices will be awarded to interested law enforcement agencies for speed enforcement activities.

Compensation – Personal Services: This project will pay for Oregon Impact personnel costs needed to administer the Speed HVE mini-grant program on behalf of the TSO.

Compensation – Fringe Benefits: This project will pay for the fringe benefits for the Oregon Impact staff while they are working on the Speed HVE program on behalf of the TSO.

Travel Costs: This project will cover the travels costs of requested visits from participating Speed HVE agencies for Oregon Impact to do an onsite visit.

High Visibility Enforcement (HVE) Yes ☒ No ☐

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Speed HVE

The Speed Enforcement Program will provide grants to local City, County and Tribal police agencies as well as the Oregon State Police to conduct enforcement activities that will maintain or increase compliance with Oregon's posted speed limits. Funding is provided to local law enforcement agencies with an emphasis on speed enforcement, but also to stop other traffic related violations when observed. Each law enforcement agency will determine their deployment schedule for their resources and focus on areas with high incidents of speed related problems and crashes.

In Oregon, enforcement, and especially High Visibility Enforcement missions have proven to be the number one countermeasure to correct and improve poor driver behavior. Law enforcement agencies are encouraged to coordinate efforts throughout their local areas by teaming up and conducting HVE events as a team. During 2024, ninety local police departments and Sheriff's Offices participated in Oregon's speed HVE program. Many of these agencies enforce speed 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 funds to focus on traffic safety problems in their communities. HVE has been the strongest countermeasure strategy toward reducing driving speeds on Oregon's roadways.

Projects are funded based on a Notice of Opportunity and subsequent receipt by TSO of a Letter of Interest, sent to all law enforcement agencies. The Letter of Interest includes a problem identification statement which identifies specific locations for enforcement and the grant amount requested by the agency. Awards are partially based on previous performance.

The TSO Speed Program will provide grants to local police departments, sheriff's offices, tribal police, and Oregon State Police to conduct enforcement activities that will increase compliance with speed laws. Agencies are encouraged to do multi-jurisdictional enforcement. Funds will also be allocated between the regional coordinators for agencies to purchase speed measuring equipment to assist with the completion of speed enforcement HVE objectives.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

High Visibility Enforcement (HVE) continues to be a huge part of the Speed Program. It is a key countermeasure to educating the public on the importance of speed laws as well as enforcing the laws. The more officers you see out on the road, the greater the likelihood that drivers will be traveling at a safer speed. This planned activity will contribute to the performance measures of reducing the number of fatalities and serious injuries.

Paid Media Yes ☐ No ☐

Instruction: Please provide information regarding paid media.

The Speed Enforcement Program will provide grants to local City, County and Tribal police agencies to conduct enforcement activities that will maintain or increase compliance with Oregon's posted speed limits. Funding is provided to local law enforcement agencies with an emphasis on speed enforcement, but also to stop other traffic related violations when observed. Each law enforcement agency will determine their deployment schedule for their resources and focus on areas with high incidents of speed related problems and crashes.

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Participating City Police Departments:

Albany, Ashland, Astoria, Banks, Beaverton, Bend, Brookings, Burns, Canby, Carlton, Central Point, Coburg, Coos Bay, Eagle Point, Eugene, Forest Grove, Gaston, Gervais, Gladstone, Grants Pass, Gresham, Hermiston, Hillsboro, Independence, Junction City, Keizer, Lake Oswego, Lebanon, Malin, McMinnville, Medford, Molalla, Monmouth, Myrtle Creek, Newberg-Dundee, North Bend, North Plains, Oregon City, Phoenix, Portland, Prineville, Redmond, Reedsport, Roseburg, Salem, Sandy, Scappoose, Seaside, Sherwood, Springfield, Stanfield, Stayton, Sutherlin, Talent, The Dalles, Tigard, Tillamook, Toledo, Tualatin, Umatilla, Vernonia, West Linn, Winston, Yamhill

Participating County Sheriff's Offices:

Baker, Benton, Coos, Crook, Deschutes, Gilliam, Jackson, Josephine, Klamath, Lane, Malheur, Marion, Multnomah, Polk, Tillamook, Washington, Yamhill

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

For the High Visibility Enforcement program for the Transportation Safety Office (TSO), a letter of interest (LOI) is sent out to all the law enforcement agencies in the state. The agencies that are interested in participating return a completed LOI with which enforcement programs they would like they participate in along with a problem statement to provide the local data and issues that particular city or county may be dealing with. This process provides the Transportation Safety Office with invaluable information regarding the issues that agencies are seeing in different parts of the state.

TSO also had several program managers attend the 2024 Police Traffic Safety Conference in Bend, Oregon. After meeting with different law enforcement agencies that attended the conference, one of the main topics that agencies kept bring up is that most law enforcement agencies do not have the resources to conduct traffic safety enforcement on their own. Grant funding is a must for agencies to be able to conduct targeted traffic safety enforcement.

After attending several of the public participation and engagement (PP&E) sessions that were held throughout the state and reviewing the notes, traffic safety enforcement continues to be a

big topic. At the Island City PP&E event, the question was asked “do you have specific suggestions for enforcement efforts or initiatives that might improve transportation safety”, and one of the responses that a table of participants shared was “commercial motor vehicle speed enforcement.” Another group shared that they would like to see “more target event enforcement”, and another response to the question was “increase funding for county patrols”.

After the PP&E event in North Bend, one of the responses to the question “do you have specific suggestions for enforcement efforts or initiatives that might improve transportation safety?” was we need more targeted enforcement on specific behaviors such as speed and distracted driving.

It was evident after reviewing responses around the state and talking to law enforcement agencies, it is still very important to provide traffic safety grants and agencies depend on the support that these grants provide to their agencies.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
N/A

Program	Federal Project Number	Project Title
Speed	SC-25-35-18-00	PPB Speed Racing
Anticipated Award Amount	Funding Source*	
\$300,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
3HSP Update section of FFY 2025 AGA, GTS eligible use code: SC

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of activities planned,

- location of project performance, and
- affected communities, where applicable.

The City of Portland is requesting federal funding so the Portland Police Bureau (PPB) can better address an increase in illegal street racing activity. There are several planned major events for 2025 which require an enhanced police presence, increased coordination with other government entities, and additional supplies needed for pursuit prevention and termination. PPB will also coordinate with the Oregon State Police, the Port of Portland, and the Multnomah County District Attorney's Office to combat the city-wide issue.

The PPB will utilize funding to prioritize the planned major events for 2025, particularly the large-scale events that have historically occurred during known times (calendar dates and times).

Much of the expense will be in personnel overtime costs for PPB members that work in PPB's traffic division and with the PPB K-9 unit, as well as partner agency personnel straight and overtime expenses.

PPB and partner agencies will conduct targeted enforcement and investigation activities that will increase compliance with speed laws and decrease participation in organized street racing events. Multi-jurisdictional enforcement missions may be included as a part of this project and this project will fund those agencies allowable expenses.

The grant will fund all participating agency law enforcement certified and unsworn personnel activities related to speed racing missions (operational plan development/missions/post-mission investigative and enforcement activities). Eligible expenses for this grant will include: straight time, fringe benefits, overtime, training expenses, paid media, and equipment purchases and/or equipment use costs which support the activities associated with speed racing missions.

Speed enforcement has a 2 star for the CTW citation. Surveys conducted via research firms and during community engagement events in recent years by TSO have proven that high visibility enforcement is the most effective means of changing societal behaviors related to speeding in Oregon.

Location: Within the City of Portland's jurisdiction as well as within Multnomah, Washington, and Clackamas County areas.

Communities where speed racing events are held will be impacted by the activities of this grant. The speed racing events are typically held in known and consistent locations – which PPB is familiar with and this grant will help the PPB address local concerns related to the demand for enforcement to stop the events from occurring.

Match will be provided through straight time, fringe benefit, and equipment purchase/use expenses provided by PPB which are allowable expenses under the 402 program.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Portland Police Bureau, City of Portland, City Law Enforcement Agency

Partner agencies involved in multi-agency missions.

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Pages 282-283 in Oregon's FY2024-2026 Triennial Highway Safety Plan

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % 100%, \$300,000

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☒ Equipment
- ☐ Fixed amount subawards
- ☐ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs

- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost Sharing or Matching: The Grantee will be providing match.

Equipment: Equipment with a value of less than \$10,000 per item will be purchased to support the activities associated with enforcement of speed racing laws.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Click or tap here to enter text.

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

Actual					5-year avg	In Progress*	Projected Targets		
2016	2017	2018	2019	2020	2016-2020 avg.	2021	2024	2025	2026
143	170	143	154	135	149	154	149	149	149

Paid Media Yes ☒ No ☐
Instruction: Please provide information regarding paid media.
The Grantee may choose to utilize some of the funds to internally develop and distribute media, or may choose to contract for the development and distribution of media to educate drivers on speed racing laws and penalties.

Public Participation and Engagement (PP&E)
Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.
PP&E feedback on this subject is clear – most citizens and legislators want enforcement.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Example information (local news reports which includes PPB provided data) related to the problem, recent legislation enacted to address the issue, and equipment information highlighting the preventative nature and use of some of the equipment that will be purchased to support the activities of this project: https://www.portlandoregon.gov/police/news/read.cfm?id=533492 Several arrests, tows due to Portland street racing mission kgw.com Seizing vehicles new tool to deter Portland street racing (koin.com) Street Takeover Mission Results in Arrests, Vehicle Tows (Photo) (portlandoregon.gov) Recent Legislation - SB0615 (oregonlegislature.gov) Spike Strip deployment at 1:08 - Several arrests, tows due to Portland street racing mission kgw.com Spike strip photo from April 2024 - Seizing vehicles new tool to deter Portland street racing (koin.com)

[PPB and OSP Conduct Illegal Street Racing Enforcement Mission \(Photo\)](#)
[\(portlandoregon.gov\)](#)

Example of typical resources used in mission - [Street Racing Mission Results in Arrests, Dozens of Citations \(Photo\)](#) [\(portlandoregon.gov\)](#)

[Tire Spike Stripe | Vehicle Immobilizers For Police | Galls](#) - - - "...stingers an even keep a car chase from happening"

"...will prevent high speed chases..." - [Spike Strip Tire Deflation Devices | Magnum Spike](#)

" whether it's preventing and safely ending high-speed pursuits..." - [Home - Stop Stick Ltd.](#)

See page 5 - [Vehicular Pursuits - 2019.pdf \(theiacp.org\)](#)

Program	Federal Project Number	Project Title
Traffic Records	B3C-25-54-16-00	ODOT Data MIRE File Improvement
Anticipated Award Amount	Funding Source*	
\$100,000	405(c)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Page 287, <u>https://www.ecfr.gov/current/title-23/chapter-III/part-1300#p-1300.11(b)(1)</u> 405c-Compatibility

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

This project is designed to address deficiencies in the roadway files identified in the Traffic Records Strategic Plan And known as the Model Inventory of Roadway Elements. Initial work for the project will be identifying actions and activities that will improve records, procedures, and access to data. The project will identify methods to address local roadway data collection and measurement. It is expected multiple performance measures will be improved, or plan for improvement will be developed. Initial improvements to completeness will be the first to improve as a result of this strategy work. Proposed improvements include: Increase the percentage of MIRE elements in the system.

Location: Work to be conducted in Salem, Marion County, Oregon, with data from statewide sources. Affected communities include professionals and public who use these elements.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

ODOT Transportation Data, Salem, Marion County, Oregon

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Page 290, CFR: (1300.11(b)(4)(ii) 1300.12(b)(2)(viii)) High-quality State traffic record data is critical to effective safety programming, operational management, and strategic planning.

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$0 and 0%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Project will pay for staff time, contractor or vendor costs, software as a service costs, and software to be determined, but if over \$5000 pre-approval will be requested. To be matched with staff labor

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Number of fatalities 1300.11(b)(3)(ii) Access to information will help decision makers select projects designed to address this performance measure in a more timely manner.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

At each public participation event, and in other engagement venues, increased timeliness, availability and access to transportation data to inform decision making comes up as a need. This project will provide needed improvements to make data regarding the transportation network more timely, accurate, complete, and accessible – all repeatedly requested improvements by the public at large, and professional practitioners in Oregon

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Traffic Records	B3SA-25-54-18-00	ODOT Traffic Roadway Analysis Effort
Anticipated Award Amount	Funding Source*	
\$100,000	405(c)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
3HSP page 290, (1300.11(b)(4)(ii) 1300.12(b)(2)(viii)) 405c – Software or Applications

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

This project will allow ODOT's Traffic Roadway Section to conduct crash analysis of Oregon roadways. Activities include the purchase process and set up of software, or Software as a Service (SaaS) service which will allow rapid analysis and identification of crash trends, problem roadways, hotspots, and other elements. Once the needed software solution is established, ODOT's Traffic Roadway Section staff will work with the SaaS contractor to input detailed roadway and crash data and provide training in proper use to each of the five ODOT regions on proper access of the data. The final activity will be to conduct analysis of roadways statewide, to develop an accurate picture of crash patterns, locations, and practical interventions to address crashes in the most cost effective manner.

Location(s): Work to initially be conducted in Salem, Marion County, Oregon, with later work in ODOT Regional offices located in LaGrande, Union County, Bend, Deschutes County, Roseburg, Douglas County, Salem, Marion County, Portland, Multnomah County, Oregon. Affected communities include professionals and public who use these elements.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

ODOT Traffic Section, Salem, Marion County, Oregon

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Page 290, (1300.11(b)(4)(ii) 1300.12(b)(2)(viii)) High-quality State traffic record data is critical to effective safety programming, operational management, and strategic planning. Every State should maintain a traffic records system that supports the data-driven, science based

decision-making necessary to identify problems; develop, deploy, and evaluate countermeasures; and efficiently allocate resources. Federal statute requires States to certify that “an assessment of the State’s highway safety data and traffic records system was conducted or updated during the preceding 5 years” to qualify for a state traffic safety information system improvements grant, per. 23 U.S.C. §405(c). NHTSA regulations in 23 C.F.R. §1300.22(b)(4) require that the assessment comply with “procedures and methodologies” outlined in this advisory. 23 C.F.R. §1300.22(b)(4). The document provides guidance on three different assessment processes so that States may choose the process that best fits their needs. The Traffic Records Program Assessment Advisory provides voluntary guidance and describes the ideal traffic records systems from which States can assess their capabilities. Like the 2012 version, this updated advisory provides contents, capabilities, and data quality of an effective traffic records system by describing an ideal system that supports high-quality decisions and leads to cost-effective improvements in Oregon's FFY 2024 AGA 107 of 227 highway and traffic safety. The benefit for States to align to the description of the ideal traffic records system would be to ensure that complete, accurate, and timely traffic safety data is collected, analyzed, and made available for decision making, which is central to identifying traffic safety problems, and designing countermeasures to reduce injuries and deaths caused by crashes. The ideal described is aspirational, and there is no expectation that States align perfectly with the ideal as described. A national group of subject matter experts developed this Advisory as an experiment for States to identify their traffic records system’s strengths as well as opportunities for improvement. Worldwide scientists have seemingly not conducted research into the intrinsic value of traffic records in reducing crashes, thus limited research or even professional writing exists. One citation from NHTSA, DOT HS 811 441, February 2011, Model Performance Measures for State Traffic Records Systems goes into detail about measures but does not discuss the intrinsic value of traffic records. There is also a paper detailing the value in the form as follows: Some Statistical Aspects of Road Safety Research, R. J. Smeed, Journal of the Royal Statistical Society. Series A (General), Vol. 112, No. 1 (1949), pp. 1-34 (34 pages). This research from 1949 is the only actual research staff was able to identify that supports creation and tracking of traffic records. NHTSA reports they see the value of traffic records as a means to learn about the precursors to crash events, the details of events, and the response to and after such events, and the participants involved in each stage (i.e. Haddon’s Matrix), but has seemingly not invested in research into highway safety improvements that occur in the presence of traffic records.

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and %

\$0 and 0%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☒ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Software or Software as a Service Solution, \$100,000. Match in the form of staff labor and benefits

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Number of fatalities 1300.11(b)(3)(ii) Access to information and analysis will help decision makers select projects designed to address the traffic fatality performance measure in a more timely manner.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

Nearly all public and professional participation and engagement events and activities have seen the public and professionals stress a need for more timely access to complete crash information, preferably with some sort of analysis to understand the meaning of the data. This approach to data was discussed at the annual conference event specifically. This project will provide engineers with much sought data and depending on the product procured, countermeasures to best address the crash patterns and issues identified.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Click or tap here to enter text.

Program	Federal Project Number	Project Title
Traffic Records	B3SP-25-54-19-00	ODOT Data Transinfo Migration
Anticipated Award Amount	Funding Source*	
\$182,559	405(c)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Page 290, https://www.ecfr.gov/current/title-23/chapter-III/part-1300#p-1300.11(b)(4)(ii) , 405c- Supporting Professionals

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of • activities planned, • location of project performance, and • affected communities, where applicable.
This is a 3-year project that will create a modernized linear referencing system to eliminate redundancies and inefficiencies in current data management practices and streamline the management of critical roadway data elements, maintaining high standards in timeliness, accuracy, completeness, uniformity, integration, and accessibility. The standardization of data management practices will improve the overall integrity and accuracy of transportation network data, which is crucial for decision-making and reliable reporting. The project activities include: 1. Business Process Prototyping: The project team will prototype updated linear referencing standards and remodel a subset of events/assets. 2. Design: The project team will design linear referencing standards for a full data set of network and assets/events and will define cleanup processes, configurations, reports, extracts, and integrations. 3. Testing: The project team will implement all planned changes in a testing environment where users validate integrations, workflows, and data management strategies. Implementation: The project team will implement changes in a production environment, ensuring that all users are trained and the system is fully operational. Project will occur in Salem, Marion County, Oregon, and will aggregate information gathered from locations statewide. Affected communities include professionals and public who use these elements.

<u>Participating Sub-Recipient(s)/Agencies</u>
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
ODOT Transportation Data, State of Oregon, Salem, Marion County, Oregon

<u>Countermeasure Strategy</u>
Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.
Page 290, CFR: (1300.11(b)(4)(ii) 1300.12(b)(2)(viii)) High-quality State traffic record data is critical to effective safety programming, operational management, and strategic planning.

<u>Local Expenditure</u>	Yes ☐	No ☒
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and %	\$0 and 0%	

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Costs will include staff labor and benefits both as project cost and match, and consultant contractor for data

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Number of fatalities 1300.11(b)(3)(ii) Access to timely, accurate, complete information will help decision makers select projects designed to address this performance measure in a more timely manner.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

At each public participation event, and in other engagement venues, increased availability and access to transportation data to inform decision making comes up as a need. This project will

provide needed improvements to make data regarding the transportation network more timely, accurate, complete, and accessible – all repeatedly requested improvements by the public at large, and professional practitioners in Oregon..

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Traffic Records	B3SP-25-54-20-00	CAR Unit Crash Data Timeliness
Anticipated Award Amount	Funding Source*	
\$221,312	405(c)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Page 290, https://www.ecfr.gov/current/title-23/chapter-III/part-1300#p-1300.11(b)(4)(ii) 405c-Supporting Professionals

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

This is an effort to sustain as well as improve crash data timeliness and operations for all data users. This project will fund Crash Data Technician hours needed in order to implement activities and reach goals of the project. Crash Data Technicians are the sole resource to enter crash data into the state's data management system (CDS). The average Crash Data Technician is responsible for entering 6,000 crashes into the system per year. The following summarizes the major activities associated with the funding of this grant:

1. Funding 2,080 hours for Crash Report Technician (CRT) activities to implement the project. One CRT will be stationed at DMV Headquarters to help with fast tracking fatal and serious injuries. (Temporary staff).
2. Funding 2,080 hours for an additional 2,080 hours for a Crash Report Technician (Temporary staff). The activities will be conducted with ODOT's Commercial Compliance Division (CCD) to help with fast tracking motor carrier crashes.

Funding 2,080 hours for a Crash Data Technician to supplement the existing pool. Adding an additional resource to this pool is the fastest way to increase crash data timeliness.

Location: All work to be conducted in Salem, Oregon, Marion County, Oregon with crash data from the statewide data pool. Affected communities include professionals and public who use these elements.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

ODOT Transportation Data, State of Oregon, Salem, Marion County, Oregon

<u>Countermeasure Strategy</u>
Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.
Page 290, CFR: (1300.11(b)(4)(ii) 1300.12(b)(2)(viii)) High-quality State traffic record data is critical to effective safety programming, operational management, and strategic planning.

<u>Local Expenditure</u>	Yes ☐	No ☒
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and %	\$0 and 0%	

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Staff labor as both project cost, and match.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Number of fatalities 1300.11(b)(3)(ii) Access to information sooner will help decision makers select projects designed to address this performance measure in a more timely manner.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

At each public participation event, and in other engagement venues, increased availability and access to transportation data to inform decision making comes up as a need. This project will

provide more timely availability of crash data, a most wanted item from a public and professional input standpoint.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

See 405(c) grant application documents located in the 405(c) section of the FY25 AGA.

Program	Federal Project Number	Project Title
Traffic Records	B3T-25-54-16-00	DMV Online Citizen Crash Report
Anticipated Award Amount	Funding Source*	
\$148,110	405(c)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
3HSP Page 290, https://www.ecfr.gov/current/title-23/chapter-III/part-1300#p-1300.11(b)(4)(ii) 405c- Technology

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

ODOT Policy, Data and Analysis Division and the Crash Analysis and Reporting (CAR) Unit have ongoing projects to modernize the state's crash reporting system and integrate crash data across multiple state agencies. This project is a key first step to automating and improving customer crash reports. It will also enable future data integration between the Driver, Vehicle, and Crash databases in support of the ongoing Crash Modernization project.

ODOT Information Systems (IS) is currently developing an eCrash Reporting Solution. This software solution is based upon business requirements and a design that map directly to a usable solution. This will be accomplished in part through activities as follows:

Completion of the development and testing of the customer-facing eCrash Reporting System will entail the following activities with various ODOT DMV agency groups:

1. Iterative cycles of Development/Demo to ODOT Crash Reporting Unit (CRU) and Crash Analysis Reporting (CAR) Business Subject Matter Experts (SMEs) until all business requirements are met.
2. Two separate cycles of Development/Demo-to-Business SMEs/Refinement for CRU, CAR and DMV's Usability Assessment Team to address changes required coming out of Usability Assessment and User Experience Testing of the customer-facing portion of the eCrash Reporting System.
3. Business and Acceptance Testing performed by the DMV CRU and CAR.
4. Usability Assessment performed by an independent team of specialists within DMV who have experience with optimization of user experience for customer-facing applications such as the eCrash Reporting solution.
- 5 User Experience Testing performed by an independent set of random DMV customers who are not affiliated with DMV or DMV staff.

Location: Work will be conducted in Salem, Marion County, Oregon preparing the system to accept data input from statewide sources. Affected communities include professionals and public who use these elements.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

ODOT DMV, State agency, Salem, Oregon

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

3HSP Page 290, (1300.11(b)(4)(ii) 1300.12(b)(2)(viii)) High-quality State traffic record data is critical to effective safety programming, operational management, and strategic planning.

Local ExpenditureYes ☐No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$0 and 0%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs

- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Staff labor and benefits, information system consultant, Match in the form of Staff Labor and benefits.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Number of fatalities 1300.11(b)(3)(ii) Timely access to accurate and complete crash information will help decision makers select projects designed to address this performance measure in a more timely manner.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

<u>Public Participation and Engagement (PP&E)</u>
Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.
Nearly all public participation and engagement events and activities had the public and transportation safety professionals stress a need for more timely access and more complete crash and other related data. This project seeks to provide more timely access and increased completeness of crash data through easing and automating citizen crash data collection.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See 405(c) grant application documents located in the 405(c) section of the FY25 AGA.

Program	Federal Project Number	Project Title
Traffic Records	B3SP-25-54-17-00	DMV-Crash Report Imaging
Anticipated Award Amount	Funding Source*	
\$160,000	405(c)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
3HSP Page 290, https://www.ecfr.gov/current/title-23/chapter-III/part-1300#p-1300.11(b)(4)(ii) , 405c Supporting Professionals

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

This project will fund activity designed to improve the performance measures dealing with timeliness of traffic record creation in the crash data file, with expected improvements in specific model performance measures 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. AND C-T-2: The percentage of crash reports entered the database within XX days after the crash (e.g., 30, 60, or 90 days) The project will fund specific staff activities needed to reduce a significant backlog in the scanning of crash reports from DMV (official collector) to ODOT's CAR Unit (Crash Analysis Reporting) to make crash data timelier, and more available than is currently. This includes acquiring (2) scanners and funding the staff hours necessary to complete the project activities. These scanners will only be used to scan documents that are being sent to CAR.

Expected Outcome: Project will lessen the time currently needed to bring a backlog of 11 months of crash records to be transferred to the ODOT State's Crash Data Analysis unit. This will make the data more readily available in a timely, and more accessible manner for all data users.

- A reduction in the average number of months from crash date provided into the official CAR repository from an average of 12 months to 3 months.

Location: All work will be conducted in City of Salem, Marion County, Oregon. Crash reports will be from a statewide pool of submissions from Oregon law enforcement agencies. Affected communities include professionals and public who use these elements.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

ODOT DMV, State of Oregon, City of Salem, Marion County, Oregon

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Page 290, (1300.11(b)(4)(ii) 1300.12(b)(2)(viii)) High-quality State traffic record data is critical to effective safety programming, operational management, and strategic planning.

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$0 and 0%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs

- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Staff labor and benefits – both as match and as cost, Indirect cost as Match

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Number of fatalities 1300.11(b)(3)(ii) Access to information will help decision makers select projects designed to address this performance measure in a more timely manner.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

Nearly all of Oregon's public participation and engagement events and activities have included the public and professionals' stress their need for more timely access to crash and other related transportation safety data. This project seeks to provide more timely access to crash data in order to drive decision-making.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See 405(c) information in Appendix.

Program	Federal Project Number	Project Title
Traffic Records	B8L*TR-25-22-11-00	Risky Driver Research
Anticipated Award Amount	Funding Source*	
\$88,000	405(e) Flex	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Pg. 279 – 405e Flex

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities: During year 2 of the Risky Driver Research Project activities include documenting risk profiles, make recommendations for archive optimization, draft final report and research note, facilitate the third meeting of the Technical Advisory Committee (TAC), write final research report and final research note. The Technical Advisory Committee will devise a plan to share the results of the research which will include presentations to appropriate agencies and partners.

Problem Identification: Oregon traffic deaths having been trending upwards since 2014 and as of 2021 are at their highest level in 20 years with 603 traffic deaths in 2022 and 599 in 2021. This problem is identified on pages 65 -66 of the approved Oregon 3HSP.

Location: The research project is looking at and linking ten years of data within the State of Oregon. The researchers are located in Corvallis, Oregon.

Affected Communities: Oregon, including areas that bear the brunt of traffic violence e.g. SPIS sites, East Portland

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

ODOT Research, Oregon State University.

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

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

Program. Data and Program Evaluation (Guidelines 3, 4, 7, 8,11,13,14,15,19,20, & 21)

Page 290, (1300.11(b)(4)(ii) 1300.12(b)(2)(viii)) High-quality State traffic record data is critical to effective safety programming, operational management, and strategic planning. Every State should maintain a traffic records system that supports the data-driven, science based decision-making necessary to identify problems; develop, deploy, and evaluate countermeasures; and efficiently allocate resources.

Local Expenditure

Yes ☐

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % N/A

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs

- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Costs for this project include compensation and benefits of the ODOT Researcher for time spent managing the project and working with the researchers. Direct cost is the contract with OSU to do the research.

Match is provided by the OSU research assistant time on the project.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

This project will fund a data linkage research project that would combine driver records and crash outcomes data to better understand key inputs to variations in driver risk profiles in Oregon. Driver records include the history of the drivers traffic offense convictions, court ordered driver education participation, and DMV improvement programs among other pieces of information useful for understanding Oregon driver risk profiles. Beyond information collected in citations and crash reports by police, little information exists in Oregon about driver risk profiles and how those risk profiles differ by age, gender, educational attainment, income, and geography. Additionally, it is not known how driver intervention strategies such as driver education programs and ODOT's Driver Improvement program impact those risk profiles for Oregon drivers. This information could be used to develop new strategies for intervention in relation to the highest risk drivers in Oregon.

These NHTSA funds will aid in the development of a unique data set linking ODOT's crash data with information on drivers from DMV. ODOT's crash database of record is a high-quality data set used for many of the traffic safety related decisions for the agency, but it lacks important information about the driver, like their traffic citation and conviction history and the involvement of driver intervention programs like ODOT's Driver Improvement Program. The

data linkage planned for this work would join driver, crash, citation and involvement in driver improvement program records for up to 20 years, offering a rich dataset for analysis. Following data linkage this project would analyze the data to determine the efficacy of these Driver Improvement Programs while controlling for confounding factors like age, sex, and census information (based on home address of driver). Oregon DMV has an important need to update the findings from past evaluations of these programs to better position resources to target and offer additional interventions for the most risky drivers. The results of this analysis would be a useful tool for directing ongoing implementation of these programs.

In addition, this project will support future research. An important goal for this project is to develop a data linkage process that can include necessary data elements useful to answering future research questions related to drivers and crash risk. For instance, it's possible that information on driver involvement in DUII/Impaired Driving interventions could be linked to these data to determine the effectiveness of those interventions. Similarly, information on a person's Driver Education Program status could be added to determine how involvement in those programs impact crash risk.

This addresses the problem that in Oregon traffic deaths are now at their highest level in 20 years with 599 traffic deaths in 2021 and 507 in 2020, a trend reversal that needs to be addressed.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

This project came about through three years of meetings with police officers, traffic safety professionals, and the Portland Bureau of Transportation. During these meetings and in discussions about traffic safety it became evident that Oregon crash data is not timely, two years behind, and lacking key information. In Region 1, there is a focus on infrastructure being the major reason for fatalities and serious injuries, this was presented as Vision Zero or the Safe Systems Approach, but the focus was mainly on infrastructure. In responding to data requests, it became evident that the data provided offered no information on driver risk profiles, race, income and vehicle details all potential contributors to fatal and serious injuries. Due to this missing data, it is difficult to accurately determine the factors that contribute to fatal or serious injury crashes. Conversations with law enforcement revealed loopholes within the

system that could be contributing to fatal and serious injury crashes, but due to the piecemeal data there was no way to have a comprehensive evaluation of a fatal or serious injury crash.

Notably there was no information on driver risk profiles and whether driver interventions are effective—while behaviors are noted in crash data it lacks information about driver risk profiles and how those risk profiles differ by age, gender, educational attainment, income, and geography. Additionally, it is not known how driver intervention strategies such as driver education programs and ODOT's Driver Improvement program impact those risk profiles for Oregon drivers.

To better understand driver risk profiles, Region 1 looked at the 96 fatalities that occurred in the Region in 2017. Data was pulled from three sources: ODOT, police reports and the DMV. In 2019 when the analysis started, 2017 was the most complete data file.

Notable findings were:

- Sixty-nine percent of all 2017 fatalities involved aggravating factors; 61% percent of these had one or more aggravating factors: alcohol, drugs, speed, marijuana or some combination. Twenty-six percent had one aggravating factor, 25% had two aggravating factors and 10% had three aggravating factors.
- Of the 216 participants, 174 had Oregon DMV Records, nine had ID cards, and 38 had clean records. All participants' records including those of passengers and pedestrians were reviewed where available.
- 127 participants in the 2017 fatal crashes had 1,274 DMV records; divided equally, that is nine records per person. However, 115 participants accounted for 996 of those records and one participant, a white male aged 49, had 116 DMV records, followed by a second participant, white male aged 34, with 37 DMV records. Seventeen participants involved in these crashes had 18 or more DMV records.

Unfortunately, due to the small sample size, data collation, potential data errors, and incomplete records, the findings cannot be referenced with confidence, nor are they replicable. What the analysis did accomplish was to peak interest in research on risky driver behaviors.

The Traffic Safety Office Survey conducted in 2024, received 673 responses from Region 1 citizens. Forty-four percent of respondents stated that the number one factor that impacts how they feel about driving on Oregon roads is other drivers in particular other drivers' bad behavior. Relevant comments were:

- Crazy, angry people behind the wheel.
- Outrageous amount of drivers violating traffic laws . . .
- Other drivers.
- Lawlessness of drivers.
- Lack of accountability for dangerous drivers.
- Impaired and reckless drivers who do not obey traffic laws.
- How erratic and lawless the roads feel these days . . . no consequences for drivers speeding or running red light so more and more people speed and run red lights.
- Impaired drivers and unsafe drivers.
- Reckless drivers.
- The deterioration of the respect for traffic laws.

In response to the question of “How can we best support traffic safety education in your community?” answers relevant to the Risky Driver Research were:

- Lock up impaired drivers, find a way to keep them out of motor vehicles.
- Anything to get the handful of very dangerous drivers off the roadways.
- Prosecute street racers.
- People ignoring rules should face consequences.
- Partner with law enforcement to get dangerous people off the road.
- Education isn't the issue- enforcement of existing laws is the issue- focus on enforcement.
- Make sure people have a license and can drive and have insurance.
- Enforcement of speed limits, presence and consequences.

The current project which started last year with NHTSA funds includes a technical advisory committee in addition to the ODOT employees who sit on the committee, four Oregon State University researchers participate in the TAC along with an emergency and medical trauma researcher from the Oregon Health Authority—this group provides input into the research and feedback.

Once the research is completed in 2025, the TAC will develop a plan for sharing the findings with partners to garner public input that will help develop new programs or identify loopholes in the current system that can be addressed to help reduce fatal and serious injuries on Oregon roadways.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

[Click or tap here to enter text.](#)

Program	Federal Project Number	Project Title
Traffic Records	F1906CMD-25-54-00-00	STOP-Statistical Transparency of Policing
Anticipated Award Amount	Funding Source*	
\$ 1,069,191.00	1906	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
1906 – Collecting and Maintaining Data. 3HSP Page 290, https://www.ecfr.gov/current/title-23/chapter-III/part-1300#p-1300.11(b)(4)(ii)

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of • activities planned, • location of project performance, and • affected communities, where applicable.
The Oregon Department of Justice-Criminal Justice Commission (CJC) uses a vendor to maintain and help improve a secure, internet-accessible data collection portal to process and securely store data on several hundred-thousand traffic stops annually. The primary goal of the project is to institute a statewide data collection system that will: 1. Provide the public and policy makers with current data about who is being stopped, searched, and arrested at traffic stops. 2. Require law enforcement statewide to collect certain information about every discretionary traffic and pedestrian stop. 3. Contain all CJC findings, and aggregate data submitted by law enforcement, and be available to the public. The project is a result of the 2015 Oregon State Police (OSP) and Attorney General's Racial Profiling Prohibition Task Force and their recommendations, as encompassed in the 2019 Legislative Session in HB 2355. For progress made to date, please see Statistical Transparency of Policing, or S.T.O.P. webpage and report. Assistance to local agencies to improve their dispatch and citation system locally will enhance the accuracy and completeness of the STOP database. Location: Salem, Marion County, Oregon, with stop and citation data improvement effort in Clatsop and Harney Counties. Affected Parties: All law enforcement staff statewide, all citizens stopped by a law enforcement officer, users of racial and equity data and information.

<u>Participating Sub-Recipient(s)/Agencies</u>
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Criminal Justice Commission, Salem, Marion County, with assistance to Harney County 911(countywide local), Harney County Sheriff (LE), City of Burns (LE, city), City of Hines (LE,city), Harney EMS (local), Burns Paiute Tribe (LE, tribal) , Clatsop County (Sheriff, 911), City of Astoria, City of Seaside, City of Gearhart, City of Warrenton, City of Cannon Beach

<u>Countermeasure Strategy</u>
Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.
3HSP Page 290, CFR: (1300.11(b)(4)(ii) 1300.12(b)(2)(viii)) High-quality State traffic record data is critical to effective safety programming, operational management, and strategic planning.

<u>Local Expenditure</u>	Yes ☒	No ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and % \$563,956 and 53% local expenditure allocation to Harney County agencies for STOP enhancing dispatch and ecitation software, services, and in vehicle equipment, and \$300,000 to Clatsop County agencies for STOP enhancing dispatch and ecitation software, services, and in vehicle equipment.		

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☒ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☒ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

CJC Labor, CJC Labor benefits, Software as a service. Additionally, local electronic Computer Aided Dispatch and citation software compatible with and able to improve accuracy and completion levels of the STOP database, and in vehicle equipment below \$5000 per system to facilitate electronic citation issuance and STOP database entry.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Page 290, Number of fatalities 1300.11(b)(3)(ii) Access to information will help decision makers select projects designed to address this performance measure in a more timely manner.

This project will improve information about citations and traffic stops. As cited in justification, improved information allows for clearer decision making about transportation safety issues. This project will enhance and improve the STOP database including accuracy and completeness, but will have a side benefit of improved traffic safety knowledge, resulting decisions that reduce travel related death and injury.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

At each public participation event, and in other engagement venues, increased availability and access to transportation data to inform decision making comes up as a need. This project will provide needed information about equity in vehicle stops and have the added value of improving citation information among all local agencies in Harney and Clatsop County.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Traffic Records	TR-25-54-00-00	TSO-Local Ecite/Ecrash
Anticipated Award Amount	Funding Source*	
\$148,110	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Page 290, https://www.ecfr.gov/current/title-23/chapter-III/part-1300#p-1300.11(b)(4)(ii) 405c-Technology

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

This project allows for the expansion of electronic citation and crash reporting by Oregon law enforcement agencies through the purchase of software and equipment as well as the purchase of system components, such as the infrastructure (equipment/hardware, software, and licenses). Oregon law enforcement agencies can move toward more accurate digital submission of crash and citation data to the courts and DMV for processing and analysis, thereby improving/reducing the amount of time it takes to enter data into the State and judicial systems (timeliness). A side benefit of this project also addresses multiple improvement points within multiple systems by 153, allowing agencies to move forward with key system improvements identified in the current Traffic Records Coordinating Committee (TRCC) Strategic Plan, and in the most recent NHTSA Assessment of Oregon's Traffic Records program. The project purpose is to improve the procedures/process flows for the Crash data system, and reflect best practices as identified in the Traffic Records Program Assessment Advisory, including an improvement to the interfaces with the Crash data system; improve the data quality control program for the Crash data system; improve the interfaces with the Citation and Adjudication systems; and improve the data quality control program for the Citation and Adjudication systems.

Location: Efforts will be conducted in City of Redmond in Deschutes County, City of Madras in Jefferson County, and City of Newberg in Yamhill County. Recipient located in Salem, Marion County, Oregon. Affected communities include professionals and public who use these elements.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Newberg Police, City of Newberg, Yamill County, Madras Police, City of Madras, Jefferson County, Redmond Police, City of Redmond, Deschutes County

<u>Countermeasure Strategy</u>
Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.
Page 290: (1300.11(b)(4)(ii) 1300.12(b)(2)(viii)) High-quality State traffic record data is critical to effective safety programming, operational management, and strategic planning.

<u>Local Expenditure</u>	Yes ☒	No ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and %	\$100,000 and 100%	

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☒ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct cost Equipment in the form of software as a service and citation/crash software, and/or necessary equipment needed for law enforcement to effect electronic data collection roadside and accessories; along with match in the form of labor and benefits, and vehicle use.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Number of fatalities 1300.11(b)(3)(ii) Access to information will help decision makers select projects designed to address this performance measure in a more timely manner. Citation and crash data provide meaningful decision-making information.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

All public participation and engagement events and activities have seen the public and professionals stress a need for more timely access to crash and other data. This project will provide more timely and accurate access to crash and citation data for all decision-makers.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Community Traffic Safety	CP-25-25-19-00	Marion County Safe Systems Project
Anticipated Award Amount	Funding Source*	
\$399,001.19	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
402 – Community Traffic Safety Programs. Eligible Use is described on pages 140 – 142 of the Oregon Triennial Highway Safety Plan FFY 2024-2026

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Project Funding Narrative:

This is a multi year project, with the funding listed for one year only.

The project is designed to change the safety culture within county staff, and lead to culture changes in the populace.

The county is developing a new local safety action plan to be implemented county-wide to reduce the number of people that are dying and being injured on the roadways. The Transportation Safety Action Plan is a safe system approach compatible with the county practices but needs to be introduced to county staff to be applied. In addition to the implementation of the TSAP, there will be other education activities, listen & learn sessions, public outreach, and variety of staff training sessions over the course of this 2 year project.

Safe roadways are a shared responsibility of not only the roadway jurisdiction, but ALL roadway users, and this project will seek to have and provide a better understanding of how each entity that uses the roadway can be more aware of ways they can do their part to make it safer for all.

From 2017 to 2021 there was an average of 415 crashes per year in Marion County, resulting in 1,280 injuries, 130 serious injuries, and 50 fatalities on our county roadways in the past five years. Marion County wants to evaluate the data, talk to drivers, and identify and bring awareness to why some of these crashes are occurring; and more importantly, find ways to decrease the crash events that are occurring and make a safer road system.

Risky behaviors such as impairment and speeding are overrepresented in fatal and high severity crashes, and often contributed to the high severity crash types including fixed-object, head-on, and angle crashes. Alcohol-Impaired crashes represented almost 8% of all crashes in the county, and 25% of fatal and serious collisions. Among high severity crashes, approximately 30% involved young drivers (21 and below).

The project will include the review and integration of MC crash reports into the GIS database. We will be able to identify the number of crash reports inputted each quarter. Every MC crash will be integrated in the GIS database to identify crash trends. Useful results will be shared with other jurisdictions and agencies, including in-depth reviews of impaired driving crash reports and Public Health data.

Activities: Listed below in table.

Location of project: Marion County

Affected communities: Community of Marion County, communities within the cities and towns in Marion County, motorcycle riding community, people with drug and alcohol addiction/abuse issues, alcohol and drug treatment provider communities, traffic safety professional community, local transportation provider community.

	Start Date	End Date	Activities
1.	10/1/24	2/28/25	Finalize, adopt, and develop implementation plans for the local safety action plan.
2.	10/1/24	9/30/26	Scope 10 projects that will influence TSAP and CIP projects with the aid of the DiExSys Crash Software. This change in scoping is planned to impact safety culture among staff.
3.	10/1/24	9/30/26	Conduct 10 Listen & Learn roadway safety sessions with Marion County community to seek localized practices to reduce high risk driving, such as impaired driving.
4.	10/1/24	9/30/26	Review and integrate MC crash reports into the GIS database
5.	10/1/24	9/30/26	Integrate every MC crash in the GIS database to identify crash trends and share useful results with other jurisdictions and agencies, changing safety culture and focus.
6.	10/1/24	9/30/26	Perform in-depth review of impaired driving crash reports and Public Health data. Share information to change safety culture.
7.	10/1/24	9/30/26	Work with the Local Alcohol Drug and Policy Committee, Marion County Health Department, and other community partners, to perform outreach and engage with DUII drivers.
8.	7/1/25	9/30/26	Review of driveways using the new policies and procedures to change the safety culture and market safety.
9.	10/1/24	9/30/26	Coordinate with local transportation providers for a Safely Home Program to arrange rides home from drinking establishments for impaired patrons.
10.	10/1/24	9/30/26	Launch the Listen & Learn sessions with Marion County Operations staff to discuss, identify, and address speeding and road safety concepts and concerns.
11.	10/1/24	9/30/26	Develop Roadway Safety Manual training for Marion County Traffic Engineering staff, to facilitate a change in culture among staff.
12.	6/1/24	9/30/26	Meet with Marion County Capital Projects staff to integrate safety concepts into project planning and design to change safety culture.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Marion County Public Works, Marion County, Oregon, County Government Transportation Agency

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Page 141 3HSP, 1300.11(b)(4)(ii) 1300.12(b)(2)(viii) Communities that plan for *and work on* identified transportation safety issues.

Local ExpenditureYes ☒No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$399,001.19, and 100% Local Expenditure Eligible

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☒ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost Sharing or Matching: Marion County will be providing 20% match in the amount of \$99,750.30 through payment of a portion of personnel costs (Compensation: personnel services/fringe benefits), overhead/indirect costs, and a share of the impaired ride service expenses. Time period is for the duration of the grant

Equipment / Information Technology Systems: Software/services (DiExSys Crash Software).

Compensation – Personnel Services: 4 separate and distinct discipline specific staff time allocations.

Compensation – Fringe Benefits: 4 separate and distinct discipline specific staff time allocations.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

[Click or tap here to enter text.](#)

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

The project will at least contribute to (but is not limited to) the following State performance targets:

This project has the potential to assist the State in meeting Performance Measure C-1 in reducing the number of fatalities in Oregon. (Page 7 of the Oregon Triennial Highway Safety Plan FFY 2024-2026)

This project has the potential to assist the State in meeting Performance Measure C-2 in reducing the number of serious injuries in Oregon. (Page 8 of the Oregon Triennial Highway Safety Plan FFY 2024-2026)

This project has the potential to assist the State in meeting Performance Measure C-3 in reducing the number of fatalities/VMT in Oregon. (Page 9 of the Oregon Triennial Highway Safety Plan FFY 2024-2026)

This project has the potential to assist the State in meeting Performance Measure C-5 in reducing the number of crashes involving a driver or motorcycle operator with a BAC of .08 and above in Oregon. (Page 10 of the Oregon Triennial Highway Safety Plan FFY 2024-2026)

This project has the potential to assist the State in meeting Performance Measure C-6 in reducing the number of speeding-related crashes in Oregon. (Page 11 of the Oregon Triennial Highway Safety Plan FFY 2024-2026)

This project has the potential to assist the State in meeting Performance Measure C-7 in reducing the number of motorcyclist fatalities in Oregon. (Page 12 of the Oregon Triennial Highway Safety Plan FFY 2024-2026)

This project has the potential to assist the State in meeting Oregon Performance Measure OR-1 in supporting/maintaining/increasing the number of active local transportation safety groups in Oregon. (Page 15 of the Oregon Triennial Highway Safety Plan FFY 2024-2026)

This project has the potential to assist the State in meeting Oregon Performance Measure OR-6 in maintaining or reducing the number of Impaired Driving (Riding - .08 BAC or using

drugs) fatalities in Oregon. (Page 18 of the Oregon Triennial Highway Safety Plan FFY 2024-2026)

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

Media may be developed and distributed to promote the ride services and other project activities.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

At the annual conference event, local planning and local activities were discussed extensively by participants. At The Dalles PP&E event, support for development and implementation of local traffic safety action plans was identified as a necessary item in statewide and local traffic safety planning / activities. Finally, Salem Keizer MPO identified and communicated to ODOT staff a need for a county plan and efforts to support the MPO and cities in their efforts. Specific to this grant application the ODOT-TSO Program Manager worked directly with the applicant to assist them in the development of the application to address their self-identified needs.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Traffic Records	TR-25-54-16-00	Safe System Research Road Map
Anticipated Award Amount	Funding Source*	
\$45,250	405(e) Flex	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Oregon's FY2024-2026 Triennial HSP, page 292, TR

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of activities planned,

- location of project performance, and
- affected communities, where applicable.

- 1) Project management and planning activities include meeting with TSO and other agency staff to align engagement activities and project deliverables to the most recent opportunities, resulting in a refined Gantt chart to communicate the project schedule.
- 2) Stakeholder engagement will include focus groups, a workshop, and interviews. First, the project will deploy three focus group meetings with ODOT safety analysts and Safety Action Team members, other agency partner professionals, and ODOT engineering and operations staff. Next, this project will include a workshop at the ODOT Traffic Safety Conference or a similar event to engage traffic safety staff with recent research findings and to identify current challenges and gaps to implement safe systems. Finally, the team will conduct interviews with staff to delve into specific barriers and how they may be overcome.
- 3) A scan and synthesis of literature will establish the evidence base for traffic injury inputs and magnitude of injury prevention potential for various interventions. Researchers will use initial stakeholder engagement results to identify key topics and include Risk of Bias Assessment (RoB) and Evaluation of Certainty of Evidence (ECE) to improve the validity and reliability of the synthesis. This activity will include analysis of gaps of what is known on various traffic safety issues of interest and what needs exist to properly address a given emphasis area.
- 4) Preparation of the final report will include a review of the process and findings of each task, prioritizing opportunities to support development of the 2026 TSAP, and to establish traffic safety related problem statements requiring research attention and prepare those ideas for consideration in ODOT Research Unit research development process.

Location:

Statewide, with engagement opportunities in-person when possible, and online to reduce agency travel costs.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Oregon Department of Transportation (Research Section), Salem

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

3HSP Page 290, CFR: (1300.11(b)(4)(ii) 1300.12(b)(2)(viii)) High-quality State traffic record data is critical to effective safety programming, operational management, and strategic planning.

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and %

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs

- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Stakeholder engagement of transportation agency practitioners will be where the match for this project is derived with the majority as paid time.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

A critical and often overlooked element to improving older driver safety of classroom training in basic safe driving practices and in how to adjust driving to accommodate age-related cognitive and physical changes, thereby improving older driver safety to reduce fatal and serious injury crashes.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

<u>Public Participation and Engagement (PP&E)</u>
Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.
.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Click or tap here to enter text.

Program	Federal Project Number	Project Title
Traffic Records	B3DSA-25-54-00-00	OHA Traffic Health Records Improvement
Anticipated Award Amount	Funding Source*	
\$377,872	405(c)	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
3HSP Page 290, https://www.ecfr.gov/current/title-23/chapter-III/part-1300#p-1300.22(D)6-405c - Data Sharing and Analysis

<u>Planned Activity Description</u> (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

This three-year project is to continue work to improve the EMS/Injury Surveillance system as articulated in the best practices outlined in the Traffic Records Assessment Advisory. Oregon will develop a plan to address individual deficiencies identified in the traffic records assessment and using various existing Oregon Health Authority (OHA) working plans, will improve systems using contract and/or staff labor, and software purchases. It is expected multiple measures will be improved, but in that data will become more accessible, we expect to see specific progression model measure I-X-1: To measure accessibility of the EMS file: Identify the principal users of the file, query the principal users to assess a) their ability to obtain the data or other services requested and b) their satisfaction with the timeliness of the response to their request, document the method of data collection and the principal users' responses. The purpose of this project will be focused on traffic safety improvement.

Baseline – the current quantity is zero linked elements or datasets in this category. In the above project proposes to link one or more data elements.

Existing software is insufficient to support the large-scale deployment of agency and hospital specific dashboards statewide. This project proposes to address this by scaling a pilot project currently under development to expand the number of licenses and users to levels needed to support more extensive reporting activities, with a primary focus on traffic issues.

This project will address these challenges through the following series of actions:

Build project tracking Smartsheet
Hire for RA4 and AS2 positions
Onboarding RA4 and AS2 positions
Configuration of Posit Team, and version control
Develop a fully automated procedure for maintenance of EMS & Trauma dataset documentation/metadata including EMS data dictionary, Trauma data dictionary, database keys, agency list, hospital list, contact lists, picklists.
Create a repository for storage of metadata and integrate with update procedure.
Develop functions for pulling standardized EMS & Trauma datasets from database
Develop general functions for calculation of EMS & Trauma data quality metrics including data submission volume, submission timeliness, data completeness and data validity
Develop general functions for calculation of data accuracy metrics that assess and monitor the accurate transmission of data through the integration between OR-EMSIS & OTR data systems
Develop functions for visualization of data quality metrics
Build interactive state data quality dashboard
Develop parametrized script(s) for generating agency and hospital level data quality dashboards
Construct agency and hospital data dashboards and deploy to Posit Connect portal

Testing for all project components
Code review for all project components
Needs assessment for scaling Posit Team Licenses to accommodate agency specific dashboards,
Develop communication and data quality toolkit
Outreach to all Oregon EMS agencies and Trauma hospitals
Posit Team License renewal and scaling (2024-26)
Follow up with agencies to provide technical assistance.
Write a project proposal to link public health datasets that track a patient across the episode of care
Develop a framework for creating and updating a master patient index
Identify and map linking variables between datasets
Develop proposed data model for database to contain linked analytical dataset
Write generic functions and scripts to perform linkage between datasets
Test and validate linkage
Code review for linkage project components
Develop data governance policies for the linked dataset
Identify infrastructure needs for server-based hosting in the SDC for a linked dataset
Map data pipeline for linkage and storage in repository
Develop specification documents for linkage project
Write up formal implementation plan for linkage project
Location: Work to be performed in Portland, Multnomah County, Oregon using data contributed from statewide sources. Affected communities include professionals and public who use these elements.

<u>Participating Sub-Recipient(s)/Agencies</u>
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Oregon Health Authority, State Health agency, Portland, Oregon

<u>Countermeasure Strategy</u>
Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.
Page 290, (1300.11(b)(4)(ii) 1300.12(b)(2)(viii)) High-quality State traffic record data is critical to effective safety programming, operational management, and strategic planning.

<u>Local Expenditure</u>	Yes ☐	No ☒
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value \$ and %	\$0 and 0%	

<u>Special or Unusual Costs</u>
Will the project include any of the following special or unusual costs?
Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs
- ☒ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☒ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

<u>Special Cost Explanations</u>

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Project costs include Labor, benefits, indirect costs and direct services, software (Posit Team Bundle, \$54,479 current bid), Match in the form of labor and benefits

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Number of fatalities 1300.11(b)(3)(ii) Access to information will help decision makers select projects designed to address this performance measure in a more timely manner.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

At most public engagement events the public and professionals expressed a desire for more crash and injury information, including the ability to compare data. Specifically extensive input was received at the Annual Conference event which resulted in development of this project to improve health outcome information related to traffic events.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Click or tap here to enter text.

Program	Federal Project Number	Project Title
Traffic Enforcement Services	M8*PT-25-30-00-00	DPSST LE Training
Anticipated Award Amount	Funding Source*	
100,000	405(e) Flex	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

<u>Eligible Use of Funds</u>
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
An amendment to the 3HSP will be submitted as this funding source is not mentioned under allocation of funds under the Impaired Driving Section.

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of • activities planned, • location of project performance, and • affected communities, where applicable.
This project supports co-funding the impaired driving program and the necessary hours for DPSST to provide various traffic safety training activities throughout the state to law enforcement officers. Specifically, speed enforcement by providing training for radar/lidar training. As part of these trainings, police officers receive RADAR/LIDAR training. The online RADAR/LIDAR training course is also being updated with this project. This project will address problems identified in Police Traffic Services chapter of the Triennial Highway Safety Plan. Affected Communities: Law enforcement officers and community members served statewide within the counties including Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Yamhill County, Wheeler County.

<u>Participating Sub-Recipient(s)/Agencies</u>
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
DPSST, Department of Public Safety Standards & Training. The listed recipients have been identified as of date of submission. The state intends to identify further sub-recipients and as they are identified, amendments will be submitted. Partners include law enforcement agencies in Oregon.

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Eligible use of funds include, improve law enforcement services in motor vehicle crash prevention, traffic supervision, and post-crash procedures ([23 U.S.C. 402\(a\)\(2\)\(A\)\(vii\)](#)). 402 Traffic Enforcement Services. Communications, Training, Outreach and Education – Countermeasures that Work (CTW) 3-star citation. See page 260 of the approved triennial highway safety plan.

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % Click or tap here to enter text.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ [Cost sharing or matching](#)
- ☐ [Program income](#) (deduction, addition or cost sharing/matching)
- ☐ [Real property](#)
- ☐ [Equipment](#)
- ☐ [Fix amount subawards](#)
- ☒ [Direct costs, specifically paragraph \(c\)](#)
- ☒ [Compensation – personal services](#)
- ☒ [Compensation – fringe benefits](#)
- ☐ [Entertainment costs](#)
- ☐ [Equipment and other capital expenditures](#)
- ☐ [Exchange rates](#)
- ☐ [Fines, penalties, damages and other settlements](#)
- ☐ [Fund raising and investment management costs](#)
- ☐ [Goods or services for personal use](#)
- ☐ [Insurance and indemnification](#)
- ☐ [Memberships, subscriptions, and professional activity costs](#)
- ☐ [Organization costs](#)

- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Direct expenses for this project will include personnel costs related to training for law enforcement on topics related to traffic safety. Travel expenses will be reimbursed on a per diem basis and will include in-state travel necessary for the execution of project-related activities. Indirect expenses will also be provided at the de minimis rate of 15%.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

N/A

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

N/A

Program	Federal Project Number	Project Title
Police Traffic Services	PT 25-30-11-00	Financial Assistance for PPB Training
Anticipated Award Amount	Funding Source*	
\$30,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Pg. 107 - 23 USC 402: Highway safety programs : 402 Funds: PT; 23 CFR 1300.13(b) Discretionary Highway Safety.

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities: This project will provide financial assistance for conference registration, lodging, and in limited cases some travel for Portland Police Bureau law enforcement staff to attend transportation safety and training conferences to further their knowledge, in particular ARIDE, SFTS, crash reconstruction, DRE training, street racing, street takeovers and other traffic safety training.

Problem Identification: The project addresses the problem identification in the statewide chapter of the approved Oregon Triennial Highway Safety Plan pgs. 41-42.

Location: Region 1 – Multnomah County, City of Portland

Affected Communities: City of Portland

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

City of Portland – Portland Police Bureau

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

This project employs the countermeasure of Communications, Outreach, Training and Education pgs. 105-107 Oregon 3HSP (approved).

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

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

mentioned as a countermeasure for judges and prosecutors, research from NHTSA points to its effectiveness:

“To that end, peer-to-peer training, education, and outreach have been found to be most effective in promoting proven and promising practices.”

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

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

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$30,000 – 100%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs

- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

The budget will pay hotel, conference registration fees, per diem, rental car, gas and in limited cases travel (airfare) for members of the Portland Police Bureau to attend training conferences focused on traffic safety.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

The trainings provided by this project will allow Portland Police Bureau to remain proficient and to receive information about new case law and other variables that might affect the traffic safety landscape in Oregon and the City of Portland. In addition, they will be able to network at these trainings and learn about new projects and new innovations to employ in traffic safety, helping meet the state's safety performance targets of reducing the number of fatalities and serious injuries.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.

This project came to fruition in 2023 when on a ride along with a Portland Police Bureau (PPB) Officer at a restroom stop at the East Precinct I was asked if I had any funding to help PPB officers attend the Multi-Disciplinary DUII Conference. In 2023, Region 1 provided financial assistance for 10 people to attend the Multi-Disciplinary DUII conference nine law enforcement and one traffic safety partner from the non-profit Big Village Coalition. Recognizing the need for financial assistance for traffic safety partner training I allocated \$10,000 in 2024, attempting to encourage smaller agencies and organizations that do not have training budgets to use the funds. In 2024, one of the smaller agencies Forest Grove PD used the funds to send three officers who otherwise would not have been able to attend, to the Multi-disciplinary DUII conference. One Washington County Sheriff's Deputy attended an online course on Motorcycle Crash reconstruction, a Portland Police Officer on the Major Crash Reconstruction team attended "Human Factors in Crash Reconstruction" and the remaining funds were allocated to PPB for Motorcade Training.

The Region 1 RTSC receives numerous requests throughout the year from law enforcement agencies about funding for officer training. In addition, during the April 3, 2024, PP & E event Forest Grove PD asked about Spanish language training as they are dealing with a Guatemalan dialect in which the interpreter service is not proficient.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Program	Federal Project Number	Project Title
Police Traffic Services	PT 25-30-11-01	Financial Assistance for LE/Partner Training
Anticipated Award Amount	Funding Source*	
\$15,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide CFR eligible use. If the eligible use is not included in the 3HSP you will be required to submit a 3HSP update.
Pg. 107 - 23 USC 402: Highway safety programs : 402 Funds: DE; 23 CFR 1300.13(b) Discretionary Highway Safety.

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities: This project will provide financial assistance for conference registration, lodging, and in limited cases some travel for both law enforcement and traffic safety partners to attend transportation safety and training conferences to further their knowledge and participate in completing related continuing education.

Problem Identification: The project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan pgs. 41-42.

Location: Region 1 – Clackamas, Hood River, Multnomah and Washington Counties.

Affected Communities: Smaller local departments, agencies and partner agencies that do not have training budgets and were unable to send attendees in years prior, and/or who must travel the furthest distance to attend the event will be prioritized. The training and information received in these trainings and conferences will be taken back into communities within Region 1 to increase transportation safety in those local areas.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

ODOT Transportation Safety Office Region 1 – West Linn PD and Forest Grove PD.
Additional agencies may be added in 2025 and if so, AGA amendments will be submitted.

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

This project employs the countermeasure of Communications, Outreach, Training and Education pgs. 105-107 Oregon 3HSP (approved).

Education, Outreach, Communications and Training: informed by Highway Safety Program Guidelines 4 driver education and training and guidelines 8, 13, 14, 15, 19, 20 (specifically

communication program) and 21 (specifically the outreach program).

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

“To that end, peer-to-peer training, education, and outreach have been found to be most effective in promoting proven and promising practices.¹²”

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

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

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$12,500 – 83.4% this depends on whether any non-LE use these funds.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☐ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☒ Direct costs
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements

- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

The budget will pay hotel, conference registration fees, per diem, rental car, gas and in limited cases travel (airfare) for members of the criminal justice system including law enforcement, partners working in treatment, and traffic safety partners to attend training conferences. These funds will be targeted towards smaller agencies that do not necessarily have training budgets.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

The trainings provided by this project will allow law enforcement and traffic safety partners to remain proficient and to receive information about new case law and other variables that might affect the traffic safety landscape in Oregon. In addition, they will be able to network at these trainings and learn about new projects and new innovations to employ in traffic safety, helping meet the state's safety performance targets of reducing the number of fatalities and serious injuries.

Paid Media Yes ☐ No ☒
Instruction: Please provide information regarding paid media.
Click or tap here to enter text.

<u>Public Participation and Engagement (PP&E)</u>
Instruction: Please include detailed information regarding public participation and engagement activities, feedback received, data shared and how these elements affected program selection and planning.
This project came to fruition in 2023 when on a ride along with a Portland Police Bureau (PPB) Officer at a restroom stop at the East Precinct I was asked if I had any funding to help PPB officers attend the Multi-Disciplinary DUII Conference. In 2023, Region 1 provided financial assistance for 10 people to attend the Multi-Disciplinary DUII conference nine law enforcement and one traffic safety partner from the non-profit Big Village Coalition. Recognizing the need for financial assistance for traffic safety partner training I allocated \$10,000 in 2024, attempting to encourage smaller agencies and organizations that do not have training budgets to use the funds. In 2024, one of the smaller agencies Forest Grove PD used the funds to send three officers who otherwise would not have been able to attend, to the Multi-disciplinary DUII conference. One Washington County Sheriff's Deputy attended an online course on Motorcycle Crash reconstruction, a Portland Police Officer on the Major Crash Reconstruction team attended "Human Factors in Crash Reconstruction" and the remaining funds were allocated to PPB for Motorcade Training. The Region 1 RTSC receives numerous requests throughout the year from law enforcement agencies about funding for officer training. In addition, during the April 3, 2024, PP & E event Forest Grove PD asked about Spanish language training as they are dealing with a Guatemalan dialect in which the interpreter service is not proficient.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Click or tap here to enter text.

Program	Federal Project Number	Project Title
Statewide	PT-25-30-13-00	Coos County Sustained Traffic Enforcement
Anticipated Award Amount	Funding Source*	
\$63,636	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Page 107 from the NHTSA approved 3HSP Eligible Use Codes: PT, AL, MC, OP, PS, AI, SC, CR, DD

<u>Planned Activity Description</u> (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

Activities Planned: This project will fund the hours necessary to conduct dedicated traffic enforcement and education activities. The Sheriff's Office will provide public education and outreach to inform the community about traffic safety education.

Location: Incorporated and Unincorporated communities of Coos County

Affected Communities: All communities within Coos County and including motorists passing through and/or visiting.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

Coos County Sheriff's Office (County Law Enforcement)

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Page 260 Communications, Training, Outreach and Education – CTW 3 star citation

Page 261

Page 270. – Visible enforcement.

Link(s) to the Transportation Safety Action Plan:

Strategy 3.1.2 Support a high-visibility enforcement program increasing traffic, bicycle, and pedestrian law enforcement capabilities (priority and funding).

Local Expenditure

Yes ☒

No ☐

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % \$63,637 and 100%

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☒ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☒ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Cost sharing in match will be provided from Coos County Public Works Dept. for personnel benefits, program related supplies – small equipment, radar, uniforms and patrol vehicle.
Compensation – Fringe Benefits: Personnel Benefits will be claimed as match.

High Visibility Enforcement (HVE) Yes ☒ No ☐

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Coos County Sheriff's Office is participating in the Statewide HVE Enforcement project.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

Number of traffic fatalities (FARS)

Number of serious injuries in traffic crashes - State Crash Data Files (SHSP)

Fatalities/VMT (FARS)

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

The Coos County Sheriff's Office first approached ODOT TSO staff in February 2024 at the PTS Conference in Bend, OR regarding assistance with sustainable traffic enforcement resources. Captain Sanborn followed up the conversation in an email on April 18, 2024 asking to open a conversation about funding hours for a traffic enforcement deputy so they could have a dedicated traffic enforcement person. Due to decreased budget and lack of staff they have been unable to participate in HVE in any of the program areas. They identified focus areas needing assistance to include construction zone safety, pedestrian safety, bicycle safety, DUII, Distracted Driving, Speed and Seatbelt. These are identified problems which contribute to crashes on our county roads which endanger the motoring public and creates a large cost for materials and services to the road department. Email messages continued back and forth and two phone calls with Coos Co. SO and 3 TSO staff members, clarifying the request.

The E-cite funding was brought into the conversation and the SO looked into participating in that, but the annual accruing maintenance costs were too high so they are not able to participate at this time.

R3 had 156 respondents to the TSO Traffic Safety PPE Survey. The top five ranking categories in the Region are Distracted Driving, Road Safety, Impaired Driving, Speed, and Bicycle and Pedestrian which align perfectly with this project. Of the 146 respondents, 34 were from Coos County and nine were from the small, rural neighboring Curry County which equals 28% of the Region responses. Bicyclist and Pedestrian and/or Police Traffic Services were in the top five priority focus areas by all who answered

Feedback from the May 15, Regional PPE session in North Bend (Coos/Curry Counties) included the following: In the enforcement section of the session, more staffing for law enforcement was unanimously the most important priority; beaches are considered highways and there is a need for enforcement to help alleviate crashes with high ATV use on/near the sand dunes; removal of uninsured vehicles and unlicensed drivers; crash car displays and mock crash scenarios needed for education; look at legislation that impacts enforcement; promote informational campaigns like "click it or ticket", pedestrian safety operations, bring community awareness to LE operations and more.

Feedback from the EMS section included: Grant funding to incentivize funding for training for volunteers (necessary for small communities); Better scene lighting needed; Better traffic control communication amongst agencies; Need safety towns back; need child passenger safety clinics; compliance with Move Over Law and more.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
Click or tap here to enter text.

Program	Federal Project Number	Project Title
Police Traffic Services	PT-25-30-16-00	Law Enforcement Training
Anticipated Award Amount	Funding Source*	
\$150,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
Oregon 3HSP 2024-2026, pg. 260; GTS eligible use code: PT

<u>Planned Activity Description</u> (Project Funding Narrative)
Instruction: Must include description of - activities planned, - location of project performance, and

- affected communities, where applicable.

This project will fund the statewide law enforcement annual training including Advanced Motor Officer Training, Crash Investigation Training/Lethal Weapon (*Lethal Weapon training would also include Oregon prosecutors), and the Police Traffic Safety Conference as well as additional trainings as needed or identified and will be used to cover speaker fees, travel and lodging costs for attendees and speakers, food and A/V expenses. This project also supports the Law Enforcement Traffic Safety Advisory Committee quarterly meetings.

Motor officer training generally occurs in regions 1 and 2 Portland and Salem, Oregon respectively. Portland Police Bureau has a training facility and has access to the Portland International Raceway track; additionally, the DPSST emergency vehicle operations course track in Salem, at the police academy is also used for motor officer training. Additional trainings for the Police Traffic Safety and Crash Investigations are generally held at the Riverhouse on the Deschutes in Bend, Oregon when possible. This is a central location for the attendees coming from around the state and the facility has the space available to accommodate larger trainings. These are tentative locations until the grants become active and contracts obligating funds to hold the facility can be executed.

Proposed Activities Include:

- Provide at least two training opportunities for police motor officers from around the state for advanced motor officer training. Show an increase in rider confidence of at least 10% of the attendees (tracked through evaluations).
- Increase the number of motor officers trained in advanced rider skills from the 2023 number of 45 officers trained by 3%.
- Provide funding and topical expertise to assist in the delivery in crash investigation trainings. Provide this training to at least 50 officers from around the state. Increase knowledge of crash investigations and reporting (shown through evaluations) of at least 50% of the attendees. (*Lethal Weapon would include Oregon prosecutors in the training as well).
- Develop and deliver a 2-day Police Traffic Safety Conference prior to September 30, 2025. Show at least 60% of the attendees took away something new or valuable from the conference (shown through evaluations). Program Income will come from a small registration fee charged to training/conference attendees. These funds will be directly used as a reduction of expenses against the conference/project costs, including expenses for lodging, food, and A/V expenses. Travel costs will include attendees and speakers.
- Support the Law Enforcement Traffic Safety Advisory Committee (LETSAC) to assist in identifying traffic safety concerns throughout the state; work to identify training needs and develop trainings (i.e. PTS and Advanced Crash Investigations) to address those needs at the quarterly LETSAC meetings.

Affected Communities: All city, county, tribal and state officers from around Oregon can attend. Statewide counties include: Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County,

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

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

City, county, tribal and state law enforcement agencies; Oregon Department of Justice – Criminal Division; DPSST; ODOT TSO LETS Committee. The state intends to identify further recipients and as they are identified, amendments will be submitted.

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

Oregon 3HSP 2024-2026, p260

Communications, Training, Outreach and Education – CTW 3 star citation

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

In Countermeasures That Work, NHTSA refers to training for law enforcement in the areas of motorcycle safety, older drivers, pedestrian safety, bicycle safety and DUII intervention.

Additionally, according to NHTSA's Highway Safety Program Guideline, March 2009 law enforcement training is essential to support traffic enforcement services and to prepare law enforcement officers to effectively perform their duties. Training accomplishes a wide variety of necessary goals and can be obtained through a variety of sources. Law enforcement agencies should periodically assess enforcement activities to determine training needs and to ensure training is endorsed by the State's Police Officers Standards and Training agency. Effective training should: National Highway Traffic Safety Administration 2 Highway Safety Program Guideline No. 15

- Provide officers the knowledge and skills to act decisively and correctly;
- Increase compliance with agency enforcement goals;
- Assist in meeting priorities;
- Improve compliance with established policies;
- Result in greater productivity and effectiveness;
- Foster cooperation and unity of purpose;
- Help offset liability actions and prevent inappropriate conduct by law enforcement officers;
- Motivate and enhance officer professionalism; and
- Require traffic enforcement knowledge and skills for all recruits.

The annual law enforcement trainings sponsored in this project were chosen based on the above NHTSA guidelines to make sure law enforcement is getting current information related to traffic and case laws, officer safety information, legislative updates, networking to revitalize officer's in doing self-initiated traffic enforcement as well as covering recent gaps in crash investigations and reporting due to changes at the basic police academy.

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % Click or tap here to enter text.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☐ Cost sharing or matching
- ☒ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits

- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☐ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs
- ☐ Taxes (including Value Added Tax)
- ☒ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Program Income will come from a small registration fee charged to training/conference attendees. These funds will be directly used as a reduction of expenses against the conference/project costs, including expenses for lodging, food, and A/V expenses. Travel costs will include attendees and speakers.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

This project's aim is to provide ongoing education and training for law enforcement personnel in Oregon. Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035. 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. Education campaigns are one of the only proven countermeasures for traffic safety.

Paid Media Yes ☐ No ☒

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

In April and May 2024, Oregon TSO held a series of workshops and open houses in communities throughout the state. These events were attended by multidisciplinary partners and community members discussing traffic safety issues. Additionally, at the 2023 Police Traffic Services Conference, attendees completed public participation and engagement surveys. In all of these events and in the surveys, there was discussion about the need for more law enforcement as well as training and education Oregon TSO is proposing a project to provide training to law enforcement personnel. In addition to the identified need for training on crash investigations, crash reporting training has also been identified as a training need. The ODOT crash analysis unit has asked specifically for training for law enforcement on crash reporting to better enhance the data that comes in.

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

N/A

Program	Federal Project Number	Project Title
Vehicle Equipment Safety Standards	CL-25-80-00-00	Safety Awareness
Anticipated Award Amount	Funding Source*	
\$15,000	402	

*If requesting 402 funds, refer to 23 CFR 1300.13: Special funding conditions for Section 402 grants. Applications for any of the national priority safety program grants (Section 405) and the racial profiling data collection grant (Section 1906), must include additional information. **Please include this as an attachment to the application.**

<u>Planning and Administration Costs</u> Yes ☐ No ☒
Click or tap here to enter text.
<u>Program Management Costs</u> Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
<u>Promised Projects</u> Will funds be used to meet requirements of <u>23CFR 1300.41b</u> (deobligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the <u>NHTSA approved 3HSP</u> where you previously cited eligible use. Provide GTS eligible use code(s).
402 – Codes and Laws, GTS eligible use code: CL

Planned Activity Description (Project Funding Narrative)

Instruction: Must include description of

- activities planned,
- location of project performance, and
- affected communities, where applicable.

This project provides public information and education to transportation system users regarding federal and state equipment safety requirements. This work is completed through phone calls, email response to the public's questions, and the development/production/updates of informational products. Topical, user-friendly website postings, media releases, and informational brochures are in the planning for 2024-2026. The budget for this project is primarily used to produce and print safety equipment publications, fund media campaigns on specific vehicle safety equipment topics like properly securing your cargo or load, and research related to rules, laws and regulations, and distribute safety standards (upon request/need) through a subscription to the SAE standards database.

General Public, See ODOT Region Map and Table of Counties by Region. The majority of the work is in response to phone calls, emails from the public's questions and the location of the contactor is unknown. Towing brochures are available at all DMV field offices across the State of Oregon.

Participating Sub-Recipient(s)/Agencies

Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)

ODOT Transportation Safety Office, Salem, OR

Countermeasure Strategy

Instruction: Ensure countermeasure strategies are located in FFY 24-26 3HSP. If not, you will be required to submit a 3HSP update.

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

intends to reduce traffic crashes through specific education about safety equipment requirements and encourage compliance with vehicle safety equipment laws.

Within the Safe Systems approach is education - engineering, enforcement, education and emergency medical services. There are six principles that form the basis of the Safe System approach: deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial.

Local Expenditure

Yes ☐

No ☒

Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.

Value \$ and % Click or tap here to enter text.

Special or Unusual Costs

Will the project include any of the following special or unusual costs?

Instruction: Check all that apply for this activity (each item provides a link to appropriate CFR.)

- ☐ Cost sharing or matching
- ☐ Program income (deduction, addition or cost sharing/matching)
- ☐ Real property
- ☐ Equipment
- ☐ Fix amount subawards
- ☐ Direct costs, specifically paragraph (c)
- ☐ Compensation – personal services
- ☐ Compensation – fringe benefits
- ☐ Entertainment costs
- ☐ Equipment and other capital expenditures
- ☐ Exchange rates
- ☐ Fines, penalties, damages and other settlements
- ☐ Fund raising and investment management costs
- ☐ Goods or services for personal use
- ☐ Insurance and indemnification
- ☒ Memberships, subscriptions, and professional activity costs
- ☐ Organization costs
- ☐ Participant support costs
- ☐ Pre-award costs
- ☐ Rearrangement and reconversion costs
- ☐ Selling and marketing costs

- ☐ Taxes (including Value Added Tax)
- ☐ Travel costs

Special Cost Explanations

Instruction: If you selected any of the above, provide a detailed explanation. Note: Prior written approval should include the timeframe or scope of the agreement. For Program Income, you must notate how that program income will be used.

Continue membership in SAE Standards distribution to ensure accuracy in information distribution for customer information requests and the development/update of FAQ's on TSO website to maintain the most relevant and current standards.

High Visibility Enforcement (HVE) Yes ☐ No ☒

Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA

Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.

The driving population in Oregon demonstrates limited awareness and compliance with the state's vehicle equipment and operation laws. This lack of understanding poses safety risks as drivers inadvertently break regulations by neglecting proper vehicle maintenance, installing unauthorized equipment, or violating operation laws. The goal is to educate the public and prevent unnecessary crashes.

Paid Media Yes ☒ No ☐

Instruction: Please provide information regarding paid media.

Click or tap here to enter text.

Public Participation and Engagement (PP&E)

Instruction: Please include detailed information regarding how public participation and engagement activities, feedback received, and data shared influenced program selection and planning.

Crashes involving Inadequate or No Brakes,

2022: 267

2021: 241

2020: 174

2019: 244

2018: 232

Convictions for unlawful use of or failure to use lights (ORS 811.520) 2022: 550,
Females: 126, Males: 423, Unspecified: 1

Source: Crash Analysis and Reporting, Oregon Department of Transportation, 2022 Final Data

Required Data/Information for 405 / 1906 Grant Funding Requests

Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.

Click or tap here to enter text.

Funding Source	Program	Project	Intended Sub-Recipients
	Impaired Driving		
402	AL-25-14-17-00	DUII HVE Enforcement	Oregon Impact, Municipal, County, & Tribal LE
402	M5HVE-25-12-16-00	DUII HVE Enforcement	Oregon State Police
405d	M5OT-2025-15-17-00	DUII Traffic Safety Sustained Enforcement – Yamhill County	Yamhill County Sheriff's Office
405d	M5OT-2025-15-16-00	DUII Traffic Safety Sustained Enforcement – Jackson County	Jackson County Sheriff's Office
405d	M5OT-2025-15-18-00	DUII Traffic Safety Sustained Enforcement – Woodburn	Woodburn Police Department
405d	M5OT-2025-15-19-00	DUII Traffic Safety Sustained Enforcement – Albany	Albany Police Department
	Pedestrian		
402	PS-25-68-00-00	Vulnerable Road User High Visibility Enforcement and Education	Oregon Impact
	Distracted Driving		
402	DD-25-20-16-00	Distracted Driving High Visibility Enforcement - Oregon Impact	Oregon Impact
405e	M8DDLE-25-20-16-00	Distracted Driving High Visibility Enforcement - Oregon State Police	Oregon State Police
	Speed		
402	SC-25-35-16-00	HVE Speed Enforcement	Oregon Impact
402	SC-25-35-17-00	HVE Speed Enforcement	Oregon State Police
	Occupant Protection		

402	OP-25-45-16-00	Local Police Department Safety Belt Mini-Grants	Albany PD, Ashland PD, Banks PD, Beaverton PD, Brookings PD, Burns PD, Canby PD, Carlton PD, Coos Bay PD, Eagle Point PD, Eugene PD, Florence PD, Forest Grove PD, Gaston PD, Gervais PD, Gladstone PD, Grants Pass PD, Gresham PD, Hood River PD, Independence PD, Junction City PD, Keizer PD, Lake Oswego PD, Lebanon PD, Malin PD, McMinnville PD, Medford PD, Molalla PD, Monmouth PD, Myrtle Creek PD, North Bend PD, North Plains, Oregon City PD, Phoenix PD, Prineville PD, Redmond PD, Reedsport PD, Roseburg PD, Salem PD, Sandy PD, Scappoose PD, Seaside PD, Sherwood PD, Silverton PD, Springfield PD, Stanfield PD, Stayton PD, Talent PD, The Dalles PD, Tigard PD, Tillamook PD, Toledo PD, Tualatin PD, Umatilla PD, Vernonia PD, Warrenton PD, West Linn PD, Winston PD, Yamhill PD, Benton CSO, Columbia CSO, Coos CSO, Crook CSO, Deschutes CSO, Jackson CSO, Klamath CSO, Lane CSO, Malheur CSO, Marion CSO, Multnomah CSO, Tillamook CSO, Washington CSO and Yamhill CSO.
405b	M1HVE-25-46-17-00	Statewide Safety Belt Enforcement, Oregon State Police (OSP)	Oregon State Police

Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Oregon

Fiscal Year: 2025

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.



PART 1: OCCUPANT PROTECTION GRANTS ([23 CFR 1300.21](#))

[Check the box above **only** if applying for this grant.]

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at 405(b) Occupant Protection section (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at 405(b) Occupant Protection section (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at 405(b) Occupant Protection section (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at 405(b) Occupant Protection section (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- ☐ The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ Legal citation(s):

- ☐ The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.

○ Legal citation(s):

- Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

- Coverage of all passenger motor vehicles;

- Minimum fine of at least \$25;

- Exemptions from restraint requirements.

- ☐ Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at _____ (location).

- ☐ The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at _____ (location).

- ☐ The State's comprehensive occupant protection program is provided as follows:
- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
 - Multi-year strategic plan: annual grant application or triennial HSP at _____ (location);
 - The name and title of the State's designated occupant protection coordinator is _____.
 - The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at _____ (location).

- ☐ The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on _____ (date) (within 5 years of the application due date);

☒ **PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS ([23 CFR 1300.22](#))**

[Check the box above only if applying for this grant.]

ALL STATES

- ☒ The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- ☒ The State has designated a TRCC coordinator.
- ☒ The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- ☒ [*Fill in the blank below.*] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at
405(c) Traffic Records section _____ (location).

☒ **PART 3: IMPAIRED DRIVING COUNTERMEASURES ([23 CFR 1300.23\(D\)-\(F\)](#))**

[Check the box above only if applying for this grant.]

ALL STATES

- ☒ The State will use the funds awarded under [23 U.S.C. 405\(d\)](#) only for the implementation of programs as provided in [23 CFR 1300.23\(j\)](#).

MID-RANGE STATES ONLY

[Check one box below and fill in all blanks under that checked box.]

- ☒ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on 6/7/24 (date). Specifically:

- Annual grant application at _____ (location)
405(d) Impaired Driving section describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location)
405(d) Impaired Driving section contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location)
405(d) Impaired Driving section contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

☐ The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and continues to use this plan.

[For fiscal year 2024 grant applications only.]

☐ The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

HIGH-RANGE STATE ONLY

[Check one box below and fill in all blanks under that checked box.]

- ☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date).
Specifically:
- Annual grant application at _____ (location)
describes the authority and basis for operation of the statewide impaired driving task force;
 - Annual grant application at _____ (location)
contains the list of names, titles, and organizations of all task force members;
 - Annual grant application at _____ (location)
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
 - Annual grant application at _____ (location)
addresses any related recommendations from the assessment of the State's impaired driving program;
 - Annual grant application at _____ (location)
contains the projects, in detail, for spending grant funds;

- Annual grant application at _____ (location)
describes how the spending supports the State's impaired driving program and achievement of its performance targets.

☐ The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at _____ (location).

[For fiscal year 2024 grant applications only.]

☐ The State's NHTSA-facilitated assessment was conducted on _____ (date) (within 3 years of the application due date); OR

☐ The State will conduct a NHTSA-facilitated assessment during the grant year; AND
The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

☐ **PART 4: ALCOHOL-IGNITION INTERLOCK LAWS ([23 CFR 1300.23\(G\)](#))**

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

☐ The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ Legal citations:

- Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;

- Identify all alcohol-ignition interlock use exceptions.

☐ The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

-
- Identify all alcohol-ignition interlock use exceptions.
-

☐ The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;
 - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;
 - Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;
-

- Identify list of alcohol-ignition interlock program use violations;
- _____
- Identify all alcohol-ignition interlock use exceptions.
- _____

☐ **PART 5: 24-7 SOBRIETY PROGRAMS ([23 CFR 1300.23\(H\)](#))**

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

- ☐ The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
 - _____

[Check at least one of the boxes below and fill in all blanks under that checked box.]

- ☐ *Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
 - _____

- ☐ *Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).

☒ **PART 6: DISTRACTED DRIVING GRANTS ([23 CFR 1300.24](#))**

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

- ☒ The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

- ☒ The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at _____ (location).
405(e) Distracted Driving section

DISTRACTED DRIVING LAW GRANTS

- ☒ **Prohibition on Texting While Driving**
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on 10/1/07 (date) and last amended on 3/16/18 (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Prohibition on texting while driving;

ORS 811.507

- Definition of covered wireless communication devices;

ORS 811.507

- Fine for an offense;

ORS 811.507

- Exemptions from texting ban.

ORS 811.507

- ☒ **Prohibition on Handheld Phone Use While Driving**
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on 10/7/07 (date) and last amended on 3/16/18 (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Prohibition on handheld phone use;

ORS 811.507

- Definition of covered wireless communication devices;

See 405(d) Distracted Driving section under ORS 811.507 (1) (d) and ORS 811.507 (1) (e)

- Fine for an offense;

See 405(d) Distracted Driving section under ORS 811.507 (1) (d) and ORS 811.507 (6)

- Exemptions from handheld phone use ban.

See 405(d) Distracted Driving section under ORS 811.507 (1) (d) and ORS 811.507 (3)

- ☒ **Prohibition on Youth Cell Phone Use While Driving**
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on 10/7/07 (date) and last amended on 3/16/18 (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Prohibition on youth cell phone use while driving;

ORS 811.507

- Definition of covered wireless communication devices;

ORS 811.507

- Fine for an offense;

ORS 811.507

- Exemptions from youth cell phone use ban

ORS 811.507

☐

Prohibition on Viewing Devices While Driving

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant

○ *Legal citations:*

- Prohibition on viewing devices while driving;

- Definition of covered wireless communication devices;

☒

PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

[Check the box above only if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]

☒

Motorcycle Rider Training Course

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Oregon Dept of Transportation, Governor's Representative for Highway Safety, Amy Joyce
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

[Check at least one of the following boxes below and fill in any blanks.]

☐

Motorcycle Safety Foundation Basic Rider Course;

☒

TEAM OREGON Basic Rider Training;

☐

Idaho STAR Basic I;

☐

California Motorcyclist Safety Program Motorcyclist Training Course;

☐

Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- In the annual grant application at 405(f) Motorcycle Safety section (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.



Motorcyclist Awareness Program

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Oregon Dept of Transportation, Governor's Representative for Highway Safety, Amy Joyce.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at 405(f) Motorcycle Safety section (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at 405(f) Motorcycle Safety section (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.



Helmet Law

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on 1/1/87 (date) and last amended on 1/1/95 (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*
see 405(f) Motorcycle Safety section



Reduction of Fatalities and Crashes Involving Motorcycles

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).



Impaired Motorcycle Driving Program

- In the annual grant application or triennial HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at _____ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs 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.

☐ **Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

☒ **Use of Fees Collected From Motorcyclists for Motorcycle Programs**

[Check one box only below and fill in all blanks under the checked box only.]

☒ Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal citation(s):

see 405(f) Motorcycle Safety section _____.

AND

The State's law appropriating funds for FY __ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s):

see 405(f) Motorcycle Safety section _____.

☐ Applying as a Data State—

- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at _____ (location).

☒ **PART 8: NONMOTORIZED SAFETY GRANTS ([23 CFR 1300.26](#))**

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at
02. Bike and Pedestrian (Non-Motorized) in the Planned Activities section _____ (location(s)).

☒ **PART 9: PREVENTING ROADSIDE DEATHS GRANTS ([23 CFR 1300.27](#))**

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at
see 405(h) Preventing Roadside section and the 25. 405(h) Preventing Roadside Deaths in the Planned Activities section _____ (location(s)).

☒ **PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS ([23 CFR 1300.28](#))**

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

☐ **Driver Education and Driving Safety Courses**

[Check one box only below and fill in all blanks under the checked box only.]

☐ Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):* _____.

☐ Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

☒ **Peace Officer Training Programs**

[Check one box only below and fill in all blanks under the checked box only.]

☐ Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):* _____.



Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at
see 405(i) Driver Education and Driving Safety section _____ (location).



Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at _____ (location).
- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at _____ (location).



PART 11: RACIAL PROFILING DATA COLLECTION GRANTS ([23 CFR 1300.29](#))

[Check the box above only if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]



The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at
see 1906 Racial Profiling section _____ (location).



The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —

- ☒ I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- ☒ As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- ☒ I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

Click here to validate form fields and permit signature

Amy Joyce

7/31/2024

Signature Governor's Representative for Highway Safety

Date

Amy Joyce

Printed name of Governor's Representative for Highway Safety

Occupant Protection (Adult and Child Passenger Safety)

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

- **Non-use of Restraints:** According to the annual 2023 Oregon observed seat belt use survey, 2.99 percent of front seat passenger vehicle occupants did not use restraints, an improvement from 3.48 percent in the 2022 survey. During 2022, crash reports (FARS) indicate 31.2 percent of motor vehicle occupant fatalities were unrestrained and 14.2 percent were unknown restraint use.
- **Improper Use of Safety Belts:** Oregon law requires “proper” use of safety belt and child restraint systems. Some adult occupants inadvertently compromise the effectiveness of their belt systems and put themselves or other occupants at severe risk of unnecessary injury by using safety belts improperly. This is most often accomplished by placing the shoulder belt under the arm or behind the back, securing more than one passenger in a single belt system, or using only the automatic shoulder portion of a two-part belt system (where the lap belt portion is manual).
- **Improper Use of Child Restraint Systems:** Motor vehicle crashes remain a leading cause of death for children. Nationally, a total of 859 children younger than 13 died in motor vehicle crashes in 2022; over three-quarters of these deaths were children riding in passenger vehicles, according to the Insurance Institute for Highway Safety (IIHS). Proper restraint use can help significantly reduce these deaths. Although the majority of children ride restrained, 190 children killed in crashes in 2022 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 2022 indicates that of the 1,697 injured children under age twelve, 9.7 percent were reported not using a child restraint system. This is a slight improvement in injuries from 2021 data. Although Oregon law requires use of child restraints to age eight or four feet nine inches in height, Safe Kids Worldwide indicates many children will be eight to twelve years of age before they meet this height requirement and thus fit properly in an adult belt system.
- **Affordability of Child Restraint Systems:** Caregivers may have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children. This contributes to non-use of seats, or the reuse of second-hand seats which may be unsafe for multiple reasons.
- **Risky Drivers:** According to the 2021 TSAP analysis, between 2014 and 2018, 900 fatal and serious injury crashes involved occupants not properly using restraints. In Oregon, 21 percent of fatal crashes involved an unrestrained occupant. Approximately 65 percent of these crashes occurred in a rural environment. The majority of unrestrained fatal and serious injury crashes (71 percent) result from lane departure crashes. Approximately 46 percent of all unrestrained fatal and serious injury crashes were speed related.

- **2023 Statewide Public Opinion Survey:** The annual public opinion survey of Oregonians conducted statewide showed the following results:
 - 97 percent of respondents reported ‘Always using their safety belts when driving or riding in a passenger vehicle,’ the 2023 observed seat belt usage rate for Oregon was 97.01 percent.
 - The respondents who reported they did not ‘Always use safety belts’ when they drive or are a passenger in a vehicle were asked why they do not. The most common reason statewide was a I forgot, Driving/riding in a rural area, and short trip.

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

Agencies planning to participate in CIOT:

City of Albany Police Department, City of Ashland Police Department, City of Banks Police Department, City of Beaverton Police Department, City of Brookings Police Department, City of Burns Police Department, City of Canby Police Department, City of Carlton Police Department, City of Coos Bay Police Department, City of Eagle Point Police Department, City of Eugene Police Department, City of Florence Police Department, City of Forest Grove Police Department, City of Gaston Police Department, City of Gervais Police Department, City of Gladstone Police Department, City of Grants Pass Police Department, City of Gresham Police Department, City of Hood River Police Department, City of Independence Police Department, City of Junction City Police Department, City of Keizer Police Department, City of Lake Oswego Police Department, City of Lebanon Police Department, City of Malin Police Department, City of McMinnville Police Department, City of Medford Police Department, City of Molalla Police Department, City of Monmouth Police Department, City of Myrtle Creek Police Department, City of North Bend Police Department, City of North Plains Police Department, City of Oregon City Police Department, City of Phoenix Police Department, City of Portland Police Bureau, City of Prineville Police Department, City of Redmond Police Department, City of Reedsport Police Department, City of Roseburg Police Department, City of Salem Police Department, City of Sandy Police Department, City of Scappoose Police Department, City of Seaside Police Department, City of Sherwood Police Department, City of Silverton Police Department, City of Springfield Police Department, City of Stanfield Police Department, City of Stayton Police Department, City of Talent Police Department, City of The Dalles Police Department, City of Tigard Police Department, City of Tillamook Police Department, City of Toledo Police Department, City of Tualatin Police Department, City of Umatilla Police Department, City of Vernonia Police Department, City of Warrenton Police Department, City of West Linn Police Department, City of Winston Police Department, City of Yamhill Police Department, Benton County Sheriff’s Office, Columbia County Sheriff’s Office, Coos County Sheriff’s Office, Crook County Sheriff’s Office, Deschutes County Sheriff’s Office, Jackson County Sheriff’s Office, Klamath County Sheriff’s Office, Lane County Sheriff’s Office, Malheur County Sheriff’s Office, Marion County Sheriff’s Office, Multnomah County Sheriff’s Office, Tillamook County Sheriff’s Office, Washington County Sheriff’s Office, Yamhill County Sheriff’s Office

Participation in Click It or Ticket National Mobilization Plan

During the 2022 calendar year, 108 vehicle occupants who died in Oregon traffic crashes were confirmed to be completely unbelted (FARS). Ten percent of the injured child occupants under twelve years of age were improperly restrained (not using child restraints.)

High Visibility Enforcement (HVE) continues to be a huge part of the Occupant Protection Program. It is the key countermeasure to educating the public on seat belt and child passenger seat laws as well as enforcing the laws. The more officers you see out on the road, the higher the seat belt usage rate will be. Focusing on educating law enforcement agencies on the new straight time enforcement opportunity along with the continuing overtime enforcement will be a big priority for the HVE program.

Grant funding for safety belt overtime enforcement has been provided annually to Oregon law enforcement agencies since 1993 and structured around a campaign of three annual “blitzes” with additional, discretionary overtime between blitzes as funding and staffing levels allow. For 2025, these two-week blitzes will be scheduled as follows: one in February, the nationwide Click It or Ticket mobilization over Memorial weekend, and one over the Labor Day weekend. Agencies will be encouraged to focus on Oregon’s identified high-risk population and geographic areas with lower-than-statewide average observed belt use rates. These segments presently include child passengers aged eight to twelve, and occupants traveling in the most remote, rural areas.

Grant-funded agencies will be highly encouraged to participate in each blitz, and will work with local media and agency social media to educate the public during the weeks just prior to and following each blitz. ODOT will report levels of law enforcement participation, planned outreach and media for the Click It or Ticket mobilization to NHTSA in the Annual Report.

Officers will be notified of child passenger safety training opportunities throughout the year and will be encouraged to undergo child passenger safety training and to nurture community awareness of traffic safety generally. Grants will be administered through the Oregon State Police and TSO (for local police department and sheriff’s office participation). Those agencies anticipated to participate during FFY 2025 have been identified (above).

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

Child restraint inspection stations

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

Planned inspection stations and/or events: **47** (many of the inspection stations are by appointment only, so more events will likely be occurring)

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: **21**

Populations served - rural: **42**

Populations served - at risk: **42**

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

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

Estimated total number of classes: **10**

Estimated total number of technicians: **150**

Child Passenger Safety Projects in 2025:

Region 1 CPS Mini-Grants - DMV TSO Reg. 1

Region 2 CPS Mini-Grants - DMV TSO Reg. 2

Region 3 CPS Mini-Grants - DMV TSO Reg. 3

Region 4 CPS Mini-Grants - DMV TSO Reg. 4

Region 5 CPS Mini-Grants - DMV TSO Reg. 5

Statewide Instructor Development & Technician Training - OHSU

Safe Rides for Kids: Enhancing Child Passenger Safety in Oregon - Legacy Emanuel Hosp.

Getting Parents Excited About Child Restraint Safety - Chemeketa Community College

Access to Car Seats for Low Income Families - Portland Police Bureau

OREGON Click It or Ticket FFY 2025
Participating Law Enforcement Agencies

CITY POLICE DEPARTMENTS	COUNTY SHERIFFS	OREGON STATE POLICE
Albany	Benton	General HQ
Ashland	Columbia	NW Region:
Banks	Coos	Albany
Beaverton	Crook	Astoria
Brookings	Deschutes	Capitol Mall
Burns	Jackson	McMinnville
Canby	Klamath	Newport
Carlton	Lane	Portland
Coos Bay	Malheur	SW Region:
Eagle Point	Marion	Central Point
Eugene	Multnomah	Coos Bay
Florence	Tillamook	Grants Pass
Forest Grove	Washington	Klamath Falls
Gaston	Yamhill	Roseburg
Gervais		Springfield
Gladstone		East Region:
Grants Pass		Bend
Gresham		LaGrande
Hood River		Ontario
Independence		Pendleton
Junction City		The Dalles
Keizer		
Lake Oswego		
Lebanon		
Malin		
McMinnville		
Medford		
Molalla		
Monmouth		
Myrtle Creek		
North Bend		
North Plains		
Oregon City		
Phoenix		
Portland		
Prineville		
Redmond		
Reedsport		
Roseburg		
Salem		
Sandy		
Scappoose		
Seaside		
Sherwood		
Silverton		

OREGON Click It or Ticket FFY 2025
Participating Law Enforcement Agencies

Springfield		
Stanfield		
Stayton		
Talent		
The Dalles		
Tigard		
Tillamook		
Toledo		
Tualatin		
Umatilla		
Vernonia		
Warrenton		
West Linn		
Winston		
Yamhill		

OREGON
Child Seat Fitting Station Locations, Contacts, Operating Hours
Updated 7/30/2024

COUNTY	CITY	CONTACT	LOCATION/ Organization	ADDRESS	NUMBER OF NCPSTs Residing in County 7/1/2024	HIGH-RISK POPULATIONS	CONTACT NUMBER	DATE / HOURS OF OPERATION
BAKER	BAKER CITY	Phoebe Wachtel	BAKER POLICE DEPARTMENT	1768 Auburn Avenue	4	Spanish speaking immigrants, Low income, Rural	541-524-2014	Drop-in and By Appointment
BENTON	CORVALLIS	Denise Cardinali	CORVALLIS FIRE DEPARTMENT	400 NW Harrison Street	9	Low income	541-766-6961	Second Tuesday; 9:00 - 12 pm
CLACKAMAS	GLADSTONE	Yvonne McNeil	GLADSTONE POLICE DEPARTMENT	18505 Portland Avenue	15	Spanish speaking immigrants, Low income	503-303-4954	By Appointment Only Monday through Friday
CLACKAMAS	MILWAUKIE	Krystle Takasane-Lai	AMERICAN MEDICAL RESPONSE	12438 SE Capps Road	15	Spanish speaking immigrants, Low income	503-539-6930	Varies
CLACKAMAS	SANDY	Nannette Howland	SANDY FIRE DISTRICT	17460 Bruns Avenue	15	Spanish speaking immigrants, Low income	503-668-8093	By Appointment
CLATSOP	ASTORIA / WARRENTON	Misha Caldwell	COLUMBIA MEMORIAL HOSPITAL	2111 Exchange Street	5	Low income, Rural	503-325-7337	By Appointment
COOS	COOS BAY	Freddie Dunlap	OREGON STATE POLICE	1360 Airport Lane	16	Low income, Rural	541-888-2677	By Appointment
CROOK	PRINEVILLE	Russell Deboodt	CROOK COUNTY FIRE AND RESCUE	500 Northeast Belknap Street	3	Low income, Rural	541-447-5011	By Appointment
DESCHUTES	SISTERS	Heather Miller	SISTERS-CAMP SHERMAN FIRE DISTRICT	301 S Elm Street	14	Low income, Rural	541-549-5791	By Appointment
DESCHUTES	BEND	Kathy Alexander	BEND FIRE AND EMS	62277 Jamison Street	14	Low income, Rural	541-610-3168	Third Friday 10:00 am - 1:00 pm every two months

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DESCHUTES	REDMOND	Clara Butler	REDMOND FIRE DEPARTMENT	341 Dogwood Avenue	14	Low income, Rural	541-504-5000	By Appointment
DESCHUTES	BEND / REDMOND	Vanessa Churchill	ODOT REGION 4	63055 N Hwy 97, Bldg K	14	Low income, Rural	541-508-9690	By Appointment
DOUGLAS	ROSEBURG	Rosalee Senger	ODOT REGION 3	3500 NW Stewart Parkway	8	Low income, Rural	541-529-5105	By Appointment
GILLIAM	THE DALLES	Michael Holloran	SAFE KIDS COLUMBIA GORGE	ODOT Conference Room, 3313 Brett Clodfelter Way	0	Low income, Rural	541-980-1019 safekids @gmail.com	By Appointment or Class in The Dalles English 2nd Monday 3 pm/Spanish 4:30 pm
GRANT	JOHN DAY	Katrina Randleas	FAMILIES FIRST	401 S. Canyon Road	3	Low income, Rural	541-575-1006	By Appointment
HARNEY	BURNS	Kayla Delange	Harney District Hospital	559 W. Washington Street	3	Low income, Rural	541-573-2074	By Appointment
HOOD RIVER	HOOD RIVER	Jennifer Kendall	HOOD RIVER POLICE DEPARTMENT	570 Forestview Drive	3	Spanish Speaking, Low income, Rural	541-387-5256 j.kendall@cityofhoodri ver.gov	By Appointment
JACKSON	CENTRAL POINT	Cam Cunningham	CENTRAL POINT POLICE DEPARTMENT	155 S 2nd Street	17	Low income	541-664-5578	By Appointment
JOSEPHINE	GRANTS PASS	Travis Marsh	GRANTS PASS FIRE DEPARTMENT	199 NW Hillcrest Drive	8	Low income, Rural	541-450-6200	By Appointment

OREGON
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KLAMATH	KLAMATH FALLS & CHILOQUIN	Ariana Moreno	KLAMATH TRIBAL HEALTH & FAMILY SERVICES	204 Pioneer Street	6	Native Americans, Low income, Rural	541-882-1487 x612	By Appointment
LAKE	LAKEVIEW	Abigail Finetti	LAKE HEALTH DISTRICT	700 South J Street	3	Low income, Rural	541-947-2114 x386	By Appointment
LANE	COTTAGE GROVE	James Crosby	COTTAGE GROVE POLICE DEPARTMENT	400 E. Main Street	21	Spanish speaking immigrants, Low income	541-942-9145	By Appointment
LINCOLN	NEWPORT	Stephanie Nelson	SAMARITAN HEALTH CENTER NEWPORT	930 SW Abbey Street, Suite A	7	Low income, Rural	541-574-4919 or snelson@samhealth.org	By Appointment
LINN	ALBANY	Alfredo Mendez	ALBANY FIRE STATION #12	120 34th Avenue SE	8	Russian immigrants, Spanish speaking immigrants, Low income, Rural	541-917-7700	By Appointment
MALHEUR	ONTARIO	Sheri Smith	ONTARIO FIRE DEPARTMENT	444 SW 4th Street	3	Spanish speaking immigrants, Low income, Rural	541-881-3238	By Appointment
MARION	IDANHA	Laura Harris	IDANHA-DETROIT RURAL FIRE DISTRICT	107 North Santiam Highway	34	Low income, Spanish speaking immigrants	503-854-3540	By Appointment
MARION	KEIZER	Anne-Marie Storms	KEIZER FIRE DISTRICT	661 Chemawa Road	34	Low income, Spanish speaking immigrants	971-707-0472	Second Tuesday 4 - 6 pm, every other month on odd months. Drop-in and by appointment
MARION	KEIZER	Officer Jenn Starns or Officer Jorge Miranda	KEIZER POLICE DEPARTMENT	930 Chemawa Road	34	Low income, Spanish speaking immigrants	503-390-3713	By Appointment
MARION	SALEM	Traffic Team	SALEM POLICE DEPARTMENT	333 Division Street NE	34	Low income, Spanish speaking immigrants	503-588-6293	By Appointment

OREGON
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MARION	SALEM	Nicole Charlson	ODOT REGION 2	455 Airport Rd SE, Bldg A	34	Low income, Spanish speaking immigrants	971-388-4714	By Appointment
MARION	SALEM	Kelly Mason	ODOT DMV HQ	1905 Lana Ave. NE	34	Low income, Spanish speaking immigrants	503-986-4199	By Appointment
MULTNOMAH	PORTLAND	Krystle Takasane-Lai	AMERICAN MEDICAL RESPONSE	1 SE 2nd Avenue	48	Russian immigrants, Spanish speaking immigrants, Low income	503-539-6930	By Appointment
MULTNOMAH	GRESHAM	Amber Kroeker	LEGACY MOUNT HOOD MEDICAL CENTER	24800 SE Stark Street	48	Russian immigrants, Spanish speaking immigrants, Low income	503-413-4005	By Appointment
MULTNOMAH	PORTLAND	Amber Kroeker	RANDALL CHILDRENS HOSPITAL AT LEGACY EMANUEL	2801 N. Gantenbein Avenue	48	Russian immigrants, Spanish speaking immigrants, Low income	503-413-4005	By Appointment 2 - 3 Times per Week
MULTNOMAH	PORTLAND	Adrienne Gallardo	DOERNBECHER CHILDREN'S HOSPITAL	700 SW Campus Drive, Garage F, Level 4	48	Russian immigrants, Spanish speaking immigrants, Low income	503-418-5666	By Appointment Only Monday through Friday
POLK	DALLAS	Judi Lambert	BAMBINOS OREGON	322 Main Street, Suite 200 Dallas, OR 97338	8	Spanish speaking immigrants, Low income	503-837-1216	By Appointment
SHERMAN	MORO	Katie Woodruff	SAFE KIDS COLUMBIA GORGE	Sherman County Courthouse, 500 Court Street	2	Low income, Rural	541-565-5030 safekids@gmail.com	By Appointment
UMATILLA	HERMISTON	Good Shepherd Community Health & Outreach Coordinator	GOOD SHEPHERD MEDICAL CENTER	610 NW 11th Street	25	Native Americans, Spanish Immigrants, Low income, Rural	541-667-3509 or healthinfo@gshealth.org	By Appointment

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UMATILLA	PENDLETON	Emily Smith	ST. ANTHONY HOSPITAL	2801 S. Anthony Way	25	Native Americans, Spanish Immigrants, Low income, Rural	541-278-2627	By Appointment
UNION	LA GRANDE	Billie-Jo Nickens	ODOT REGION 5	3012 Island Avenue	4	Low income, Rural	541-786-5915	By Appointment
WALLOWA	ENTERPRISE	Andrea Mildrexler	BUILDING HEALTHY FAMILIES	207 NE Park Street	4	Low income, Rural	541-426-9411	By Appointment
WASCO	THE DALLES	Michael Holloran or Theresa Richey	SAFE KIDS COLUMBIA GORGE	ODOT Conference Room, 3313 Brett Clodfelter Way	3	Native Americans, Low income, Rural	541-980-1019 or 541-993-3339 safekids@gmail.com	2nd Monday each Month; English speaking 3pm/ Spanish speaking 4:30 pm -- or By Appt 7 days per week
WASHINGTON	FOREST GROVE	Larisa Nefedov	FOREST GROVE FIRE DEPARTMENT	1919 Ash Street	34	Spanish speaking immigrants, Low income	503-992-3240	By Appointment on varying Saturdays
WASHINGTON	TUALATIN	Amber Kroeker	LEGACY MERIDIAN PARK MEDICAL CENTER	19300 SW 65th Avenue	34	Spanish speaking immigrants, Low income	503-413-4005	By Appointment
WASHINGTON	HILLSBORO	Operated by OHSU	OHSU Health Hillsboro Medical Center	344 SE 8th Avenue	34	Spanish speaking immigrants, Low income	503-418-5666	Second Saturday 9 - 11:30 am
YAMHILL	MCMINNVILLE	Judi Lambert	WILLAMETTE VALLEY MEDICAL CENTER	2700 SE Stratus Avenue	5	Spanish speaking immigrants, Low income	503-837-1216	Third Sunday each month 2 - 4 pm
YAMHILL	NEWBERG	Jill Dorell	NEWBERG FIRE DEPARTMENT (2 locations)	Stn #20 @ 414 E 2nd Street or Springbrook Fire Stn #21 @ 3100 Middlebrook Drive	5	Spanish speaking immigrants, Low income	503-537-1230	Varies

OREGON
Child Seat Fitting Station Locations, Contacts, Operating Hours
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COUNTY	CITY	CONTACT	LOCATION/ Organization	ADDRESS	NUMBER OF NCPSTs Residing in County 7/1/2024	HIGH-RISK POPULATIONS	CONTACT NUMBER	DATE / HOURS OF OPERATION
Green highlights appear where fitting station has regular, recurring schedule.								

Oregon Counties	Certified Population Estimate July 1, 2023	County Population as Percentage Total State Population
Oregon	4,296,626	97.3%
BAKER	16,927	0.39%
BENTON	99,355	2.31%
CLACKAMAS	424,043	9.87%
CLATSOP	42,095	0.98%
COLUMBIA	53,143	
COOS	66,945	1.56%
CROOK	26,583	0.62%
CURRY	24,439	
DESCHUTES	212,141	4.94%
DOUGLAS	113,748	2.65%
GILLIAM	2,062	0.05%
GRANT	7,418	0.17%
HARNEY	7,600	0.18%
HOOD RIVER	24,406	0.57%
JACKSON	222,762	5.18%
JEFFERSON	25,878	
JOSEPHINE	88,814	2.07%
KLAMATH	71,919	1.67%
LAKE	8,562	0.20%
LANE	384,374	8.95%
LINCOLN	51,930	1.21%
LINN	131,984	3.07%
MALHEUR	32,981	0.77%
MARION	353,649	8.23%
MORROW	13,010	
MULTNOMAH	805,007	18.74%
POLK	90,553	2.11%
SHERMAN	1,917	0.04%
TILLAMOOK	28,000	0.65%
UMATILLA	81,842	1.90%
UNION	26,335	0.61%
WALLOWA	7,631	0.18%
WASCO	27,052	0.63%
WASHINGTON	610,245	14.20%
WHEELER	1,533	
YAMHILL	109,743	2.55%

* Revised _ December 20, 2023

** Updated during the second review period (December 15 -March 31, 2024)

Certified Population Estimates December 15, 2023

Population Research Center- College of Urban & Public Affairs-Portland State University

Traffic Records

Qualifying Performance Measure Progress

Section 405c funds require Oregon to demonstrate progress on a selected performance measure to qualify for these funds. For the 2025 grant year, progress was clearly measurable on performance measure I-U-1: The percentage of records on the State EMS data file that are National Emergency Medical Service Information System (NEMSIS) version 3.5 compliant. The performance measure moved from a 2021-23 average of 13.5% for transporting agencies to an average of 71.1% on the current NEMSIS 3.5 standard for the 4/1 to 3/31/2024 period, with non-transporting agencies changing from 1.6% to a level of 8.9% in 2024, demonstrating a substantial improvement on both metrics. The below chart provides a screenshot per the Oregon Health Authority:

	A	B	C	E
1	Agencies Live on NEMSIS 3.5 2021-2024			
2	Peter Geissert (peter.geissert@oha.oregon.gov)			
3				
4	Type	Year	Live	Percent
5	Transport	2021-22	0	0.0%
6	Transport	2022-23	18	13.5%
7	Transport	2023-24	96	71.1%
8	Non-Transport	2021-22	0	0.0%
9	Non-Transport	2022-23	5	1.6%
10	Non-Transport	2023-24	28	8.9%

National Highway Traffic Safety Administration
Regional Operations and Program Delivery
Office of Grants Management and Operations

FY 2025 Impaired Driving Countermeasure Grant Classifications (23 CFR 1300.23)

ALCOHOL-IMPAIRED-DRIVING FATALITY RATES* PER 100 MILLION VMT
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2019-2021 FINAL

State	2019-2021			
	Fatalities	VMT	Rate**	Classification
Alabama	786	211,548	0.3713105	Mid-Range
Alaska	61	16,939	0.3601157	Mid-Range
Arizona	993	209,799	0.4732148	Mid-Range
Arkansas	481	109,445	0.4392160	Mid-Range
California	3,602	951,471	0.3785402	Mid-Range
Colorado	561	157,116	0.3568701	Mid-Range
Connecticut	338	90,435	0.3734174	Mid-Range
Delaware	97	28,742	0.3381811	Mid-Range
Dist of Columbia	28	10,034	0.2790512	Low-Range
Florida	2,698	652,156	0.4136434	Mid-Range
Georgia	1,195	369,780	0.3232463	Mid-Range
Hawaii	92	29,781	0.3079144	Mid-Range
Idaho	213	54,772	0.3892500	Mid-Range
Illinois	1,156	299,176	0.3864949	Mid-Range
Indiana	689	237,967	0.2895359	Low-Range
Iowa	338	96,327	0.3509919	Mid-Range
Kansas	285	91,390	0.3118503	Mid-Range
Kentucky	540	144,057	0.3749905	Mid-Range
Louisiana	744	154,462	0.4818013	Mid-Range
Maine	153	42,517	0.3598561	Mid-Range
Maryland	545	167,702	0.3249812	Mid-Range
Massachusetts	361	178,132	0.2023780	Low-Range
Michigan	896	285,465	0.3138388	Mid-Range
Minnesota	327	169,521	0.1927785	Low-Range
Mississippi	466	121,609	0.3833598	Mid-Range
Missouri	830	231,756	0.3579627	Mid-Range
Montana	263	38,478	0.6837673	High-Range
Nebraska	195	61,884	0.3157521	Mid-Range
Nevada	302	81,102	0.3717541	Mid-Range
New Hampshire	120	38,914	0.3081153	Mid-Range
New Jersey	458	218,219	0.2097434	Low-Range
New Mexico	411	78,351	0.5239244	Mid-Range
New York	948	333,333	0.2842803	Low-Range
North Carolina	1,310	346,551	0.3780685	Mid-Range
North Dakota	111	27,850	0.3992819	Mid-Range
Ohio	1,351	330,732	0.4083367	Mid-Range
Oklahoma	527	131,408	0.4011932	Mid-Range

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FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2019-2021 FINAL

State	2019-2021			
	Fatalities	VMT	Rate**	Classification
Oregon	573	104,948	0.5462705	Mid-Range
Pennsylvania	955	293,532	0.3254841	Mid-Range
Puerto Rico	272	42,341	0.6424033	High-Range
Rhode Island	76	21,971	0.3450002	Mid-Range
South Carolina	1,000	169,403	0.5901312	Mid-Range
South Dakota	129	29,659	0.4335952	Mid-Range
Tennessee	966	241,880	0.3995370	Mid-Range
Texas	4,792	833,837	0.5746807	Mid-Range
Utah	174	96,800	0.1794421	Low-Range
Vermont	47	19,978	0.2367604	Low-Range
Virginia	804	241,644	0.3326381	Mid-Range
Washington	654	173,985	0.3756646	Mid-Range
West Virginia	196	51,210	0.3821519	Mid-Range
Wisconsin	593	188,931	0.3138712	Mid-Range
Wyoming	113	31,105	0.3645716	Mid-Range

*Alcohol-impaired driving fatalities are estimates derived from a sophisticated statistical procedure.

**These determinations identify States as either low-, mid- or high-range States in accordance with statutory requirements. States with low-range States are those with an average impaired driving fatality rate of 0.30 or lower; mid-range States are those with an average impaired driving fatality rate that is higher than 0.30 and lower than 0.60; and high-range States are those that have an average impaired driving fatality rate of 0.60 or higher. The agency will not round any rates for the purposes of determining how a State should be classified among these ranges.

OREGON IMPAIRED DRIVING STRATEGIC PLAN

**Presented by the
Oregon Governor's Advisory Committee
on Driving Under the Influence of Intoxicants**

June 2024



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Executive Summary:

Under the direction and contribution of the statewide Governor’s Advisory Committee (GAC) on Driving Under the Influence of Intoxicants (DUII), the purpose of the Impaired Driving Strategic Plan (IDSP) is to provide a comprehensive strategy for preventing and reducing impaired driving in Oregon. The IDSP provides data on the impaired driving problem in Oregon, documents ongoing initiatives to address various aspects of the problem, and discusses potential new strategies. This IDSP is provided to the National Highway Traffic Safety Administration (NHTSA) in response to the grant requirements of Title 23, Section 405(d).

Impairment – Alcohol, Marijuana and Other Drugs:

Alcohol-impaired driving in Oregon, and across the nation had seen a slow, steady decline over the years, thanks in part to targeted enforcement, media campaigns, community partnerships, education and awareness, and overwhelming social unacceptability. However, alcohol remains a serious issue in DUII arrests and fatal and serious injury crashes, and overall reckless driving behaviors have increased since the COVID-19 pandemic era.

In November 2014, Oregonians voted to legalize recreational marijuana. Impacts to traffic safety are a serious concern, as DUII incidents involving marijuana have increased in other states that previously legalized it. Historical data specific to marijuana-impaired driving is limited, although data collected by the Oregon State Police showed a sharp increase (163 percent) of marijuana-involved DUIIs in the first six months following legalization. There was also a 111 percent increase in DUIIs in the same period where marijuana was shown to be a contributing factor. Since 2017, fatality crashes related to drug-only impaired driving have eclipsed alcohol-only fatality crashes, and polysubstance fatality crashes have nearly doubled.

Oregon’s drug-impaired driving problem has continued to worsen in recent years, which has correlated with the passage of voter-approved Ballot Measure 110 in 2020, which decriminalized possession of user quantities of hard drugs such as methamphetamine, cocaine, fentanyl, and others. In addition to seeing astronomical rises in overdose deaths not related to driving, drug-only impaired driving fatalities have risen nearly 28 percent since Measure 110 took effect. In 2024, the Oregon Legislature passed House Bill 4002 which will recriminalize drug possession starting in September 2024. Measure 110 had obligated funds to support substance abuse treatment, and those resources will remain in place with the new legislation. Proponents of the new legislation have suggested the renewal of criminal penalties for drug possession will encourage more people to make use of the treatment resources that have been available since Measure 110 was enacted.

Toxicology data from the Oregon State Police Forensic Services Division for 2023 showed that 9- carboxy-tetrahydrocannabinol (THC) was the most frequently detected impairing substance detected in urine and blood samples of suspected drugged impaired drivers (57 percent). THC was detected more frequently than methamphetamine (40 percent). THC also remained as the most commonly detected impairing substance in poly-drug DUI-Drug cases investigated by Oregon’s drug recognition experts (DREs).

The next three most common drugs identified in samples were norfentanyl (18 percent), fentanyl (17 percent), and 4-ANPP (10 percent). Norfentanyl is a metabolite of fentanyl, and 4-ANPP is a fentanyl byproduct indicative of a possible shift in illicit manufacturing processes for the drug.

The most recent data for DUII arrests from OSP Forensics shows that:

- Combined 2020-2023 data shows 60 percent tested positive for THC and 43 percent for Methamphetamine
- During the same time period, fentanyl confirmation rates went from 4 percent to 18 percent, with sharp, immediate increases seen during the first two years Ballot Measure 110 was in effect
- In 2020, toxicology testing confirmed cannabis, methamphetamine, and fentanyl combinedly present in 1 percent of DUII samples tested by the Oregon State Police crime lab
 - That combination was present in more than 6% of samples tested by 2022, showing a staggering increase in a short period of time, which again coincided with the effective date of Ballot Measure 110

Oregon's Implied Consent law does not currently offer a means to test a suspected impaired driver's blood for the presence of drugs, and instead relies on urine testing in standard DUII cases. Blood seized from offenders pursuant to consent, exigency, or search warrant can be sent to a private laboratory to be tested for the presence of drugs, but that process is expensive and relies heavily on grant funding provided through the Oregon Department of Transportation (ODOT) Transportation Safety Office (TSO). Additionally, chain of custody issues have been raised in Oregon courts, despite the state's adherence to national best practices for use of outside laboratories to conduct this work. The Oregon State Police Forensic Services Division has historically lacked the capacity to process antemortem blood samples seized during DUII investigations, however, significant efforts have been made to improve their capacity. As such, the State Police Crime Lab is expected to begin this type of testing in 2024.

Understanding the scope of Oregon's drug-impaired driving problem compared to alcohol-impaired driving problem based on arrest data is nearly impossible as the state does not track DUII crimes by impairing substance unless a diversion or conviction is related to alcohol or drugs in general. This makes it difficult to identify patterns and support thoughtful changes to prevention strategies when necessary. Since historical data in Oregon does not include marijuana-specific information, it is difficult to predict the exact long-term impact the legalization may have, and to conduct any comparisons.

Impairment from alcohol is established two different ways for purposes of proving DUII in Oregon. First, impairment can be proven by demonstrating a driver's mental and/or physical faculties were adversely affected by an impairing substance or combination of substances. This can be done through combined evidence of a person's driving performance, noticeable signs of impairment upon their person, and/or by standardized and non-standardized field sobriety tests. Oregon statute has also set a per se limit on Blood Alcohol Content (BAC), meaning that a

person can be proven to be impaired if their BAC is 0.08g/ml or higher. Traditionally, an alcohol DUI conviction results from a combination of these pieces of evidence.

Impairment from drugs other than alcohol can be more challenging to prove. Oregon does not have a per se limit for impairing drugs, including marijuana. Some states that have legalized marijuana, like Washington, Colorado, and Montana have established a per se limit of 5ng/mL of tetrahydrocannabinol (THC) in the blood. This level, however, was not the result of any scientific study and does not account for a myriad of factors unique to marijuana. Marijuana impairment is very different from alcohol impairment and much more complex. Unlike alcohol impairment, there is no scientifically conclusive threshold that consistently indicates marijuana impairment from person to person. Studies have shown that quantitative analysis of THC in a person's blood does not provide a useful metric for identifying how the person's mental and/or physical faculties may be impacted.

Drug impairment in Oregon is currently determined by establishing the presence of the substance in the driver, and by identifying impairment through the Standardized Field Sobriety Tests (SFST's) and/or the determinations made by a Drug Recognition Expert (DRE). Notably, the Oregon Legislature passed House Bill 2316 in 2023, which rendered drivers criminally liable for DUI if they were determined to be impaired by *any* substance. Previously, DUI in Oregon was limited to impairment by alcohol, controlled substances, inhalants, cannabis, and psilocybin mushrooms. This change to the legal environment is expected to result in more offenders being held accountable, as they will no longer be able to claim any observed impairment was caused by a substance that was not specifically included in the statute.

Marijuana legalization nationwide will undoubtedly lead to more studies and research that will explore the issues of impairment and the relationship to a scientifically valid per se limit. Currently, Oregon will rely on proving presence, and establishing impairment to a noticeable or perceptible degree. The federal government has also signaled an intent to reclassify marijuana from a Schedule I controlled substance to a Schedule III controlled substance. This change will likely allow for more robust research into the effects of cannabis, including how it impacts a person's ability to drive safely.

About the GAC on DUI:

On December 16, 1983, Governor Victor Atiyeh signed Oregon Executive Order EO-83-20 creating the Governor's Advisory Committee (GAC) on Driving Under the Influence of Intoxicants (DUI). At that time, a need existed for an advisory committee to formulate administrative and legislative goals and objectives for reducing the incidences of DUI and to monitor their implementation.

Members of the committee were appointed by the Governor's Office and were charged with broadly representing the legislative assembly, public and private organizations involved in DUI countermeasures, victims of DUI, and the general public.

In addition, committee members were appointed to heighten public awareness of the seriousness of the DUI problem, and to persuade communities to address the DUI problem in

an organized and systematic manner. This was to include plans to eliminate blockages in the arrest, trial, and sentencing process that impair the effectiveness of many DUI laws. In addition, the GAC on DUI was enacted to generate public support for increased enforcement of state and local DUI laws, and to educate the public as to the dangers of DUI and its effects on life, property, and public safety.

The ODOT Transportation Safety Office, under the authority of the designated Governor's Highway Safety Representative, was charged with overseeing the GAC on DUI. The Executive Order of the GAC, which outlines the membership, duties, administration, and duration, is included in the Appendix of this IDSP.

Since the inception of the GAC on DUI, members and agency liaisons have worked in partnership, making significant investments of time and effort, formulating a cohesive group, helping leverage resources, and promoting change. Partnerships have been established and continue to function in ways that enable the members to broaden perspectives and develop common views of addressing the DUI problem. The GAC on DUI also acts as a multi-disciplinary resource group for the Governor's Office and the legislature, enabling them to consider cohesive and effective proposals to reduce DUI in Oregon. This is accomplished through ongoing monthly meetings and planned initiatives. The GAC on DUI members and agency liaisons represent numerous stakeholders across all geographic areas of the state, including law enforcement, driver licensing, treatment, highway safety, judicial, advocacy, legislative, and non-profit groups whose missions include addressing impaired driving issues.

GAC on DUI Impaired Driving Strategies:

The GAC on DUI has identified some key strategies to help address the impaired driving issues in Oregon. Specific goals and strategies of the Impaired Driving Strategic Plan include:

#1 – DUI Prevention Program Management and Activities

Oregon's DUI Prevention Programs are based on strong leadership and sound policy development. Programs and activities carried out under the Oregon IDSP are guided by problem identification and monitored for effectiveness. The GAC on DUI will promote its existence and mission in order to make the public aware of its ability to participate in these ongoing conversations.

Strategies for DUI Prevention and Program Management and Activities:

1. Formalize activities of the GAC on DUI
2. Keep official minutes for each GAC on DUI meeting
3. Expand GAC on DUI membership to include key areas not currently represented
4. Formalize the operational procedures for the GAC on DUI
5. Assist in providing timely DUI prevention publications, meetings, conferences and other training and education opportunities
6. Make GAC on DUI resources available to any local, state or national organization interested in or tasked with reducing impaired driving

7. Develop short and long-term objectives in order to meet the goals outlined in the IDSP
8. Assist in enacting legislation that provides resources dedicated to DUII in the state
9. Educate state, county and local officials about the value of DUII initiatives
10. Educate and encourage law enforcement agencies to use DUII enforcement grant funding to assist in the statewide efforts to deter DUII

#2 – Support of Annual DUII Multi-Disciplinary Training Conference

With funding support from ODOT – TSO, Oregon has provided an annual DUII Multi-Disciplinary Training Conference for more than 25 years. In 2024, approximately 400 people attended the two-day conference, which focused on numerous impaired driving issues, including cannabis impairment, DUII case law, and reducing the risk of DUII. Each year, the conference includes law enforcement, prosecutors, toxicologists, treatment and prevention providers, health care professionals, judicial, parole and probation, liquor and cannabis control, motor vehicle services, and other transportation safety professionals. The speakers present on a variety of topics, which typically range from prevention, to addiction, to emerging trends. All of these topics assist in heightening the awareness of impaired driving.

The GAC on DUII will continue its support of Oregon’s annual DUII Multi-Disciplinary Training Conference.

Strategies for the support of the DUII Multi-Disciplinary Training Conference:

1. Promote attendance by all persons interested or involved in DUII prevention, detection, enforcement, adjudication, treatment, training, and supervision
2. Provide input on relevant training topics and effective impaired driving programs
3. Assist in assessing the effectiveness of the annual conferences
4. Support future conferences focusing on new and innovative impaired driving strategies and technology

#3 – Increased DUII Education and Training

The GAC on DUII, through its staff and members, will provide encouragement and technical support to further the education and training of police officers, prosecutors, Drug Recognition Experts (DREs), treatment and prevention providers, traffic safety advocates, and others involved in the efforts to reduce DUII in Oregon and nationally.

Law Enforcement Training:

ODOT-TSO and the GAC on DUII are dedicated to providing the highest quality training to Oregon law enforcement officers in detecting and apprehending impaired drivers on Oregon’s roadways. To support and maximize the DUII law enforcement efforts, all Oregon law enforcement officers going through basic training in Oregon are required to be trained in Standardized Field Sobriety Testing (SFST). ODOT-TSO directly supports all SFST training conducted at the Oregon Department of Public Safety Standards and Training (DPSST) and sponsors SFST Instructor Development Courses when necessary. In 2023, approximately 520 law

enforcement officers received SFST training at DPSST. SFST training is also provided through the Oregon State Police (OSP) independent training, and 167 officers were provided refresher training throughout the state during the year. The SFST training is critical to optimize the removal of impaired drivers from Oregon's roadways.

These classes include a session on enforcing the state's Ignition Interlock Device (IID) laws. The sessions focused on knowing applicable laws, recognizing when an IID is required on a Department of Motor Vehicle (DMV) license record, and properly citing violators. During the grant year, one SFST Instructor Development Course (IDC) class was held, training 16 new SFST instructors. Also, during the grant period 55 police officers were trained in the operation of the Intoxilyzer 8000 breath testing instrument, not counting those who received this training at the basic police academy. In addition, the Oregon Liquor Control Commission (OLCC) routinely trains its inspectors to recognize Visibly Intoxicated Persons to assist with their compliance efforts.

ODOT-TSO and the GAC on DUII have actively supported proliferation of other impairment-related training programs for law enforcement and other community partners. These programs include Advanced Roadside Impaired Driving Enforcement (ARIDE) training for law enforcement. ARIDE provides information about impairment by drugs other than alcohol, as well as investigative strategies for identifying drug-impaired drivers at roadside. The course has proven to significantly increase officers' awareness of drug-impaired driving offenses and has also been useful as a recruiting pipeline for Oregon's DRE program. Since 2015, Oregon has conducted 96 ARIDE classes statewide, highlighting the value law enforcement agencies have placed on acquiring this training for its rank and file officers.

The DRE program also offers courses such as Drug Impairment Training for Educational Professionals (DITEP) and Employer Drug Impairment Training (EDIT), which provides foundational knowledge that can be used to take appropriate action in school and workplace settings when a student or employee is suspect of being impaired.

Oregon's DRE program has also worked to create a new impairment detection curriculum for deployment to ODOT's non-sworn commercial motor vehicle (CMV) inspectors. Due to Oregon's extremely limited number of sworn law enforcement officers who are certified as truck inspectors, ODOT's Commerce and Compliance (Motor Carrier) Division shoulders the brunt of CMV enforcement duties throughout the state. The new curriculum, based on the DITEP and EDIT programs, was tailored to the needs of CMV inspectors through collaboration with ODOT management.

In addition to the SFST and ARIDE training, the Oregon State Police coordinates the Drug Recognition Expert Program and the training and certification of Drug Recognition Experts (DRE). In many instances drivers are detained for driving behaviors that mirror alcohol impairment and have low or no breath alcohol content. DREs are trained to conduct a 12-step evaluation that assists in determining the category or categories of drugs that may cause impairment in a drugged driver.

Because drugged driving is prevalent and increasing in Oregon and nationally, Oregon

conducted a DRE School in 2023 certifying 9 new DREs, and in 2024, 22 DRE candidates were selected to attend training. Oregon also held a DRE Conference in 2024 with 102 DREs attending. The conference provided DREs with current drug trend information as well as other pertinent drugged driving training information. Due to retirements, reassignments, and other program attrition, the Oregon DRE program has been unable to recruit and retain enough DREs to replace those who have left the program in recent years. If all 22 candidates are successful in the Spring 2024 school, Oregon is expected to have 172 certified DREs. A second school is being considered for Fall 2024 in Eastern Oregon in collaboration with the Idaho DRE program.

ODOT-TSO is also working to develop a law enforcement liaison program in partnership with the Oregon Association of Chiefs of Police, Oregon State Sheriffs' Association, and Oregon State Police. Once established, LELs will serve as a means to exchange information about highway safety initiatives with law enforcement executive leadership. LELs will also conduct agency visits, attend city and county board meetings, help motivate officers to be proactive about traffic enforcement activities, engage media outlets, generate training bulletins, promote traffic safety grant programs, and other activities as determined by ODOT-TSO.

Strategies for Expanding DUI Education and Training:

1. Assist in exploring ways to expand and support timely and effective DUI education and training programs to include: Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), Drugs That Impair Driving (DID), Drug Impairment for Educational Professionals (DITEP), Drug Recognition Expert (DRE), Employer Drug Impairment Training (EDIT), Prosecuting the Drugged Impaired Driver, Commercial Motor Vehicle Inspector Impairment Detection Training, and other related training
2. Support community educational and DUI awareness programs
3. Continue working with the DUI Multi-Disciplinary Task Force to ensure the training conference is an annual event and is held in a geographically convenient location (when feasible) to encourage attendance

#4 – Increased DUI High Visibility Enforcement

Oregon conducts frequent, highly visible, well-publicized, and coordinated impaired driving enforcement efforts throughout the state. These efforts are focused on areas identified as having high incidences of alcohol or drug related crashes. With Oregon unable to conduct Sobriety Checkpoints, Saturation Patrols are used and often conducted on a multi-jurisdictional basis.

The goal of DUI Saturation Patrols is to increase the awareness of motorists regarding the dangers of impaired driving, deter those who may be impaired from driving, and investigate DUI offenses to reduce the number of impaired drivers on the roadways. Saturation patrols are an important component of Oregon's continued effort to combat impaired driving and reduce injuries and deaths. When these efforts are funded with grants from ODOT-TSO, they are publicized through a pre-event announcement, and at times with a post-event news release detailing the results of the efforts. Officers working these efforts are trained in the proper

administration of the SFSTs.

In July 2023, the Oregon State Police launched a pilot program intended to bring highly motivated troopers from around the state together to target areas and events expected to see increases in impaired driving and other dangerous driving behaviors. The team, funded largely through grant funds awarded by ODOT-TSO and dubbed the High Visibility Enforcement Unit (HVEU), was organized under the leadership of a lieutenant and four sergeants, and comprised of more than a dozen additional troopers. This team conducted numerous operations of varying sizes in areas hosting fairs, festivals, rodeos, sporting events, and alcohol and/or cannabis events. The team also deployed to areas where spikes in fatal crashes were reported on highways throughout the state to show a visible presence, conduct meaningful enforcement, and project a credible deterrent to dangerous driving behaviors. Notably, HVEU has partnered with city and county law enforcement partners during its operational periods to create true multi-agency high visibility enforcement events, including several in the Portland Metropolitan Area.

ODOT-TSO will continue to connect directly with law enforcement agencies in the counties overrepresented in alcohol-impaired fatal and serious injury crashes and identified in Oregon's Performance-Based Strategic Traffic Safety Plan as priority counties. All officers working grant funded DUII enforcement are required to be trained and routinely recertified in Standardized Field Sobriety Testing (SFST) and have preferably completed ARIDE training. These law enforcement agencies will be solicited to participate in selective DUII enforcement efforts during the time of day, day of week, and locations as identified by crash data. Due to the working relationships between ODOT-TSO and state and local law enforcement, participation in the selective DUII enforcement activities is effective. Recent changes to ODOT-TSO policy have also allowed these patrols to be conducted during officers' normal shifts while still being eligible for grant reimbursement, which has increased agencies' flexibility in deploying dedicated DUII shifts even if officers do not sign up for voluntary overtime.

In addition, these same agencies will be solicited to participate in selective DUII enforcement during the time frames known for high alcohol usage, which include, but are not limited to: Super Bowl Sunday, St. Patrick's Day, Independence Day, Halloween, and New Year's Eve. Oregon's youth alcohol-related fatal and serious injury crashes will also be addressed through selective youth-alcohol overtime enforcement. Peak enforcement efforts will focus on high alcohol usage time frames, which will include graduation, proms, homecoming, and Cinco de Mayo.

DUII enforcement efforts related to grant-required patrols for Christmas/New Years and Labor Day periods will be required to conduct a pre- and post-media event or activity employing best practices of advising the community of their upcoming activities, conducting the enforcement activity, and reporting the results of the enforcement activity. In addition to using SFST-trained officers, DREs will also be used for the various enforcement activities.

In 2020, the GAC on DUII finalized a DUII saturation best practices guide that was distributed to Oregon's law enforcement agencies. This guide was updated and redistributed in 2022.

Strategies to Enhance High Visibility DUII Enforcement Efforts:

1. Increase the number of law enforcement agencies participating in national and state high visibility enforcement efforts
2. Increase the number of Saturation Patrol events
3. Increase participation of officers certified as DREs in overtime enforcement efforts
4. Increase and promote multi-jurisdictional law enforcement DUII Saturation Patrol efforts to best use the state's resources

#5 – Continued DUII Legislation

The GAC on DUII will work closely with ODOT-TSO and other stakeholders to serve as a resource for local, state and federal legislative activities related to DUII. Through its network of members and liaisons, the GAC on DUII will offer resources, referrals or technical assistance to the Governor's Office and/or legislative members needing direction, support or assistance with DUII-related matters. Oregon's recent adoption of an *any impairing substance* clause for its DUII statute demonstrated a considerable step forward in bringing the state into alignment with nationwide best practices.

Strategies in the Area of DUII Legislation:

1. Publicize the expansion of Oregon's DUII law to include "any impairing substance"
2. Enact legislation to strengthen the state's ignition interlock device laws
3. Enact legislation to reduce Oregon's per se impairment threshold from .08 percent to .05 percent
4. Enact legislation to create an "open container" equivalent for cannabis and other drugs, similar to the existing statute for alcoholic beverages
5. Enact legislation to require blood testing for alcohol and all drugs of drivers involved in fatal crashes, and report that information to ODOT-TSO
6. Enact legislation that provides resources dedicated to impaired driving prevention
7. Explore legislation to support the use of electronic search warrants or other means of quickly obtaining toxicology samples
8. Creation of law enforcement phlebotomy program

#6 – Increased DUII Prosecution and Adjudication Efforts

Oregon strives to impose effective, appropriate and research-based sanctions of DUII offenders. Oregon has a system of graduated penalties based on the number of prior offenses committed.

ODOT-TSO and the GAC on DUII is committed to strong, high visibility enforcement of our state's laws. The statewide enforcement plan includes enforcing the following Oregon State Statutes to the fullest extent, which include:

Driving Under the Influence of Intoxicants:

Under previous Oregon law, a person committed the offense of driving under the influence of intoxicants (DUI) if the person drove a vehicle with a BAC of .08 percent or more, was under the influence of intoxicating liquor, cannabis, a controlled substance, psilocybin, an inhalant, or any combination of these. Oregon has also enacted a provision that proof of a BAC at or above .08 percent within two hours of driving, without intervening drinking, is sufficient to prove DUI. As of 2024, a driver can also be convicted if they are proven to be impaired by any substance.

Driving Under the Influence of Intoxicants Convictions:

A person may qualify for a one-year diversion program on their first DUI offense, or if more than 15 years have elapsed since the first diversion. Diversion agreements require defendants to plead guilty or no contest to the offense, but the court will not convict a person of DUI if the diversion program is successfully completed. If a defendant is unsuccessful with their diversion program, they are subject to automatic conviction based on their original plea. If a person accrues two misdemeanor convictions for DUI in ten years, a third conviction within ten years of the first is a felony. Once a person has been convicted of felony DUI, all subsequent DUI convictions are also felonies, regardless of the rolling ten-year window.

If a person is convicted of DUI, their driving privileges are suspended for one year for the first conviction and three years for a second conviction within five years. If a person has three or more misdemeanor DUI convictions, or one felony DUI conviction, the driving privileges are permanently revoked by the court. A person may petition the court for restoration of driving privileges after ten years.

Ignition Interlock Devices:

An Ignition interlock device (IID) is required for all DUI offenders unless granted a medical exemption or when participating in a diversion program and offense did not involve alcohol impairment. A court may use discretion whether an IID is required under a diversion program if the impairment is due to alcohol only and the BAC is less than .08 percent.

An IID is required for one year for a first DUI conviction, and the requirement begins after the related suspension period ends. The requirement extends to two years following a second conviction, and five years following a court ordered restoration of driving privileges on a permanent revocation.

For all offenses occurring after December 31, 2015, the IID requirement remains in place until a person is issued a 90-day no-negative report for the last 90 consecutive days of the requirement. Following strict criteria, a court may vacate the IID requirement for diversion participants after six months. IID requirements are split about 50/50 between diversion and conviction cases.

Oregon's compliance rate with IID requirements is roughly 20%, and the Oregon State Police has begun a new communications program to reach out to offenders who are not in compliance. One of the challenges with compliance is that Oregon law implies an exemption to IID requirements when a related suspension is in effect. Thus, when a driver is newly suspended for a DUI offense, they are not yet subject to an IID requirement. While an IID can physically prevent an alcohol-impaired person from starting and driving their vehicle, there is

no such safeguard for an offender who is willing to drive with a suspended license.

Implied Consent Laws:

In Oregon, it is implied that a person operating a motor vehicle will consent to a breath, blood, or urine test if a police officer has arrested them for driving under the influence of intoxicants and asks them to take such a test. A person who fails or refuses to submit to a breath, blood, or urine test will be subject to an administrative implied consent (IC) suspension. The suspension is separate from, and in addition to, any suspension resulting from a DUI conviction.

Under implied consent laws, a driver will fail a test if their BAC is determined to be .08 percent or more, .04 percent or more if driving a commercial motor vehicle, or any amount if under 21 years of age. IC test failure suspensions vary from 90 days for a first suspension, to one year for a second offense within five years. IC suspensions for test refusals vary from one year for a first suspension to three years for a second offense within five years.

If a person is driving a commercial motor vehicle and fails a breath or blood test, their commercial driving privileges are suspended for one year, three years, or lifetime depending on the circumstances. If a person is driving a commercial motor vehicle or has commercial driving privileges and refuses a breath, blood or urine test, commercial driving privileges are suspended for three years, five years, or lifetime depending on the circumstances. Per federal law, drivers who possess commercial driving privileges are not eligible for DUI diversion.

Although some states' Implied Consent programs allow for all drivers involved in fatality crashes to be required to provide toxicology samples, Oregon law does not include such a provision. This has hampered collection and reporting of data regarding drug and alcohol involvement in some fatal crashes where impairment was not otherwise apparent to the investigating officers.

DUI Courts:

One area of expansion needed in Oregon is with DUI Courts. Currently, the City of Beaverton Municipal Court, and Multnomah and Clackamas counties are the only jurisdictions in the state with specialty DUI courts. These programs target eligible high-risk DUI offenders with post-adjudication intensive supervision and substance abuse treatment programs. The purpose of these programs is to reduce recidivism by fostering a comprehensive and coordinated team-based court response composed of early intervention, appropriate treatment, intensive supervision, and consistent judicial oversight. Analyses of Oregon's DUI court programs have indicated recidivism rates among successful participants is significantly lower than those who complete Diversion and normal court probation programs for impaired driving offenses.

Oregon's DUI courts are intended for offenders who have previously been convicted of DUI and demonstrate risk factors likely to result in recidivism. Successful participants frequently report these programs have helped them develop skills to improve their entire lives, in addition to teaching them skills to reduce the likelihood of reoffending as an impaired driver.

Traffic Safety Resource Prosecutors:

Oregon has two Traffic Safety Resource Prosecutors (TSRP) who assist Oregon prosecutors with all

aspects of the prosecution of impaired driving and motor vehicle homicide cases. This includes providing technical assistance on pre-trial motions and other evidentiary hearings, handling trials on a conflict basis, and being available for questions on all aspect of trial. The TSRPs also regularly train law enforcement officers on DUII investigations, including providing training at the Oregon Police Academy to all new recruits. The TSRPs are also a resource for many state and local agencies as it relates to DUII law, including being a technical resource for DUII legislation. The TSRPs conduct local and regional trainings for Oregon's district attorneys, law enforcement, and other partners in the DUII continuum. The TSRPs maintain and update the Oregon DUII Listserv and an online resource clearinghouse, which offer ways to expand their reach in their efforts to educate and provide prosecutors and law enforcement with up to date DUII information and training opportunities.

Mothers Against Drunk Driving (MADD):

The GAC on DUII supports the efforts in expanding the presence of MADD nationally and in Oregon. The Oregon MADD program had previously experienced decreasing involvement and presence due to lack of funding. In 2017, Oregon was selected as one of two states in the Nation to receive funding from NHTSA to expand the state's program. In November of 2017, a Task Force made up of stakeholders and experts in the area of impaired driving prevention and enforcement was assembled and a Strategic Execution meeting was held in Salem. The purpose was to convene a team of experts to identify best practices for building capacity through public perception and volunteerism in a state with high impaired driving fatalities and low MADD involvement and to execute an action plan. The rationale is that MADD has had enormous success in their mission to combat drunk and drugged driving, support the victims of this violent crime, and to prevent underage drinking.

ODOT-TSO and the GAC on DUII supported the selection of Oregon as one of the two states to receive NHTSA funding support for expansion re-ignition of MADD's presence in the State. The two specific needs are:

1. To create urgency that impaired driving is still a public health threat, and
2. To translate that problem in the public's mind to create a movement to end impaired driving

With the assistance of the Task Force, which included members and liaisons of the GAC on DUII, a strategic plan was drafted, and implementation began in April 2018. The GAC on DUII will continue to support MADD's efforts to reinvigorate the general public in Oregon to mobilize communities around the problem of DUII and in understanding that the crime of DUII is 100 percent preventable, and that the GAC on DUII and its DUII prevention partners have the ability to end impaired driving.

Key MADD programs implemented to date:

1. Victim Services – Staff and volunteers provide peer/emotional support, court accompaniment and advocacy, referrals to available resources, and assistance with preparation of Victim Impact Statements.
2. Law Enforcement Support – Coordinate with LE agencies during High Visibility

Enforcement Events to provide victim speakers to present their stories to officers before patrol begins.

3. Public Education/Public Awareness – Raising awareness through social media campaigns, TV ads, and public events such as the annual Walk Like MADD 5k, a cannabis-impaired driving informational video, and tabling events at conferences.
4. Youth Education – Provide our Power of Youth presentation at schools and driver education classes.
5. Legislative support provided for bills relating to law enforcement.
6. Court Monitoring – With funding provided by an ODOT-TSO grant award, engage in DUI case monitoring in Multnomah, Washington, Clackamas, and Deschutes County Circuit Courts. The goal is to identify and report on disparities within the judicial process for DUI offenses, and to ensure offenders' cases are being adjudicated fairly and justly.

Strategies in the Area of DUI Prosecution and Adjudication:

1. Continue to develop and provide DUI training for law enforcement, prosecutors, toxicologists and judges
2. Expand web-based training and social media on specific topics related to DUI investigation and prosecution accessible to law enforcement officers and prosecutors
3. Continue to seek opportunities to provide DUI related presentations at various conferences where prosecutors, judges, and other court personnel are in attendance
4. Provide training on the use of electronic search warrant processes, and develop a statewide electronic search warrant system
5. Expand Court Monitoring of DUI related cases by MADD staff to analyze the criminal justice system to determine where breakdowns are occurring in the trials and adjudications of impaired-driving defendants, and offer solutions
6. Expand DUI Courts to assist in reducing recidivism among repeat and high-BAC offenders
7. Consider using electronic DUI monitoring systems or other related programs that require periodic breath testing of convicted DUI offenders
8. Offer presentations on DUI courts, SFST, the DRE Program, alternative sanctions and emerging technologies at the judicial conference, prosecutors' conferences, and Oregon Bar Association conferences

#7 – Improve and Expand DUI Prevention Communications

Through ODOT – TSO, Oregon implements a statewide comprehensive transportation safety plan that supports priority policies and program efforts. Campaign materials target at-risk groups who are identified through statewide traffic data and provide special emphasis during high-risk times including the national crackdown periods and high visibility enforcement efforts. Efforts should be made to identify strategies that reach underserved populations, and messaging should be conscious of contemporary public sentiment and adjusted accordingly

(positive social norming messaging vs enforcement-based messaging).

Media and Outreach Plan:

The GAC on DUII will use the ODOT-TSO media plan that has been effective in the past, as well as coordinating a communication strategy with our partners, to allow everyone to be fully informed of planned media and outreach creatives and actions. Such communication will provide partnership opportunities and more efficient use of limited resources. ODOT-TSO will develop campaigns that can be used by local highway safety advocacy groups to standardize the message and maximize creative impact.

Earned Media:

In addition to mobilizing grantees, local agencies, and organizations, the ODOT-TSO (Highway Safety Office) will continue to use the Governor's Office, and other state and local agencies to assist with promotional efforts to draw attention to the national and Oregon impaired driving mobilizations/initiatives.

All law enforcement operation grants awarded by ODOT-TSO require, as a condition of the grant, that the grant recipient agency must hold a local news conference and/or issue a news release regarding planned enforcement activities during the Christmas/New Years and Labor Day holiday periods. In addition, they are required to issue a news release reporting the results of that specific enforcement operation, and they are encouraged to conduct similar media activities for other high visibility DUII enforcement operations held throughout the year.

ODOT-TSO encourages grantees and other traffic safety partners to include traffic safety related data in their own press releases and newsletters in an effort to generate local media (print and electronic) interest in developing a news story item.

By reputation, ODOT-TSO is and will continue to be the primary traffic safety news media resource. ODOT-TSO is recognized as the best source for impaired driving related data, information and referral to additional sources. ODOT-TSO will continue to pursue the best ways to collect, present, and deliver impaired driving-related information to maintain its position as the premier resource for traffic safety news and data.

Strategies in the Area of DUII Prevention Communications:

1. Whenever possible, work cooperatively with the media in promoting and publicizing DUII prevention, enforcement activities, and related events that assist in educating the public on the hazards of DUII
2. Whenever possible, prepare articles dealing with DUII and transportation safety
3. Routinely distribute DUII prevention materials to the media and other organizations
4. Continue to conduct periodic public survey polls regarding DUII, including questions about marijuana and driving
5. Continue to assist in the implementation of Oregon's statewide Triennial Highway Safety Plan and Annual Grant Application processes

6. Use focus groups in the development of DUII campaign materials whenever possible
7. Assist ODOT-TSO to ensure Oregon DUII-related publications and data resources are prepared in a timely manner and provided to appropriate stakeholders in support of, or involved in DUII enforcement, prevention, treatment, and educational programs

#8 – Promoting and Supporting Community and Transportation Safety

Community and traffic safety is at the core of the GAC on DUII. The safety of communities, their citizenry, and the motoring public, is fostered each time an impaired driver is detected, removed from the roadway, adjudicated, and receives proper and effective treatment. The knowledge base of the GAC on DUII members and liaisons contributes to the traffic safety of their communities. By sharing their knowledge and experience with their communities and organizations they serve, GAC on DUII members and liaisons can assist in the reduction in DUII related incidents.

Strategies in the Area of Promoting and Supporting Community and Transportation Safety:

1. Continue to work closely with various partners including traffic safety professionals, law enforcement, prosecutors, medical professionals, emergency medical personnel, treatment providers, driver/motor vehicle professionals, liquor and drug control personnel, prevention specialists, and educational professionals in supporting efforts to improve transportation safety
2. Incorporate coalition/team training strategies using the structure of the community coalitions already in place
3. Continue to educate children, parents and the community about substance abuse issues
4. Assist in developing model policies for schools to address underage drinking and drug abuse issues
5. Expand Drug Impairment Training for Educational Professionals (DITEP) and Employer Drug Impairment Training (EDIT) for education staff and assorted employers, respectively
6. Educate employers about the ignition interlock laws and requirements in the state
7. Assist and promote MADD's presence statewide

#9 – Supporting DUII Treatment and Rehabilitation Programs

Impaired driving is frequently an indicator of serious alcohol or substance use disorders. These problems reflect the importance of assessing impaired driving offenders for substance use disorders and implement early treatment interventions. Often, DUII behavior can be eliminated if the substance use disorder, and underlying trauma, is recognized and treated in its early stages. The GAC on DUII understands and supports statewide efforts to properly and effectively treat and rehabilitate DUII offenders. Unfortunately, treatment providers are chronically understaffed and are often faced with industrywide roadblocks to providing the most effective therapies. It is important that key stakeholders assist in determining the effectiveness of treatment in meeting the needs of impaired drivers and develop recommendations to enhance those efforts and reduce the incidents of repeat DUII.

Strategies in the Area of Supporting DUI Treatment and Rehabilitation Programs:

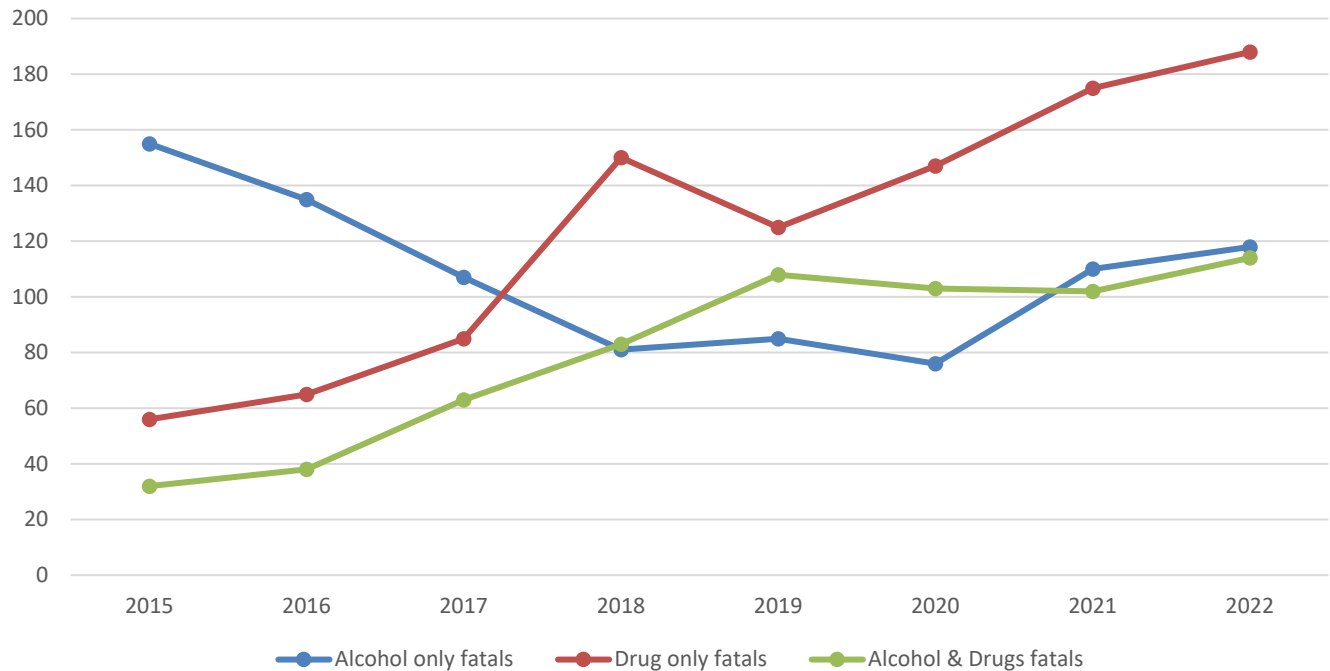
1. Support the concept that prevention and education are critical components in deterring DUI and an effective piece of the IDSP
2. Continue to promote effective strategies to reduce impaired driving and address underage drinking by developing a multi-faceted approach to reach the highest number of targeted individuals
3. Support and promote effective and mandatory treatment of DUI offenders
4. Continue efforts with the various workgroups to improve programs and reduce DUI recidivism rates among offenders
5. Continue to expand the partnership with the DUI courts to provide access to the proper DUI and substance use disorder treatment providers for high risk offenders
6. Assist in increasing access to treatment services for those individuals needing substance use disorder treatment
7. Support provider training opportunities to enhance treatment practices and understanding of co-occurring disorders

#10 – Increase DUI Program Evaluation and Data Collection

Oregon has seen a sharp increase in drug impaired fatalities since the legalization of recreational marijuana in 2015. Other recent contributory factors included the decriminalization of other drugs at the start of the COVID 19 pandemic era, and drastic reductions in overall enforcement of highway safety laws.

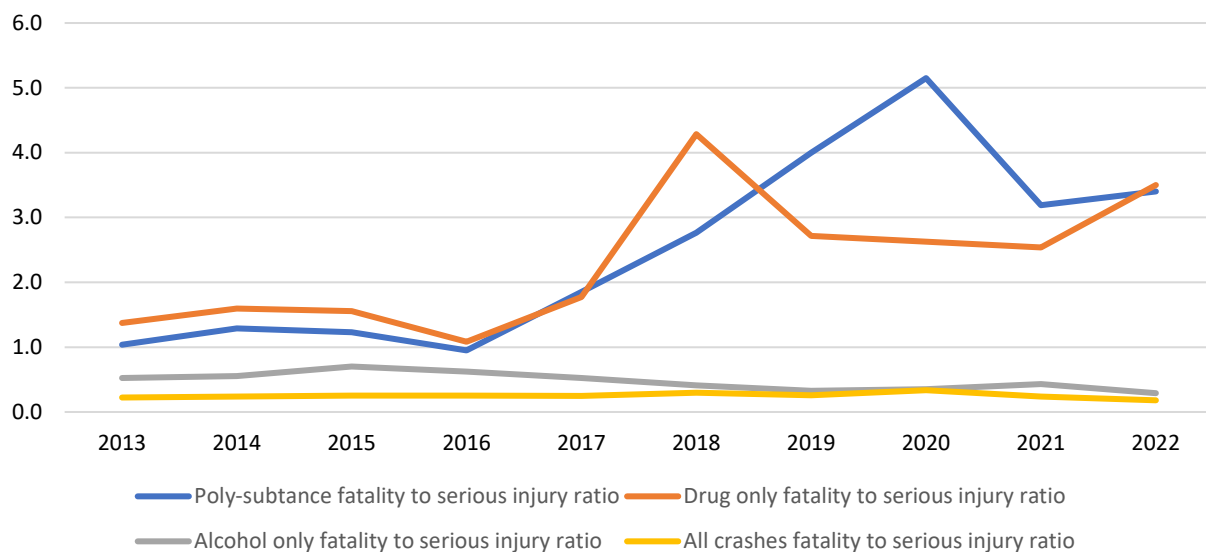
There were 56 drug-only fatalities 2015, which more than tripled by 2022 to 188 fatalities. There were 32 fatal crashes that included a combination of alcohol and drugs in 2015, and that number has more than quadrupled by 2022 to 148. Alcohol-only fatalities saw annual declines from 2015 to 2019 , however, that category has seen consistent increases since the start of the pandemic era. While alcohol impairment accounts for a large majority of the DUI arrests in Oregon, drug use and drugs used in combination with alcohol represent 27% of all impaired fatalities.

Alcohol & Drug Fatalities 2015 - 2022



Crashes involving drugs and drug use in combination with alcohol have a higher rate of fatalities than serious injuries, illustrating that these high severity crashes disproportionately end in death which may be indicative of drug or poly-drug impaired drivers being less able to mitigate crash situations compared to drivers who are sober and alert.

Fatality to Serious Injury Ratio



Throughout the ODOT-TSO grant process, data is used to identify the most pressing traffic safety issues. Oregon maintains comprehensive data regarding impaired driving offenders, impaired driving crashes, and the injuries and fatalities resulting from these crashes. Data is compiled from multiple sources including the Fatality Analysis Reporting System, Oregon Driver

License System, and State DRE data collection system, among others, to support the State's impaired driving program. The data from all sources is regularly evaluated to measure progress, determine program effectiveness, plan and implement new strategies, and ensure the appropriate allocation of resources. However, additional work is needed with the courts on timely electronic reporting of convictions, updating the statewide crash reporting, and working with local municipalities to do electronic reporting of crashes.

Although Oregon's current record system is robust, improvements can be made in the collection and analysis of data and how this data is shared with partner agencies. The specific goals and plans to improve data systems are described below. The GAC on DUII supports and promotes improvements in impaired driving data collection including availability, quality, collection, and use of timely data to support DUII enforcement, adjudication, programs, and initiatives, understanding that data is key in helping identify areas that can decrease in impaired driving deaths.

Strategies in the Area of DUII Program Evaluation and Data Collection:

1. Transition Oregon DRE program to use of electronic/tablet system to record Drug Influence Evaluations
2. Develop a system to track all DUII offenses from arrest through post-adjudication processes across all Oregon courts that process DUIIs
3. Create a statewide electronic search warrant system for DUII offenses that will allow data mining
4. Expand the availability of mobile data terminals, portable computers, or tablet devices for roadside use by officers
5. Develop and proliferate best practices for BAC and drug testing protocols for fatal crashes such that all involved drivers are tested to determine substance involvement

Goals:

- Increase the number of Ignition Interlock Devices installed in Oregon from the 2019-2020 average of 2,815 per year to 2,899 by December 31, 2022.
- Maintain or increase the number of certified Drug Recognition Experts in Oregon at 170 or higher by December 31, 2026.
- Maintain the number of participating city and county agencies in High Visibility Enforcement at the 2024 level of 87 by December 31, 2026.
- Provide initial impairment detection training to 100 percent of ODOT commercial motor vehicle inspectors and implement annual refresher training by December 31, 2025.

Meeting Schedule for GAC on DUII:

The meeting schedule of the GAC on DUII during 2024 is as follows:

January 5, 2024	Beaverton City Council Chambers
February 2, 2024	DMV Headquarters
March 1, 2024	DMV Headquarters
April 12, 2024	Medford Police Department
May 10, 2024	Keizer Civic Center
June 7, 2024	Keizer Civic Center
July 19, 2024	Bend, OR (location TBD)
September 6, 2024	Keizer Civic Center
October 4, 2024	ODOT Region 5 (location TBD)
November 1, 2024	Keizer Civic Center
December 6, 2024	Keizer Civic Center

GAC on DUII Meeting Minutes:

Oregon Department of Transportation

Transportation Safety Division / Governor's Advisory Committees / GAC on DUII

<http://www.oregon.gov/ODOT/Safety/Pages/GAC-DUII.aspx>

Program Evaluation

As noted in NHTSA's *Countermeasures that Work*, one of the most important actions a state can take to reduce impaired driving is conduct a thorough review of its DUII system. Alcohol-impaired driving laws evolve over time and are often extremely complex. Moreover, the various components of the DUII system are closely interrelated, so policies and practices in one part of the system can have unintended consequences elsewhere.

In 2023, ODOT-TSO commissioned a comprehensive assessment of Oregon's Impaired Driving Program. The assessment compared Oregon's DUII prevention systems and strategies against those described in NHTSA Uniform Guidelines, Highway Safety Program Guideline No. 8. The multidisciplinary team of assessors came from around the country and had experience evaluating other states' impaired driving programs. The team identified 14 priority recommendations for Oregon to consider:

- Create a mechanism where Oregon Department of Transportation's Transportation Safety Office staff can readily search crash and fatality data
- Expand the membership of the Oregon Impaired Driving Task Force to include additional members of the prevention community
- Establish an impaired driving prevention conference with an emphasis on courts,

treatment, assessments, and impaired driving prevention support service

- Amend the law to include all substances that may cause impairment and not just intoxicants that are “controlled” or scheduled
- Enact legislation that allows for implied consent blood analysis for drugs so that such analysis can be used in the prosecution of Driving Under the Influence of Intoxicants
- Establish a statewide program of standardized electronic warrants for the purpose of obtaining evidentiary blood specimens for suspected impaired drivers and provide appropriate training
- Establish a statewide electronic crash reporting system
- Create an annual mandatory judicial education requirement for trial judges in the adjudication of impaired driving cases
- Create and expand probation departments to assist in monitoring of Driving Under the Influence of Intoxicants violators
- Create a driver license format or indicator that would readily enable law enforcement to determine that the licensee is subject to Ignition Interlock Device compliance
- Provide supervised probation services to Driving Under the Influence of Intoxicants offenders assessed and determined to be at high risk to reoffend
- Determine effective solutions to link traffic record systems to reduce data entry functions and identify records in the driver, vehicle, citation, and court adjudication systems that would have a common unique identifier
- Pursue the ability for citation and court case management systems to electronically transmit information to enable the tracking of each Driving Under the Influence of Intoxicants case from citation through to final disposition
- Develop real time driver and vehicle data interfaces to aid in the capturing and validation of driver demographic information and vehicle attributes in completing crash report processing

The GAC – DUII has actively taken up discussions regarding these recommendations and is seeking to develop strategies for implementation.

Budget:

The ODOT-TSO will fund projects through a combination of federal Section 402 (State Highway Safety Program Grant), Section 164 (Federal Highway Transfer Funds), and Section 405[d] (Impaired Driving Countermeasure Grant), State, and other local funding sources.

Plan Approval:

The GAC on DUII met on May 10, 2024, to discuss impaired driving issues in the State and to develop this Plan. The membership subsequently approved the final version of the plan on June 7, 2024.

Oregon's GAC on DUII Executive Order:

The Governor's Advisory Committee (GAC) on Driving Under the Influence of Intoxicants (DUII) was created by Executive Order No. EO-83-20 on December 13, 1983. The main purpose and role of the Committee is to advise the Governor and other statutorily created agencies on the problems and issues relating to driving under the influence of intoxicants in Oregon.

Oregon GAC on DUII Members (As of May 2024):

Charles E. Hayes, Chair

Cate Duke, Vice-Chair

Lois Harvick

Sergeant Joshua Wilson

Robin Lynn Howard

Justin S. Nielsen

Honorable Raymond D. Crutchley

Deborah Ruiz

State Representative (Active recruitment)

Defense Attorney (Active recruitment)

Education (Active recruitment)

Medical (Active recruitment)

Tribal (Active recruitment)

Alcohol and/or Cannabis Industry (Active recruitment)

Governor's Advisory Committee (GAC) on DUII Guidelines and Objectives:**I. Purpose and Scope:**

The Governor's Advisory Committee (GAC) on Driving Under the Influence of Intoxicants (DUII) was created by Executive Order No. EO-83-20 on December 13, 1983. The main purpose and role of the Committee is to advise the Governor and other statutorily created agencies on the problems and issues relating to driving under the influence of intoxicants in Oregon.

Objectives:

The Committee objectives are to:

- (a) Heighten public awareness of the seriousness of DUII;
- (b) Assist in the effort to end the impaired driving problem in an organized and systematic manner;
- (c) Generate public support for increased enforcement of state and local DUII laws; and
- (d) Educate the public as to the dangers of impaired driving and its effects.

II. Membership:

Membership is by Governor's executive appointment. Executive appointments shall represent but are not limited to the following interests; education, enforcement, judicial, legislative, medical, prevention, prosecution, public interest and treatment.

III. Terms:

Committee members shall be composed of individuals appointed by the Governor for terms of four years. The Governor appoints a chairperson from among the members of the Committee. No members shall serve on the Committee for more than two full terms of office unless the Governor deems appropriate. Members whose terms have expired will continue to serve until successors are appointed.

IV. Election of Officers:

The Committee chairperson, from among the members, shall be appointed by the Governor. The Committee vice-chairperson shall be selected by the Committee. In addition to serving as the presiding officers, the chairperson and vice-chairperson have all the rights and responsibilities of any other member of the Committee. The impaired driving program manager in the Transportation Safety Office shall serve as the legislative analyst and staff support. Other TSO personnel shall serve as administrative assistants.

V. Committee Duties:

The primary role of the Committee is to support and assist in formulating administrative and legislative goals and objectives for reducing the incidence of DUII and to monitor their implementation. The Committee broadly represents the issues relating to the Legislative Assembly, public and private organizations involved in impaired driving countermeasures, victims of impaired drivers and the general public. Committee member duties and responsibilities include:

Presiding Officers: The chairperson presides at the Committee meetings. In the absence of the chairperson, the vice-chairperson presides. In the absence of both the chairperson and the vice-chairperson, the longest serving member of the Committee who is present presides. The presiding officer is responsible for the efficient and orderly conduct of the meetings. The presiding officer has the authority to impose reasonable restrictions, such as limiting the length of testimony or comments to relevant topics. The presiding officer may establish sub-committees if necessary to respond to legislative or other activities that impact the reduction of driving under the influence of intoxicants in Oregon.

Committee Members: (a) regular and on-time attendance at meetings; (b) notifying the Committee staff liaison if unable to attend a meeting; (c) preparing for Committee meetings by reviewing minutes and other materials provided in advance of the meetings; (d) understanding and following the democratic process; (e) examining available and relevant information before making judgments; (f) recognizing that the Committee serves the public interest; and (g) testifying before legislative committees on behalf of the Committee in support or opposition to legislative measure when asked to do so.

VI. Committee protocols:

Meeting Intervals:

The Committee shall meet monthly on dates established and agreed upon by the members or upon the direction of the chairperson. Committee meetings will be held at pre-designated and agreed upon locations unless the chairperson designates an alternate location. Members may attend meetings and may vote via telecommunications if necessary and pre-approved by the chairperson. Committee meetings will be posted on the Oregon Transportation Safety Office website and may be noted in press releases. When necessary, a scheduled meeting may be rescheduled or canceled by agreement of the Committee or upon direction of the chairperson.

Rules of Order and Parliamentary Procedure:

The most current version of the Robert's Rule of Order shall be followed at committee meetings.

Quorum Requirements for Meetings:

A quorum is required to transact or approve/disprove committee business. A majority of the committee constitutes a quorum. If a quorum is not present, members may engage in discussion of issues but not take official action or otherwise exercise the authority of the committee.

Quorum Requirements for Official Action:

When a quorum is present, the committee may take official action and exercise the authority of the committee. All official actions of the committee must be taken by membership vote. Any member may propose a motion for the action of the committee. A seconding motion is not required. The presiding officer may call for discussion of the motion. After discussion, or if no member wishes to speak on the motion, the presiding officer shall call for a vote. In order for a vote to be valid, at least a quorum of the entire committee must concur in the result.

Voting:

The vote of each member must be recorded for each action taken. Members who abstain from voting shall state a reason for the abstention.

VII. Meeting Agendas:

To ensure that committee members can be adequately prepared for meetings, and that the public receives notice of meetings, meeting agendas will be prepared and distributed approximately two weeks prior to the scheduled meetings. Any individual may request an item be placed on the agenda. A request must be received in writing at least 30 days prior to the date of the scheduled meeting and include:

- (a) A written statement explaining the subject matter of the item;
- (b) The action or result requested, if applicable;
- (c) The amount of time requested; and
- (d) Any other documents relevant to the item.

Any committee member may add an item to the agenda if received within a reasonable time

prior to the meeting. The member will discuss the proposed agenda items with the chairperson or vice-chairperson prior to the meeting. During meetings, the committee may request limited amendments but not add action items without prior approval.

VIII. Public Attendance and Participation:

To encourage public input into the committee's decision-making process, the following outlines the procedures for public participation during the committee's meetings:

- (a) All committee meetings are open to the public except when the committee meets in executive session.
- (b) The Public Meetings Law does not guarantee public participation in a meeting.
- (c) The presiding officer is responsible to ensure orderly meetings and may depart from established procedures to invite public input.

IX. Committees and Subcommittees:

The committee or chairperson may designate committees or subcommittees (including work groups or task forces) to assist the committee in carrying out various responsibilities. The committee guidelines do not apply to committees and subcommittees which are governed by separate protocols according to the nature of the group.

X. Agency/Organizational Liaisons

The committee welcomes and encourages liaison representation from various federal, state, local and private agencies involved in the prevention and reduction of impaired driving.

Agency liaisons shall be approved by the committee and included, but not limited to:

- Oregon Health Authority Public Health Division
- Department of Public Safety Standards and Training
- Driver and Motor Vehicle Services
- Mothers Against Drunk Driving
- National Highway Traffic Safety Administration
- Oregon Association of Chiefs of Police
- Oregon District Attorneys Association
- Oregon Liquor and Cannabis Commission
- Oregon State Police
- Oregon State Sheriffs' Association
- Oregon Judicial Department
- Traffic Safety Resource Prosecutor(s)
- CLEAR Alliance
- Oregon DUII Multi-Disciplinary Task Force
- Oregon Impact

- AAA
- Trauma Nurses Talk Tough

Conclusion:

In adopting this Impaired Driving Strategic Plan, Oregon hopes to continue its successes in reducing overall traffic fatalities by focusing on those fatalities caused by impaired drivers. The specific goals and plans outlined herein will assist in those efforts. When these strategies are fully implemented, we hope to meet our objective of reducing impaired driving fatalities by ***two percent annually***.

405(e) Distracted Driving

Oregon DMV Driver License Examination Question

Sample Question #17



How does Oregon law restrict the use of a mobile electronic device for drivers under the age of 18 while operating a motor vehicle?

- A. Drivers can read text messages but are not allowed to respond.
- B. Drivers must use a hands-free accessory to use a mobile electronic device.
- C. Drivers cannot use a mobile electronic device when operating a vehicle.

Correct Answer



C. Drivers cannot use a mobile electronic device when operating a vehicle.

[Class C Driver Manual](#) - Safe and Responsible Driving – Dangerous Driving Behaviors – Distracted Driving (Page 58)

Prohibition on youth cell phone use while driving.

Requirement Description	State citation(s) captured
Prohibition on youth cell phone use while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least \$25 for an offense.	Yes

Citations

Legal Citation Requirement: **Prohibition on youth cell phone use while driving.**

Legal Citation: [ORS 811.507](#)

Amended Date: **3/16/2018**

Citations

Legal Citation Requirement: **Definition of covered wireless communication devices.**

Legal Citation: [ORS 811.507](#)

Amended Date: **3/16/2018**

Citations

Legal Citation Requirement: **Minimum fine of at least \$25 for an offense.**

Legal Citation: [ORS 811.507](#)

Amended Date: **3/16/2018**

Legal citations for exemptions to the State's youth cell phone use ban.

Citations

Legal Citation Requirement:

Legal Citation: [ORS 811.507](#)

Amended Date: **3/16/2018**

National Highway Traffic Safety Administration
Regional Operations and Program Delivery
Office of Grants Management and Operations

FY 2025 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)

MOTORCYCLIST FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES
AND REGISTERED MOTORCYCLES, BY STATE AND YEAR
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2020 & 2021 FINAL
REGISTERED MOTORCYCLES - FEDERAL HIGHWAY ADMINISTRATION (FHWA)

State	Calendar Year			
	2020		2021	
	Motorcyclist Fatalities	Registered Motorcycles	Motorcyclist Fatalities	Registered Motorcycles
Alabama	78	114,901	80	123,296
Alaska	4	26,781	7	25,713
Arizona	163	121,074	167	280,071
Arkansas	83	169,797	97	437,026
California	559	785,424	611	812,924
Colorado	140	179,086	137	180,287
Connecticut	58	80,949	67	83,220
Delaware	15	23,318	24	24,338
Dist of Columbia	7	3,567	9	3,481
Florida	600	620,077	674	637,448
Georgia	191	207,657	196	213,700
Hawaii	18	36,980	33	25,802
Idaho	27	59,225	32	48,584
Illinois	153	280,322	176	312,956
Indiana	151	209,824	137	225,805
Iowa	66	191,804	68	193,950
Kansas	65	90,643	47	90,671
Kentucky	92	97,156	108	99,729
Louisiana	78	101,490	91	100,058
Maine	29	38,340	21	59,854
Maryland	86	112,550	81	104,783
Massachusetts	55	138,123	75	147,488
Michigan	170	237,481	176	255,832
Minnesota	66	243,972	69	223,887
Mississippi	62	30,573	38	32,649
Missouri	123	126,706	166	136,058
Montana	29	355,175	26	377,165
Nebraska	34	50,373	21	51,153
Nevada	64	69,356	88	78,064
New Hampshire	25	78,688	26	85,026
New Jersey	78	121,379	101	159,602
New Mexico	46	54,946	54	56,494
New York	201	384,620	226	969,825
North Carolina	193	189,680	239	189,314

FY 2025 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)

MOTORCYCLIST FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES
AND REGISTERED MOTORCYCLES, BY STATE AND YEAR
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2020 & 2021 FINAL
REGISTERED MOTORCYCLES - FEDERAL HIGHWAY ADMINISTRATION (FHWA)

State	Calendar Year			
	2020		2021	
	Motorcyclist Fatalities	Registered Motorcycles	Motorcyclist Fatalities	Registered Motorcycles
North Dakota	17	36,234	8	37,356
Ohio	211	380,617	226	414,401
Oklahoma	63	133,895	81	175,374
Oregon	69	123,617	86	134,213
Pennsylvania	219	360,493	230	372,063
Puerto Rico	50	Not Available	70	Not Available
Rhode Island	13	23,607	13	24,833
South Carolina	137	114,514	185	119,548
South Dakota	27	129,769	22	136,341
Tennessee	150	177,270	168	195,328
Texas	484	328,300	524	343,292
Utah	44	123,924	40	130,910
Vermont	10	28,942	16	31,445
Virginia	101	184,441	114	188,100
Washington	93	221,448	92	245,409
West Virginia	38	43,529	29	47,636
Wisconsin	116	276,310	123	323,974
Wyoming	19	28,488	18	29,015

National Highway Traffic Safety Administration
Regional Operations and Program Delivery
Office of Grants Management and Operations

FY 2025 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)

FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES INVOLVING A MOTORCYCLE RIDER WITH BAC = .08+*
AND REGISTERED MOTORCYCLES, BY STATE AND YEAR
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2020-2021 FINAL
REGISTERED MOTORCYCLES - FEDERAL HIGHWAY ADMINISTRATION (FHWA)

State	Calendar Year					
	2020			2021		
	Total Fatalities in Crashes Involving a Motorcycle	Fatalities Involving a Motorcycle Rider With BAC = .08+	Registered Motorcycles	Total Fatalities in Crashes Involving a Motorcycle	Fatalities Involving a Motorcycle Rider With BAC=.08+	Registered Motorcycles
Alabama	80	18	114,901	81	20	123,296
Alaska	5	2	26,781	8	3	25,713
Arizona	167	34	121,074	178	49	280,071
Arkansas	83	17	169,797	99	31	437,026
California	567	123	785,424	628	179	812,924
Colorado	140	42	179,086	139	46	180,287
Connecticut	62	22	80,949	68	23	83,220
Delaware	15	2	23,318	25	5	24,338
Dist of Columbia	7	1	3,567	9	2	3,481
Florida	620	151	620,077	699	188	637,448
Georgia	198	44	207,657	200	64	213,700
Hawaii	19	4	36,980	34	9	25,802
Idaho	27	9	59,225	32	12	48,584
Illinois	155	49	280,322	179	61	312,956
Indiana	151	41	209,824	140	36	225,805
Iowa	66	20	191,804	69	23	193,950
Kansas	66	14	90,643	47	9	90,671
Kentucky	92	22	97,156	108	20	99,729
Louisiana	78	22	101,490	96	30	100,058
Maine	29	9	38,340	21	6	59,854
Maryland	88	26	112,550	83	28	104,783
Massachusetts	55	13	138,123	75	25	147,488

National Highway Traffic Safety Administration
Regional Operations and Program Delivery
Office of Grants Management and Operations

FY 2025 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)

FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES INVOLVING A MOTORCYCLE RIDER WITH BAC = .08+*
AND REGISTERED MOTORCYCLES, BY STATE AND YEAR
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2020-2021 FINAL
REGISTERED MOTORCYCLES - FEDERAL HIGHWAY ADMINISTRATION (FHWA)

State	Calendar Year					
	2020			2021		
	Total Fatalities in Crashes Involving a Motorcycle	Fatalities Involving a Motorcycle Rider With BAC = .08+	Registered Motorcycles	Total Fatalities in Crashes Involving a Motorcycle	Fatalities Involving a Motorcycle Rider With BAC=.08+	Registered Motorcycles
Michigan	173	41	237,481	178	42	255,832
Minnesota	69	19	243,972	69	20	223,887
Mississippi	63	10	30,573	40	6	32,649
Missouri	123	36	126,706	169	45	136,058
Montana	30	11	355,175	26	8	377,165
Nebraska	35	8	50,373	21	6	51,153
Nevada	64	19	69,356	89	20	78,064
New Hampshire	26	11	78,688	26	12	85,026
New Jersey	78	23	121,379	101	30	159,602
New Mexico	48	18	54,946	57	13	56,494
New York	205	52	384,620	234	64	969,825
North Carolina	194	56	189,680	243	54	189,314
North Dakota	18	5	36,234	8	3	37,356
Ohio	213	77	380,617	228	83	414,401
Oklahoma	64	18	133,895	82	27	175,374
Oregon	72	19	123,617	87	24	134,213
Pennsylvania	222	63	360,493	233	62	372,063
Puerto Rico	54	14	Not Available	71	24	Not Available
Rhode Island	13	3	23,607	13	5	24,833
South Carolina	137	40	114,514	190	63	119,548
South Dakota	28	8	129,769	22	2	136,341
Tennessee	153	31	177,270	173	38	195,328

National Highway Traffic Safety Administration
Regional Operations and Program Delivery
Office of Grants Management and Operations

FY 2025 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)

FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES INVOLVING A MOTORCYCLE RIDER WITH BAC = .08+*
AND REGISTERED MOTORCYCLES, BY STATE AND YEAR
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2020-2021 FINAL
REGISTERED MOTORCYCLES - FEDERAL HIGHWAY ADMINISTRATION (FHWA)

State	Calendar Year					
	2020			2021		
	Total Fatalities in Crashes <i>Involving</i> a Motorcycle	Fatalities <i>Involving</i> a Motorcycle Rider With BAC = .08+	Registered Motorcycles	Total Fatalities in Crashes <i>Involving</i> a Motorcycle	Fatalities <i>Involving</i> a Motorcycle Rider With BAC=.08+	Registered Motorcycles
Texas	492	157	328,300	531	185	343,292
Utah	44	9	123,924	40	8	130,910
Vermont	10	3	28,942	16	5	31,445
Virginia	104	27	184,441	117	33	188,100
Washington	96	28	221,448	95	33	245,409
West Virginia	38	8	43,529	30	10	47,636
Wisconsin	118	38	276,310	123	46	323,974
Wyoming	19	10	28,488	18	7	29,015

Oregon Motorcyclist Fatalities Per 100,000 Registered Motorcycles

Year	Motorcyclist Fatalities	Total Motorcycle Registrations*	Motorcyclist Fatalities Per 100,000 Motorcycle Registrations
2018	85	133,760	63.55
2019	57	134,899	42.25
2020	69	123,617	55.82
2021	86	134,213	64.08
2022	98	141,277	69.37

Download Table (Excel)

*Data Source: FHWA

Oregon Fatalities by Person Type

Person Type		2018		2019		2020		2021		2022	
		Number	Percent*	Number	Percent*	Number	Percent*	Number	Percent*	Number	Percent*
Occupants	Passenger Car	156	31	169	34	154	30	176	29	174	29
	Light Truck - Pickup	60	12	66	13	58	11	83	14	59	10
	Light Truck - Utility	74	15	72	15	77	15	94	16	99	16
	Light Truck - Van	21	4	11	2	17	3	20	3	14	2
	Large Truck	12	2	18	4	13	3	13	2	11	2
	Other/Unknown Occupants	6	1	4	1	26	5	17	3	6	1
	Total Occupants	329	66	340	69	345	68	404	67	363	60
	Bus	0	0	0	0	0	0	1	0	0	0
Motorcyclists	Total Motorcyclists	85	17	57	12	69	14	86	14	98	16
Nonoccupants	Pedestrian	77	15	82	17	71	14	86	14	123	20
	Bicyclist and Other Cyclist	9	2	11	2	14	3	18	3	13	2
	Other/Unknown	2	0	3	1	8	2	5	1	4	1

Person Type		2018		2019		2020		2021		2022	
		Number	Percent*	Number	Percent*	Number	Percent*	Number	Percent*	Number	Percent*
	Nonoccupants										
	Total Nonoccupants	88	18	96	19	93	18	109	18	140	23
Total	Total	502	100	493	100	507	100	599	100	601	100

Download Table (Excel)

*Sum of Percents May Not = 100 Due to Individual Cell Rounding

FATALITY ANALYSIS REPORTING SYSTEM (FARS)

Oregon Motorcyclist Fatalities by Helmet Use and Lives Saved Estimates

Year	Fatalities					Lives Saved Estimates**	
	Total	Helmeted	Unhelmeted	Unknown Helmet Use	Percent Known Helmeted*	Lives Saved at Current Helmet Use	Additional Lives Savable at 100% Helmet Usage
2018	85	73	4	8	95		
2019	57	46	8	3	85		
2020	69	56	5	8	92		
2021	86	79	5	2	94		
2022	98	88	7	3	93		

Download Table (Excel)

*Percent Based Only Where Helmet Use Was Known

**Lives Saved Estimates (Sum of columns may not equal other published numbers due to rounding)

**2018 - 2022 Lives Saved Data is Currently Not Available

Oregon Motorcycle / Moped Helmet Oregon Revised Statutes / Oregon Administrative Rules oregonlegislature.gov/bills_laws/ors/ors801.html

801.366 “Motorcycle helmet.” “Motorcycle helmet” means a protective covering for the head consisting of a hard outer shell, padding adjacent to and inside the outer shell and a chin-strap type retention system with a sticker indicating that the motorcycle helmet meets standards established by the United States Department of Transportation. [1995 c.492 §2]

oregonlegislature.gov/bills_laws/ors/ors814.html

814.260 Failure of moped operator to wear motorcycle helmet; penalty. (1) A person commits the offense of failure of a moped rider to wear a motorcycle helmet if

the person:

- (a) Operates or rides on a moped; and
 - (b) Is not wearing a motorcycle helmet.
- (2) Exemptions from this section are established under ORS 814.290.
- (3) This section does not permit passengers on mopeds in violation of ORS 814.330 or 814.340.
- (4) The offense described in this section, failure of a moped rider to wear a motorcycle helmet, is a Class D traffic violation. [1983 c.338 §691; 1985 c.16 §331; 1987 c.910 §4; 1995 c.492 §3]

814.269 Failure of motorcycle operator to wear motorcycle helmet; penalty. (1) A person commits the offense of failure of a motorcycle operator to wear a motorcycle helmet if the person operates a motorcycle and is not wearing a motorcycle helmet.

- (2) Exemptions from this section are established in ORS 814.290.
- (3) The offense described in this section, failure of a motorcycle operator to wear a motorcycle helmet, is a Class D traffic violation. [1987 c.910 §2; 1995 c.492 §4]

814.270 [1983 c.338 §696; 1985 c.16 §333; repealed by 1987 c.910 §7]

814.275 Failure of motorcycle passenger to wear motorcycle helmet; penalty. (1) A person commits the offense of failure of a motorcycle passenger to wear a motorcycle helmet if the person rides as a passenger on a motorcycle and is not wearing a motorcycle helmet.

- (2) Exemptions from this section are established in ORS 814.290.
- (3) The offense described in this section, failure of a motorcycle passenger to wear a motorcycle helmet, is a Class D traffic violation. [1987 c.910 §3; 1989 c.283 §1; 1995 c.492 §5]

814.280 Endangering motorcycle passenger; penalty. (1) A person commits the offense of endangering a motorcycle passenger if the person is operating a motorcycle and the person carries another person on the motorcycle who is not wearing a motorcycle helmet.

- (2) Exemptions from this section are established under ORS 814.290.
- (3) The offense described in this section, endangering a motorcycle passenger, is a Class D traffic violation. [1983 c.338 §692; 1987 c.910 §5; 1995 c.492 §6]

814.290 Exemptions from motorcycle helmet requirements. This section establishes

exemptions from the requirements and penalties relating to the use of motorcycle helmets under ORS 814.260 to 814.280. A person is not in violation of ORS 814.260, 814.269, 814.275 or 814.280 if the person is any of the following:

- (1) Within an enclosed cab.
- (2) Operating or riding a vehicle designed to travel with three wheels in contact with the ground at speeds of less than 15 miles per hour. [1983 c.338 §693; 1987 c.910 §6; 1995 c.492 §7]

<https://secure.sos.state.or.us/oard/displayChapterRules.action?selectedChapter=109>

Motorist Awareness

MOTORCYCLIST FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES

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

2022 Multiple Vehicle Fatal Crashes Involving Motorcycles, with Count of Motorcyclists Killed	
County	Rider/Passenger Fatalities
Multnomah	13
Clackamas	11
Jackson	5
Lane	5
Marion	5
Washington	4
Deschutes	2
Josephine	2
Klamath	2
Linn	2
Tillamook	2
Yamhill	2
Benton	1
Curry	1
Douglas	1
Hood River	1
Jefferson	1

Lincoln	1
Wasco	1

Source: 2022 Final Crash Data, ODOT CAR Unit

Program Fees: oregonlegislature.gov/bills_laws/ors/ors802.html

802.320 Motorcycle safety program; contents; fees; contracts. (1) In addition to any duties under ORS 802.310, the Department of Transportation, in consultation with the Transportation Safety Committee, shall establish a motorcycle safety program that complies with this section to the extent moneys are available for such program from the Motorcycle Safety Subaccount under ORS 802.340. The program established may include the following:

- (a) Motorcycle safety promotion and public education.
 - (b) The development of training sites for courses approved by the department to teach safe and proper operation of motorcycles and mopeds.
 - (c) Classroom instruction and actual driving instruction necessary to teach safe and proper operation of motorcycles and mopeds.
 - (d) The development of a mobile training unit.
 - (e) The acquisition of films and equipment that may be loaned to the public for the encouragement of motorcycle and moped safety.
 - (f) Advice and assistance, including monetary assistance, for motorcycle safety programs operated by government or nongovernment organizations.
 - (g) Other education or safety programs the department determines will help promote the safe operation of motorcycles and mopeds, promote safe and lawful driving habits, assist in accident prevention and reduce the need for intensive highway policing.
- (2) Subject to the State Personnel Relations Law under ORS chapter 240, the department shall employ such employees as the department determines necessary to carry out the purposes of this section to:
- (a) Advise and assist motorcycle safety programs in this state.
 - (b) Act as a liaison between government agencies and advisory committees and interested motorcyclist groups.
- (3) The department may provide for the performance of training and other functions of the program established under this section by contracting with any private or public organizations or entities the department determines appropriate to achieve the purposes of this section. The organizations the department may contract with

under this subsection include, but are not limited to, nonprofit private organizations, private organizations that are operated for profit, public or private schools, community colleges or public agencies or political subdivision.

- (4) The department may charge a fee for services provided under the program established under this section. Any fee charged by the department under this subsection must be established by rule and may not be in an amount that will discourage persons from participating in safety programs offered by the department under this section. [1985 c.16 §442; 1989 c.427 §3; 1991 c.453 §8; 2015 c.138 §22]

802.340 Transportation Safety Account; uses; Motorcycle Safety Subaccount. (1) The Transportation Safety Account is established in the General Fund of the State Treasury. Except as provided in subsection (2) of this section, all money credited to the account established under this section is appropriated continuously for and shall be used by the Department of Transportation to carry out the following purposes:

- (a) Payment of the per diem, travel and other expenses of the Transportation Safety Committee.
- (b) Payment of the expenses of the department in performance of its duties related to transportation safety.
- (c) Functions or programs established under ORS 802.315.
- (2) There is established in the account created under subsection (1) of this section a subaccount to be known as the Motorcycle Safety Subaccount. The subaccount shall consist of moneys credited to the subaccount under ORS 807.370 and as otherwise provided by law. The subaccount shall be accounted for separately. Moneys in the subaccount are continuously appropriated to the department for and shall be used to carry out the purposes provided under ORS 802.320. [1983 c.338 §139; 1985 c.16 §41; 1991 c.453 §10; 1993 c.741 §79]

oregonlegislature.gov/bills_laws/ors/ors807.html

FEES

807.370 License, endorsement and permit fees. (1) Fees for issuance of or application for a driving privilege are as follows:

- (a) Class C driver license or restricted Class C driver license, \$58.
- (b) Class C limited term driver license or restricted Class C limited term driver license, \$23.
- (c) Commercial driver license, whether or not the driver license contains endorsements, \$160.
- (d) Limited term commercial driver license, whether or not the driver license contains endorsements, \$45.

- (e) Instruction driver permit, \$30.
- (f) Commercial learner driver permit, \$40.
- (g) Limited term commercial learner driver permit, \$23.
- (h) Special student driver permit, \$23.
- (i) Emergency driver permit, \$23.
- (j) Special limited vision condition learner's permit, \$13.
- (k) Disability golf cart driver permit, \$44.
- (L) Hardship driver permit application, \$75.
- (2) In addition to paying a fee under this section for issuance of a commercial driver license of any class, when the Department of Transportation accepts skills test results from a driver competency tester certified under ORS 807.080, the person shall pay a fee of \$40.
- (3) Fees for a motorcycle endorsement are as follows:
 - (a) In addition to any fee for the endorsed driver license, for an original motorcycle endorsement added at the time of an original issuance of a driving privilege or with a renewal or replacement of an existing driving privilege, \$60.
 - (b) For an original motorcycle endorsement added without an original issuance of a driving privilege or without a renewal or replacement of an existing driving privilege, \$60.
 - (c) A Motorcycle Safety Subaccount fee:
 - (A) Upon original issuance of a motorcycle endorsement, \$38.
 - (B) Upon renewal of a driver license with a motorcycle endorsement, \$28.
- (4) Fees for a farm endorsement are as follows:
 - (a) In addition to any fee for the endorsed driver license, for an original farm endorsement added at the time of an original issuance of a driving privilege or with a renewal or replacement of an existing driving privilege, \$26.
 - (b) For an original farm endorsement added without an original issuance of a driving privilege or without a renewal or replacement of an existing driving privilege, \$29.
- (5) Fees for renewal of a driving privilege are as follows:
 - (a) Class C driver license, \$48.
 - (b) Class C limited term driver license, \$8.
 - (c) Commercial driver license, \$98.

- (d) Limited term commercial driver license, \$14.
- (e) Instruction driver permit, \$26.
- (f) Disability golf cart driver permit, \$32.
- (6) Fee to replace a driver license or driver permit, \$30.
- (7) Fees to take tests required for driving privileges or to remove restrictions are as follows:
 - (a) The knowledge test for a Class C driver license or Class C limited term driver license, \$7.
 - (b) The knowledge test for a motorcycle endorsement, \$7.**
 - (c) The knowledge test for any commercial driver license or commercial learner driver permit, to remove a commercial driving privilege restriction or to add a commercial driving privilege endorsement, \$10.
 - (d) The skills test for a Class C driver license or Class C limited term driver license, \$45.
 - (e) The skills test for any commercial driver license, to remove a restriction or to add any commercial driver license endorsement, \$145.
- (8) Student Driver Training Fund eligibility fee, \$6.
- (9) Limited term Student Driver Training Fund eligibility fee, \$2.
- (10) Fee for reinstatement of revoked driving privileges under ORS 809.390 or reinstatement of suspended driving privileges under ORS 809.380, \$85.
- (11) The department may adopt rules to provide for the assessment or retention of the skills test fee when a test is scheduled but the applicant fails to appear at the scheduled time.
 [1983 c.338 §344; 1985 c.16 §161; 1985 c.279 §2; 1985 c.736 §4a; 1985 c.608 §31; 1987 c.790 §3; 1987 c.801 §6; 1989 c.161 §2; 1989 c.427 §5; 1989 c.636 §30; 1989 c.902 §3a; 1991 c.709 §3; 1991 c.835 §6; 1993 c.288 §3; 1997 c.292 §1; 1999 c.91 §2; 1999 c.770 §5; 1999 c.795 §§1,2; 2001 c.294 §4; 2001 c.668 §3; 2003 c.14 §485; 2003 c.277 §§9,13; 2003 c.618 §49; 2005 c.59 §§2,3; 2005 c.649 §§10,11; 2007 c.121 §§3,4; 2007 c.122 §§9,10; 2007 c.588 §6; 2008 c.1 §§17,19; 2009 c.810 §§4,5; 2013 c.237 §33; 2017 c.306 §7; 2018 c.76 §8a; 2018 c.114 §1; 2023 c.232 §1]

Complete List of Counties in the State		Motorcycle/Moped		Training Site		Training is expected be offered in the counties with training sites during													
		Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sep		
Benton			2,449		x														
Clackamas			12,611		x														
Columbia			2,579		x														
Crook			1,225		x														
Curry			1,280		x														
Gilliam			59		x														
Grant			292		x														
Harney			192		x														
Hood River			1,202		x														
Jefferson			990		x														
Lake			230		x														
Lincoln			1,796		x														
Morrow			326		x														
Polk			2,672		x														
Wallowa			342		x														
Wasco			1,123		x														
Wheeler			47		x														
Multnomah		15,430		x		x	x			x	x	x	x	x	x	x	x	Portland	
Washington		12,853		x		x							x	x	x	x	x	Hillsboro	
Lane		12,033		x		x				x	x	x	x	x	x	x	x	Eugene	
Deschutes		10,196		x		x						x	x	x	x	x	x	Bend	
Marion		9,000		x		x	x			x	x	x	x	x	x	x	x	Salem	
Jackson		8,339		x		x							x	x	x	x	x	Medford	
Linn		4,889		x		x	x			x	x	x	x	x	x	x	x	Albany	
Josephine		4,343		x		x							x	x	x	x	x	Grants Pass	
Douglas		4,466		x		x							x	x		x	x	Roseburg	
Yamhill		3,561		x			x					x	x	x	x	x	x	McMinnville	
Coos		3,035		x		x								x		x	x	Coos Bay	

Umatilla		2,354		x	x							x	x	x	x	x	Hermiston
Klamath		2,645		x	x							x	x	x	x	x	Klamath Falls
Clatsop		1,429		x	x						x	x	x	x	x	x	Astoria
Tillamook		1,121		x						x	x	x	x	x	x	x	Tillamook
Union		919		x	x								x		x		LaGrande
Baker		705		x								x		x			Baker City
Malheur		580		x	x								x	x		x	Ontario
Sherman		79		x	x							x	x	x	x		The Dalles

OREGON DEPARTMENT OF TRANSPORTATION - DRIVER AND MOTOR VEHICLE SERVICES DIVISION

OREGON MOTOR VEHICLE REGISTRATIONS BY COUNTY(NOTE 1)

As of December 31, 2023

COUNTY NUMBER	COUNTY	PASSENGER	BUS	TRUCK	FARM VEHICLE	HEAVY TRAILER	LIGHT TRAILER	FOR-RENT TRAILER	MOTORCYCLE & MOPED	TRAVEL TRAILER	CAMPER	MOTOR HOME	Note 2 GOVERNMENT EXEMPT	DMV SUBTOTAL	Note 3 CCD COMM'L	Note 3 CCD PRORATE	Note 3 CCD SUBTOTAL	TOTAL REGISTRATIONS BY COUNTY	SNOW MOBILE	Note 4 TRANSPORTER	MEMO ONLY TOTAL ALL REGISTRATIONS
1	BAKER	17,073	23	149	256	2,383	1,476		705	1,153	114	271	576	24,179	88	77	165	24,344	333		24,677
2	BENTON	70,968	236	413	400	2,252	2,943		2,449	2,417	267	931	2,149	85,425	306	95	401	85,826	67		85,893
3	CLACKAMAS	344,381	438	4,052	1,474	24,982	14,425	2,713	12,611	12,021	1,161	4,031	4,023	426,312	1,342	3,957	5,299	431,611	881		432,492
4	CLATSOP	38,624	15	407	43	1,701	1,749		1,429	1,369	100	550	1,000	46,987	90	240	330	47,317	30		47,347
5	COLUMBIA	51,652	118	409	190	3,489	3,244		2,579	2,662	226	781	862	66,212	95	365	460	66,672	74		66,746
6	COOS	62,458	117	667	283	4,170	3,648		3,035	3,519	194	1,278	1,344	80,713	530	227	757	81,470	92		81,562
7	CROOK	28,910	4	234	212	4,554	2,434		1,225	2,421	219	564	550	41,327	160	283	443	41,770	247		42,017
8	CURRY	25,359	13	264	80	1,299	1,784		1,280	1,586	96	691	617	33,069	101	168	269	33,338	14		33,352
9	DESCHUTES	209,149	115	1,934	184	9,582	11,646		10,196	11,839	1,311	4,845	2,716	263,517	960	816	1,776	265,293	2,726		268,019
10	DOUGLAS	108,987	306	1,238	462	8,196	6,270	9	4,466	6,295	370	2,092	2,096	140,787	1,116	474	1,590	142,377	331		142,708
11	GILLIAM	2,237	5	20	96	602	210		59	170	9	30	217	3,655	9	10	19	3,674	4		3,678
12	GRANT	8,219	4	107	145	1,499	724		292	544	58	126	425	12,143	86	56	142	12,285	93		12,378
13	HARNEY	7,653	6	113	237	1,870	827		192	470	50	108	485	12,011	63	35	98	12,109	92		12,201
14	HOOD RIVER	26,232	29	220	227	1,273	1,208		1,202	805	138	374	647	32,355	55	148	203	32,558	124		32,682
15	JACKSON	189,881	264	2,157	413	26,294	9,150	5	8,339	9,291	541	3,388	2,746	252,469	950	1,234	2,184	254,653	718		255,371
16	JEFFERSON	23,700	4	161	217	2,184	1,755		990	1,461	144	517	864	31,997	155	88	243	32,240	97		32,337
17	JOSEPHINE	86,888	120	863	108	3,360	4,326	19	4,343	4,363	300	1,974	941	107,605	451	156	607	108,212	141		108,353
18	KLAMATH	67,263	29	690	848	6,402	4,665	20	2,645	4,270	326	1,179	1,871	90,208	229	781	1,010	91,218	742		91,960
19	LAKE	8,601	8	76	310	2,083	801		230	623	45	141	503	13,421	93	68	161	13,582	72		13,654
20	LANE	316,211	270	3,728	589	15,009	12,383	133	12,033	12,579	998	4,914	5,518	384,365	1,809	3,494	5,303	389,668	652		390,320
21	LINCOLN	48,304	115	470	41	1,610	2,189		1,796	1,946	162	910	1,151	58,694	307	30	337	59,031	52		59,083
22	LINN	118,456	93	1,372	1,195	9,915	6,540		4,889	5,724	484	1,919	1,850	152,437	912	987	1,899	154,336	198		154,534
23	MALHEUR	28,446	30	422	1,040	4,219	2,016		580	1,096	77	217	1,003	39,146	53	801	854	40,000	110		40,110
24	MARION	291,284	348	4,248	2,340	23,259	11,216		9,000	8,983	697	3,110	18,113	372,598	1,341	2,105	3,446	376,044	542		376,586
25	MORROW	12,740	22	143	355	2,018	971		326	641	39	92	597	17,944	91	166	257	18,201	51		18,252
26	MULTNOMAH	498,915	1,027	6,827	525	91,935	6,577	8	15,430	7,438	672	3,071	9,873	642,298	1,266	8,454	9,720	652,018	362		652,380
27	POLK	73,100	32	519	639	3,334	3,038	1	2,672	2,827	218	910	794	88,084	266	197	463	88,547	90		88,637
28	SHERMAN	2,311	6	42	162	631	217		70	131	10	42	157	3,779	18	22	40	3,819	7		3,826
29	TILLAMOOK	29,043	34	325	228	2,293	1,567		1,121	1,228	82	474	945	37,340	203	234	437	37,777	26		37,803
30	UMATILLA	70,603	948	722	1,028	8,537	4,846		2,354	3,357	221	770	1,848	95,234	342	1,022	1,364	96,598	760		97,358
31	UNION	25,101	46	264	313	2,952	2,059		919	1,645	152	325	689	34,465	191	262	453	34,918	386		35,304
32	WALLOWA	8,763	25	91	111	1,364	935		342	586	47	147	260	12,671	96	91	187	12,858	104		12,962
33	WASCO	26,348	24	308	289	1,706	1,366	3	1,123	1,143	121	346	740	33,517	49	157	206	33,723	98		33,821
34	WASHINGTON	448,730	475	5,271	1,141	19,185	9,380		12,853	8,969	620	2,709	4,557	513,890	1,094	2,695	3,789	517,679	349		518,028
35	WHEELER	1,744	6	15	33	316	167		47	97	11	28	149	2,613	6	4	10	2,623	17		2,640
36	YAMHILL	96,315	334	1,048	1,025	5,116	4,293	2	3,561	3,847	254	1,129	1,096	118,020	314	188	502	118,522	108		118,630
N/A	TRANSPORTER																			137	137
2023 DMV TOTALS		3,474,649	5,689	39,989	17,239	301,574	143,045	2,913	127,383	129,516	10,534	44,984	73,972	4,371,487				4,416,911	10,790	137	4,427,838
2023 CCD TOTALS															15,237	30,187	45,424				
COMBINED 2023 TOTALS		3,474,649	5,689	39,989	17,239	301,574	143,045	2,913	127,383	129,516	10,534	44,984	73,972	4,371,487	15,237	30,187	45,424	4,416,911	10,790	137	4,427,838
COMBINED 2022 TOTALS		3,495,093	5,528	40,817	17,568	299,851	148,075	2,963	129,487	135,142	11,224	46,945	72,930	4,405,623	15,236	29,559	44,795	4,450,418	11,380	191	4,461,989
CHANGE		-20,444	161	-828	-329	1,723	-5,030	-50	-2,104	-5,626	-690	-1,961	1,042	-34,136	1	628	629	-33,507	-590	-54	-34,151
% CHANGE		-0.58%	2.91%	-2.03%	-1.87%	0.57%	-3.40%	-1.69%	-1.62%	-4.16%	-6.15%	-4.18%	1.43%	-0.77%	0.01%	2.12%	1.40%	-0.75%	-5.18%	-28.27%	-0.77%

Note 1: Figures for 2023 include vehicles that had valid registration as of the end of the reporting year or if quarterly registered, purchased registration anytime within the reporting year. Vehicles registered to out-of-state addresses are not included.

Note 2: Vehicles owned by local governments and other political subdivisions.

Note 3: These vehicle registration counts were provided by ODOT/Commerce and Compliance Division.

Note 4: New transporter plates issued within the reporting year.

National Highway Traffic Safety Administration
Regional Operations and Program Delivery
Office of Grants Management and Operations

FY 2025 Nonmotorized Safety Grants Eligibility (23 CFR 1300.27)

MOTOR VEHICLE TRAFFIC FATALITIES, PEDESTRIAN & BICYCLIST FATALITIES AND PERCENT OF TOTAL,
BY STATE
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2021 FINAL

State	Total Traffic Fatalities	Pedestrian & Bicyclist Fatalities		
		Number	Percentage of Total Traffic Fatalities	Eligibility
Alabama	983	148	15.06%	Eligible
Alaska	70	22	31.43%	Eligible
Arizona	1,192	311	26.09%	Eligible
Arkansas	692	107	15.46%	Eligible
California	4,513	1,357	30.07%	Eligible
Colorado	691	109	15.77%	Eligible
Connecticut	303	61	20.13%	Eligible
Delaware	136	31	22.79%	Eligible
Dist of Columbia	41	21	51.22%	Eligible
Florida	3,741	1,064	28.44%	Eligible
Georgia	1,809	343	18.96%	Eligible
Hawaii	94	29	30.85%	Eligible
Idaho	273	32	11.72%	Ineligible
Illinois	1,334	258	19.34%	Eligible
Indiana	932	138	14.81%	Ineligible
Iowa	356	44	12.36%	Ineligible
Kansas	423	52	12.29%	Ineligible
Kentucky	806	99	12.28%	Ineligible
Louisiana	971	225	23.17%	Eligible
Maine	153	22	14.38%	Ineligible
Maryland	563	137	24.33%	Eligible
Massachusetts	413	79	19.13%	Eligible
Michigan	1,137	231	20.32%	Eligible
Minnesota	488	69	14.14%	Ineligible
Mississippi	766	116	15.14%	Eligible
Missouri	1,016	139	13.68%	Ineligible
Montana	239	25	10.46%	Ineligible
Nebraska	221	17	7.69%	Ineligible
Nevada	385	90	23.38%	Eligible
New Hampshire	118	11	9.32%	Ineligible
New Jersey	692	241	34.83%	Eligible
New Mexico	483	114	23.60%	Eligible
New York	1,156	347	30.02%	Eligible
North Carolina	1,693	283	16.72%	Eligible

National Highway Traffic Safety Administration
Regional Operations and Program Delivery
Office of Grants Management and Operations

FY 2025 Nonmotorized Safety Grants Eligibility (23 CFR 1300.27)

MOTOR VEHICLE TRAFFIC FATALITIES, PEDESTRIAN & BICYCLIST FATALITIES AND PERCENT OF TOTAL,
BY STATE
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2021 FINAL

State	Total Traffic Fatalities	Pedestrian & Bicyclist Fatalities		
		Number	Percentage of Total Traffic Fatalities	Eligibility
North Dakota	101	13	12.87%	Ineligible
Ohio	1,354	211	15.58%	Eligible
Oklahoma	762	124	16.27%	Eligible
Oregon	599	112	18.70%	Eligible
Pennsylvania	1,230	222	18.05%	Eligible
Puerto Rico	337	107	31.75%	Eligible
Rhode Island	63	9	14.29%	Ineligible
South Carolina	1,198	222	18.53%	Eligible
South Dakota	148	15	10.14%	Ineligible
Tennessee	1,327	207	15.60%	Eligible
Texas	4,500	942	20.93%	Eligible
Utah	332	53	15.96%	Eligible
Vermont	74	9	12.16%	Ineligible
Virginia	973	149	15.31%	Eligible
Washington	674	166	24.63%	Eligible
West Virginia	282	45	15.96%	Eligible
Wisconsin	620	76	12.26%	Ineligible
Wyoming	110	12	10.91%	Ineligible

Preventing Roadside Deaths

Roadside Deaths

From 2018-2022 Oregon experienced 207 crashes involving vehicles parked off-road. These crashes resulted in 7 fatalities, 13 serious injuries, and 164 moderate and minor injuries. One hundred crashes were property damage only. Fifty (47%) of those crashes involved heavy/medium trucks, and we believe this data under-represents the actual number of crashes.

Here in Oregon, from 2018 to 2022, there were 2,341 crashes that occurred in work zones, 32 of which were fatal and 130114 resulted in serious injuries.

Oregon passed its first Move Over law in 2010 requiring drivers to move over a lane or slow down five miles below the speed limit for an emergency vehicle, a roadside assistance vehicle, a tow vehicle or ambulance, when it is displaying warning lights. In 2017, it was changed to include any vehicle stopped displaying hazard lights.

The term “first responder” is defined in 6 U.S.C. 101(6) to mean ‘Federal, State, and local governmental and nongovernmental emergency public safety, fire, law enforcement, emergency response, emergency medical (including hospital emergency facilities), and related personnel, agencies, and authorities.’”

Strategies

Education and training, public awareness, visible enforcement, speed management, evaluating digital alert technologies effectiveness for first responders and collecting data to determine best practices, and law enforcement costs related to enforcing State laws to protect the safety of vehicles and individuals stopped at the roadside.

Trends

Despite the significant technological advances in motor vehicle sensing technologies (e.g., lane departure detection and collision mitigation sensing systems), road crashes have remained a pressing global health issue. The World Health Organization estimated that road injuries are the 8th leading cause of death worldwide, resulting in 1.4 million deaths annually [¹]. Perhaps more importantly, the incidence of such crashes and their severity are on the rise. By 2030, traffic-related deaths are predicted to become the 7th leading cause of death worldwide [²]. The increase in annual deaths is seen in low- and high-income countries alike.

Conclusion

After analyzing the data and receiving feedback from safety partners, community groups and citizens, for the next three years the Roadway Safety Program will focus on creating a media

¹ A Review of Data Analytic Applications in Road Traffic Safety. Part 1: Descriptive and Predictive Modeling - PMC (nih.gov)

² World Health Organization WHO | The Top 10 Causes of Death. [(accessed on 24 February 2019)]; Available online: <http://www.who.int/en/news-room/fact-sheets/detail/the-top-10-causes-of-death>

campaign and employ visible enforcement for roadway departures, safety corridors and to prevent roadside deaths that will reach as many people as possible. Preventing roadside deaths educational materials are being provided through Oregon's Move Over Law educational materials, the challenge becomes making sure those materials are reaching the right audiences.

Visible Enforcement continues to be a huge part of the Roadway Safety Program. It is a key countermeasure to educating the public as well as enforcing the laws.

Driver and Officer Safety Education

Oregon 405(i) Supplementary Information Included:

☒ Applying as a documentation State:

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at 405 (i) supplement.

Use of funds:

(5) Use of funds .-A State may use a grant provided under this subsection for-

(A) the production of educational materials and training of staff for driver education and driving safety courses and peace officer training described in paragraph (4);

Qualifying Criteria: (State of Oregon's Citations):

(2) Peace officer training programs —

(i) **General.** A State must provide either a legal citation to a law, as provided in [paragraph \(d\)\(2\)\(ii\)](#) of this section, or supporting documentation, as provided in [paragraph \(d\)\(2\)\(iii\)](#) of this section, that demonstrates that the State has developed and is implementing a training program for peace officers and reserve law enforcement officers (other than officers who have received training in a civilian course described in paragraph (d)(1)) of this section with respect to proper interaction with civilians during traffic stops. Proper interaction means utilizing appropriate industry standards as established through a State Police Officer Standards and Training Board (POST) or similar association.

(iii) **Applying with supporting documentation.** A State shall have a peace officer training program that is required for employment as a peace officer throughout the State and meets the requirements described in [paragraph \(d\)\(2\)\(i\)](#) of this section. To demonstrate compliance, the State shall submit:

(A) A certification signed by the GR attesting that the State has developed and is implementing a peace officer training program throughout the State that meets the requirements described in [paragraph \(d\)\(2\)\(i\)](#) of this section; and

(B) Curriculum or course materials, along with citations to where the requirements described in [paragraph \(d\)\(2\)\(i\)](#) of this section

Application Citations:

The Oregon Department of Public Safety Standards and Training (DPSST) is the State of Oregon's designated agency for the certification of law enforcement officers. It is Oregon's version of a State Police Officer Standards and Training Board (POST). The laws that grant the DPSST its authority as well as direct its activities can be accessed here - oregonlegislature.gov/bills_laws/ors/ors181A.html - and the statutes specific to DPSST begin with ORS 181A.355.

Elements of certification generally are found between ORS 181A.355 to 181A.689

Specific to equity, the following statute is in place to ensure officers receive training on this subject:

ORS 181A.442 Equity training for police officers; rules. (1) The Department of Public Safety Standards and Training shall develop, and the Board on Public Safety Standards and Training shall establish by rule, a statewide equity training program for police officers.

(2) The department shall include the equity training described in subsection (1) of this section in the minimum training required to obtain and maintain basic certification as a police officer under ORS 181A.490. [2021 c.611 §10]

Note: Sections 5 and 6, chapter 611, Oregon Laws 2021, provide:

Sec. 5. No later than January 1, 2022, the Department of Public Safety Standards and Training shall report to the Legislative Assembly, in the manner provided under ORS 192.245, on the amount of additional instruction hours necessary to provide expanded equity training as part of the basic training course for police officers. [2021 c.611 §5]

Specific to certification of officers and reserve officers, the following statute is in place:

(Certification)

ORS 181A.490 Certification of police officers and certified reserve officers. (1) Except for a person who has requested and obtained an extension from the Department of Public Safety Standards and Training pursuant to subsection (2) of this section, a person may not be employed as a police officer, or utilized as a certified reserve officer, by a law enforcement unit for more than 18 months unless the person:

(a)(A) Is a citizen of the United States; or

(B) Is a nonimmigrant legally admitted to the United States under a Compact of Free Association; and

(b) Has been certified as being qualified as a police officer or certified reserve officer under the provisions of ORS 181A.355 to 181A.689 and the certification has not lapsed or been revoked pursuant to ORS 181A.630, 181A.640 and 181A.650 (1) and not been reissued under ORS 181A.650 (2).

(2) The department, upon the facts contained in an affidavit accompanying the request for an extension, may find good cause for failure to obtain certification within the time period

described in subsection (1) of this section. If the department finds that there is good cause for failure to timely obtain certification, the department may extend for up to one year the period that a person may serve as a police officer or reserve officer without certification. The grant or denial of an extension is within the sole discretion of the department.

(3) Except as provided in subsection (4) of this section, a person employed as a police officer by a law enforcement unit shall commence the training necessary for certification under ORS 181A.355 to 181A.689 at an academy operated by the department not later than the 90th day after the date of the officer's employment by the law enforcement unit.

(4) A law enforcement unit may delay the commencement of training of a police officer for up to 120 days from the date of the officer's employment when it considers the delay necessary. When a law enforcement unit delays commencement of a police officer's training under this subsection, the law enforcement unit shall file a written statement of the law enforcement unit's reasons with the department.

(5) When a delay in the commencement of training necessary for certification under ORS 181A.355 to 181A.689 at an academy operated by the department is caused by the inability of the department, for any reason, to provide that training, the period of the delay may not be counted as part of the periods set forth in subsections (3) and (4) of this section within which the training must be commenced.

(6) A person utilized as a certified reserve officer by a law enforcement unit must complete the training necessary for certification under ORS 181A.355 to 181A.689 at a site approved by the department.

(7) Notwithstanding any other provision of law, the law enforcement unit described in ORS 181A.355 (12)(e) shall bear the expense of training necessary for certification under ORS 181A.355 to 181A.689. [Formerly 181.665; 2017 c.53 §2]

The DPSST curriculum for the Basic Police Certification course in Oregon is:

[2021 Oregon BP Curriculum Overview 072821.pdf](#)

Training related to "Proper Interaction" during traffic stops is detailed in the **Traffic Stops** section on pages 236-240. In addition to appropriate behavior while conducting traffic stops, the curriculum also addresses; **Emotional Intelligence** on pages 163-165, **Ethics** on pages 166-168, **History of Policing** on pages 174-176, **Implicit Bias** on pages 181-183, **Introduction to the Justice System** on page 185, **Legitimacy and Procedural Justice** on pages 191-193, **Motor Vehicle Code** on pages 198-200, **Problem-Oriented Policing** on pages 204-205, **Problem Solving** on page 206, and **Roles and Responsibilities** on pages 214-216 which all contribute to a holistic training program designed to prepare officers to respectfully and safely interact with citizens during traffic stops.

Additionally, as part of the DPSST's Excellence in Policing program, the department: "provides training and technical assistance to public safety agencies related to the preservation of community trust and the prevention of bias-based actions. This work includes research into effective strategies for countering bias, assisting agencies in examining and adapting community-oriented activities, training on procedural justice and cultural competence, and evaluating the long-term impacts of training on officers' knowledge, attitudes, and behavior."

Source: [Department of Public Safety Standards & Training : Prevention of Bias-Based Policing : Center for Policing Excellence : State of Oregon](#)

Finally, the State of Oregon – Criminal Justice Commission (in cooperation with DPSST) administers the STOP program: [Criminal Justice Commission : Overview : Statistical Transparency of Policing : State of Oregon](#) “The Statistical Transparency of Policing (STOP) Program was created by the Oregon Legislature in 2017 to ensure fair and impartial policing practices statewide. The STOP Program requires every law enforcement agency to annually submit data on officer-initiated traffic and pedestrian stops to the Oregon Criminal Justice Commission (CJC). This guide is designed to provide police officers with basic information to help ensure compliance with the reporting requirements, as well as answer frequently asked questions about reporting and the STOP program.”

Specific information related to certification of Officers:

Source: [Department of Public Safety Standards & Training : Basic Certification : Criminal Justice : State of Oregon](#)

Oregon Basic Police certification is required for and can only be held by full-time Police Officers. Full-time Police Officers are defined as individuals working over 80 hours a month for 3 consecutive months with the responsibility of enforcing criminal law. Complete definitions of full-time Police Officers can be found in [OAR 259-008-0005](#).

Individuals working less than 80 hours a month and responsible for enforcing criminal law are considered Reserves. Reserves are not certified, however they are required to be reported to DPSST and have a full background completed per [OAR 259-008-0015](#).

Guidelines:

- Police Officers must be certified within 18 months of their hire date.
- Agencies can request a 1-year extension for officers to become certified by utilizing the [F12 Extension Request Form](#).
- Failure to obtain Basic Police certification within the required timelines, will result in an officer not being able to work in their certified role.

The following requirements must be met and reflected in CJ IRIS prior to submitting an F7 application for certification:

- Be employed as a Police Officer at an agency identified by DPSST as having Police Officers. (IRIS Employment Tab)
- Successfully complete the DPSST Basic Police Course. (IRIS Training Tab)
- Successfully complete the DPSST Basic Police Field Training Manual. (IRIS Training Tab)
- Have a signed F11 Law Enforcement Code of Ethics. (IRIS Requirements Tracking Tab)
- Have current First Aid and Adult/Child CPR Certification. (IRIS Requirements Tracking Tab)

Required Forms

- [F7 Application for Certification](#)
- [F11 Law Enforcement Code of Ethics](#)
- [F28 Criminal History Worksheet](#) (if necessary)
- [F12 Extension Request Form](#) (if necessary)

Specific rule in place related to detection of candidate officers' demeanor:

Oregon Administrative Rules – 259-008-0010 -

<https://secure.sos.state.or.us/oard/displayChapterRules.action?selectedChapter=98>

(e) The psychological evaluation must include the following:

(A) A written psychological test battery relevant to the psychological evaluation criteria established by the hiring agency;

(B) An assessment of the applicant's tendencies, feelings and opinions toward diverse cultures, races and ethnicities and differing social, political, economic and life statuses;

(C) An interview conducted by the licensed mental health professional; and

(D) A report provided by the licensed mental health professional in the manner requested by the hiring agency.

(f) The psychological evaluation must conform with the applicable standards of the Americans with Disabilities Act (ADA) Title 42 USC 1210.

(g) Evaluations older than one year are no longer valid for the purposes of satisfying this rule.

(h) Hiring decisions are the responsibility of each hiring agency. The hiring agency maintains the discretion to determine how the information provided in the evaluation report impacts the hiring decision.

Oregon's application includes information required by US Code, CFRs and 405(i) application information:

§ 1300.28 Driver and Officer Safety Education Grants.

(a) **Purpose.** This section establishes criteria, in accordance with [23 U.S.C. 405\(i\)](#), for awarding grants to States that enact and enforce a law or adopt and implement programs that include certain information on law enforcement practices during traffic stops in driver education and training courses or peace officer training programs.

(b) **Definitions.** As used in this section—

Driver education and driving safety course means any programs for novice teen drivers or driver improvement programs sanctioned by the State DMV, which include in-class or virtual instruction and may also include some behind the wheel training.

Peace officer means any individual who is an elected, appointed, or employed agent of a government entity, who has the authority to carry firearms and to make warrantless arrests, and whose duties involve the enforcement of criminal laws of the United States.

(c) **Qualification criteria.** To qualify for a grant under this section in a fiscal year, a State shall submit, as part of its annual grant application, documentation demonstrating compliance with either [paragraph \(d\)](#) or [\(e\)](#) of this section, in accordance with part 8 of appendix B to this part. A State may qualify for a grant under [paragraph \(e\)](#) of this section for a period of not more than 5 years.

(d) **Driver and officer safety law or program.** The State must meet at least one of the following requirements:

(1) **Driver education and driving safety courses —**

(i) **General.** A State must provide either a legal citation to a law, as provided in [paragraph \(d\)\(1\)\(ii\)](#) of this section, or supporting documentation, as provided in [paragraph \(d\)\(1\)\(iii\)](#) of this section, that demonstrates that driver education and driver safety courses provided to individuals by educational and motor vehicle agencies of the State include instruction and testing relating to law enforcement practices during traffic stops, including, at a minimum, information relating to—

- (A) The role of law enforcement and the duties and responsibilities of peace officers;
- (B) The legal rights of individuals concerning interactions with peace officers;
- (C) Best practices for civilians and peace officers during those interactions;
- (D) The consequences for failure of an individual or officer to comply with the law or program; and
- (E) How and where to file a complaint against, or a compliment relating to, a peace officer.

(ii) **If applying with a law.** A State shall provide a legal citation to a law that demonstrate compliance with the requirements described in [paragraph \(d\)\(1\)\(i\)](#) of this section.

(iii) **If applying with supporting documentation.** A State shall have a driver education and driving safety course that is required throughout the State for licensing or pursuant to a violation. To demonstrate compliance, the State shall submit:

- (A) A certification signed by the GR attesting that the State has developed and is implementing a driver education and driving safety course throughout the State that meets the requirements described in [paragraph \(d\)\(1\)\(i\)](#) of this section; and
- (B) Curriculum or course materials, along with citations to where the requirements described in [paragraph \(d\)\(1\)\(i\)](#) of this section are located within the curriculum.

(2) **Peace officer training programs —**

(i) **General.** A State must provide either a legal citation to a law, as provided in [paragraph \(d\)\(2\)\(ii\)](#) of this section, or supporting documentation, as provided in [paragraph \(d\)\(2\)\(iii\)](#) of this section, that demonstrates that the State has developed and is implementing a training program for peace officers and reserve law enforcement officers (other than officers who have received training in a civilian course described in paragraph (d)(1)) of this section with respect to proper interaction with civilians during traffic stops. Proper interaction means utilizing appropriate industry standards as established through a State Police Officer Standards and Training Board (POST) or similar association.

(ii) **Applying with a law.** A State shall provide a legal citation to a law that establishes a peace training program that meets the requirements described in [paragraph \(d\)\(2\)\(i\)](#) of this section.

(iii) **Applying with supporting documentation.** A State shall have a peace officer training program that is required for employment as a peace officer throughout the State and meets the requirements described in [paragraph \(d\)\(2\)\(i\)](#) of this section. To demonstrate compliance, the State shall submit:

(A) A certification signed by the GR attesting that the State has developed and is implementing a peace officer training program throughout the State that meets the requirements described in [paragraph \(d\)\(2\)\(i\)](#) of this section; and

(B) Curriculum or course materials, along with citations to where the requirements described in [paragraph \(d\)\(2\)\(i\)](#) of this section.

(e) **Qualifying State.** A State that has not fully enacted or adopted a law or program described in [paragraph \(d\)](#) of this section qualifies for a grant under this section if it submits:

(1) Evidence that the State has taken meaningful steps towards the full implementation of such a law or program. To demonstrate compliance with this criterion, the State shall submit one or more of the following—

(i) A proposed bill that has been introduced in the State, but has not yet been enacted into law, that meets the requirements in [paragraph \(d\)\(1\)](#) or [\(2\)](#) of this section; or

(ii) Planning or strategy document(s) that identify meaningful steps the State has taken as well as actions the State plans to take to develop and implement a law or program that meets the requirements in [paragraph \(d\)\(1\)](#) or [\(2\)](#) of this section; and

(2) A timetable for implementation of such a law or program within 5 years of first applying as a qualifying State under this [paragraph \(e\)](#).

(f) **Matching.** The Federal share of the cost of carrying out an activity funded through a grant under this subsection may not exceed 80 percent.

(g) **Award amounts** —

(1) **In general.** Subject to [paragraph \(g\)\(2\)](#) of this section, the amount of a grant awarded to a State in a fiscal year under this section shall be in proportion to the amount each State received under Section 402 for fiscal year 2022.

(2) **Limitation.** Notwithstanding [paragraph \(g\)\(1\)](#) of this section, a State that qualifies for a grant under [paragraph \(e\)](#) of this section shall receive 50 percent of the amount determined from the calculation under [paragraph \(g\)\(1\)](#) of this section.

(3) **Redistribution of funds.** Any funds that are not distributed due to the operation of [paragraph \(g\)\(2\)](#) of this section shall be redistributed to the States that qualify for a grant under [paragraph \(d\)](#) of this section in proportion to the amount each such State received under Section 402 for fiscal year 2022.

(h) **Use of grant funds.** A State may use grant funds awarded under [23 U.S.C. 405\(i\)](#) only for:

(1) The production of educational materials and training of staff for driver education and driving safety courses and peace officer training described in [paragraph \(d\)](#) of this section; and

(2) The implementation of a law or program described in [paragraph \(d\)](#) of this section.

[23 USC 405: National priority safety programs \(house.gov\)](#)

(i) Driver and Officer Safety Education.-

(1) Definition of peace officer.-In this subsection, the term "peace officer" includes any individual-

(A) who is an elected, appointed, or employed agent of a government entity;

(B) who has the authority-

(i) to carry firearms; and

(ii) to make warrantless arrests; and

(C) whose duties involve the enforcement of criminal laws of the United States.

(2) Grants.-Subject to the requirements of this subsection, the Secretary shall provide grants to-

(A) States that enact or adopt a law or program described in paragraph (4); and

(B) qualifying States under paragraph (7).

(3) Federal share.-The Federal share of the cost of carrying out an activity funded through a grant under this subsection may not exceed 80 percent.

(4) Description of law or program.-A law or program referred to in paragraph (2)(A) is a law or program that requires 1 or more of the following:

(A) Driver education and driving safety courses.-The inclusion, in driver education and driver safety courses provided to individuals by educational and motor vehicle agencies of the State, of instruction and testing relating to law enforcement practices during traffic stops, including information relating to-

(i) the role of law enforcement and the duties and responsibilities of peace officers;

(ii) the legal rights of individuals concerning interactions with peace officers;

(iii) best practices for civilians and peace officers during those interactions;

(iv) the consequences for failure of an individual or officer to comply with the law or program; and

(v) how and where to file a complaint against, or a compliment relating to, a peace officer.

(B) Peace officer training programs.-Development and implementation of a training program, including instruction and testing materials, for peace officers and reserve law enforcement officers (other than officers who have received training in a civilian course described in subparagraph (A)) with respect to proper interaction with civilians during traffic stops.

(5) Use of funds.-A State may use a grant provided under this subsection for-

(A) the production of educational materials and training of staff for driver education and driving safety courses and peace officer training described in paragraph (4); and

(B) the implementation of a law or program described in paragraph (4).

(6) Grant amount.-The allocation of grant funds to a State under this subsection for a fiscal year shall be in proportion to the apportionment of that State under section 402 for fiscal year 2022.

(7) Special rule for certain states.-

(A) Definition of qualifying state.-In this paragraph, the term "qualifying State" means a State that-

(i) has received a grant under this subsection for a period of not more than 5 years; and

(ii) as determined by the Secretary-

(I) has not fully enacted or adopted a law or program described in paragraph (4); but

(II)(aa) has taken meaningful steps toward the full implementation of such a law or program; and

(bb) has established a timetable for the implementation of such a law or program.

(B) Withholding.-The Secretary shall-

(i) withhold 50 percent of the amount that each qualifying State would otherwise receive under this subsection if the qualifying State were a State described in paragraph (2)(A); and

(ii) direct any amounts withheld under clause (i) for distribution among the States that are enforcing and carrying out a law or program described in paragraph (4).

See 2021 Amendment notes below.

<https://www.ecfr.gov/current/title-23/section-1300.28>

Complete List of Counties in the State		Motorcycle/Moped		Training Site		Training is expected be offered in		
		Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Oct	Nov	Dec
Benton			2,449		x			
Clackamas			12,611		x			
Columbia			2,579		x			
Crook			1,225		x			
Curry			1,280		x			
Gilliam			59		x			
Grant			292		x			
Harney			192		x			
Hood River			1,202		x			
Jefferson			990		x			
Lake			230		x			
Lincoln			1,796		x			
Morrow			326		x			
Polk			2,672		x			
Wallowa			342		x			
Wasco			1,123		x			
Wheeler			47		x			
Multnomah		15,430		x		x	x	
Washington		12,853		x		x		
Lane		12,033		x		x		
Deschutes		10,196		x		x		
Marion		9,000		x		x	x	
Jackson		8,339		x		x		
Linn		4,889		x		x	x	
Josephine		4,343		x		x		
Douglas		4,466		x		x		
Yamhill		3,561		x			x	
Coos		3,035		x		x		
Umatilla		2,354		x		x		
Klamath		2,645		x		x		
Clatsop		1,429		x		x		
Tillamook		1,121		x				
Union		919		x		x		
Baker		705		x				
Malheur		580		x		x		
Sherman		79		x		x		

in the counties with training sites during the month(s) selected (based on historical course schedules).

	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sep
	X	X	X	X	X	X	X	X	X
					X	X	X	X	X
	X	X	X	X	X	X	X	X	X
				X	X	X	X	X	X
	X	X	X	X	X	X	X	X	X
					X	X	X	X	X
	X	X	X	X	X	X	X	X	X
					X	X	X	X	X
					X	X		X	X
				X	X	X	X	X	X
						X		X	X
					X	X	X	X	X
				X	X	X	X	X	X
			X	X	X	X	X	X	X
						X		X	
					X		X		
						X	X		X
					X	X	X		

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Portland
Hillsboro
Eugene
Bend
Salem
Medford
Albany
Grants Pass
|Roseburg |
McMinnville
Coos Bay
Hermiston
Klamath Falls
Astoria
Tillamook
LaGrande
Baker City
Ontario
The Dalles

Enrolled House Bill 2355

Introduced and printed pursuant to House Rule 12.00. Presession filed (at the request of Attorney General Ellen Rosenblum)

CHAPTER

AN ACT

Relating to public safety; creating new provisions; amending ORS 51.050, 131.915, 131.920, 131.925, 137.633, 161.570, 161.615, 181A.410, 221.339, 419C.501, 423.478, 423.525, 475.005, 475.752, 475.824, 475.834, 475.854, 475.874, 475.884 and 475.894; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

SECTION 1. As used in sections 1 to 4 of this 2017 Act:

(1) “Law enforcement agency” means an agency employing law enforcement officers to enforce criminal laws.

(2) “Law enforcement officer” means a member of the Oregon State Police, a sheriff or a municipal police officer.

(3) “Officer-initiated pedestrian stop” means a detention of a pedestrian by a law enforcement officer, not associated with a call for service, when the detention results in a citation, an arrest or a consensual search of the pedestrian’s body or property. The term does not apply to detentions for routine searches performed at the point of entry to or exit from a controlled area.

(4) “Officer-initiated traffic stop” means a detention of a driver of a motor vehicle by a law enforcement officer, not associated with a call for service, for the purpose of investigating a suspected violation of the Oregon Vehicle Code.

(5) “Profiling” means the targeting of an individual by a law enforcement agency or a law enforcement officer, on suspicion of the individual’s having violated a provision of law, based solely on the individual’s real or perceived age, race, ethnicity, color, national origin, language, sex, gender identity, sexual orientation, political affiliation, religion, homelessness or disability, unless the agency or officer is acting on a suspect description or information related to an identified or suspected violation of a provision of law.

(6) “Sexual orientation” has the meaning given that term in ORS 174.100.

SECTION 2. (1) No later than July 1, 2018, the Oregon Criminal Justice Commission, in consultation with the Department of State Police and the Department of Justice, shall develop and implement a standardized method to be used by law enforcement officers to record officer-initiated pedestrian stop and officer-initiated traffic stop data. The standardized method must require, and any form developed and used pursuant to the standardized method must provide for, the following data to be recorded for each stop:

- (a) The date and time of the stop;
- (b) The location of the stop;

(c) The race, ethnicity, age and sex of the pedestrian or the operator of the motor vehicle stopped, based on the observations of the law enforcement officer responsible for reporting the stop;

(d) The nature of, and the statutory citation for, the alleged traffic violation, or other alleged violation, that caused the stop to be made; and

(e) The disposition of the stop, including whether a warning, citation or summons was issued, whether a search was conducted, the type of search conducted, whether anything was found as a result of the search and whether an arrest was made.

(2) No later than July 1, 2018, the Department of Public Safety Standards and Training, in consultation with law enforcement agencies, shall develop and implement training and procedures to facilitate the collection of officer-initiated pedestrian and traffic stop data pursuant to subsection (1) of this section.

(3) Beginning on the dates described in subsection (4) of this section, all law enforcement agencies that engage in officer-initiated pedestrian or traffic stops shall record and retain the following data for each stop:

(a) The date and time of the stop;

(b) The location of the stop;

(c) The race, ethnicity, age and sex of the pedestrian or the operator of the motor vehicle stopped, based on the observations of the law enforcement officer responsible for reporting the stop;

(d) The nature of, and the statutory citation for, the alleged traffic violation, or other alleged violation, that caused the stop to be made; and

(e) The disposition of the stop, including whether a warning, citation or summons was issued, whether a search was conducted, the type of search conducted, whether anything was found as a result of the search and whether an arrest was made.

(4) Each law enforcement agency shall begin recording the data described in subsection (3) of this section as follows:

(a) An agency that employs 100 or more law enforcement officers shall begin recording no later than July 1, 2018.

(b) An agency that employs between 25 and 99 law enforcement officers shall begin recording no later than July 1, 2019.

(c) An agency that employs between one and 24 law enforcement officers shall begin recording no later than July 1, 2020.

(5) Each law enforcement agency that engages in officer-initiated traffic or pedestrian stops shall report to the Oregon Criminal Justice Commission the data recorded pursuant to subsection (3) of this section as follows:

(a) An agency that employs 100 or more law enforcement officers shall report no later than July 1, 2019, and at least annually thereafter.

(b) An agency that employs between 25 and 99 law enforcement officers shall report no later than July 1, 2020, and at least annually thereafter.

(c) An agency that employs between one and 24 law enforcement officers shall report no later than July 1, 2021, and at least annually thereafter.

(6) Data acquired under this section shall be used only for statistical purposes and not for any other purpose. The data may not contain information that reveals the identity of any stopped individual or the identity of any law enforcement officer. Data collected by law enforcement agencies or held by the Oregon Criminal Justice Commission under this section that may reveal the identity of any stopped individual or the identity of any law enforcement officer is exempt from public disclosure in any manner.

(7) The Department of Justice, the Department of Public Safety Standards and Training and the Department of State Police may adopt rules to carry out the provisions of sections 1 to 4 of this 2017 Act.

SECTION 3. (1) The Oregon Criminal Justice Commission shall review all data, including the prevalence and disposition of officer-initiated pedestrian and traffic stops, reported by law enforcement agencies pursuant to section 2 of this 2017 Act in order to identify patterns or practices of profiling.

(2) The commission shall select one or more statistical analysis methodologies, determined to be consistent with current best practices, with which to review the data as described in subsection (1) of this section.

(3) No later than December 1, 2019, and annually thereafter, the commission shall report the results of the review to the Governor, the Department of Public Safety Standards and Training and, in the manner provided in ORS 192.245, to the committees or interim committees of the Legislative Assembly related to the judiciary.

SECTION 4. (1) The Department of Public Safety Standards and Training shall receive and review reports provided to the department by the Oregon Criminal Justice Commission pursuant to section 3 of this 2017 Act.

(2) Upon receipt of a report described in subsection (1) of this section, the department may provide advice or technical assistance to any law enforcement agency mentioned within the report. Any advice or technical assistance provided shall be based on best practices in policing as determined by the Oregon Center for Policing Excellence established in ORS 181A.660.

(3) Upon providing advice or technical assistance under this section, the department shall, within a reasonable amount of time, present a summary of the advice and assistance given to the local public safety coordinating council in the county in which the assisted law enforcement agency is located. If the assisted law enforcement agency is the Oregon State Police, the presentation shall occur in Marion County. The presentation shall be open to the public, feature live testimony by presenters and be held in accordance with ORS 192.610 to 192.690.

SECTION 5. ORS 131.925 is amended to read:

131.925. (1)(a) A law enforcement agency shall provide to the Law Enforcement Contacts Policy and Data Review Committee [*a copy of*] **information concerning** each complaint the agency receives alleging profiling[.]

[(b)] [*The law enforcement agency*] **and** shall notify the committee of the disposition of the complaint, **in the manner described in this subsection.**

(b) The law enforcement agency shall submit to the committee a profiling complaint report form summarizing each profiling complaint and the disposition of the complaint, and a copy of each profiling complaint, once each year no later than January 31.

(c) The law enforcement agency shall submit the form described in paragraph (b) of this subsection even if the agency has not received any profiling complaints.

(d) The profiling complaint report form and copies of profiling complaints submitted to the committee may not include personal information concerning the complainant or a law enforcement officer except as to any personal information recorded on the form as described in subsection (4)(c) of this section.

(2)(a) A person may submit to the committee a complaint alleging profiling and the committee shall receive the complaints.

(b) The committee also shall receive complaints alleging profiling that are forwarded from a law enforcement agency.

(c) The committee shall forward a copy of each profiling complaint the committee receives to the law enforcement agency employing the officer that is the subject of the complaint. The forwarded complaint must include the name of the complainant unless the complainant requests to remain anonymous, in which case the complainant's name must be redacted.

(3)(a) The committee [*shall*] **may** not release any personal information concerning a complainant or a law enforcement officer who is the subject of a profiling complaint.

(b) The personal information of complainants and of law enforcement officers who are the subject of profiling complaints are exempt from public disclosure under ORS 192.502.

[*(c) As used in this subsection, "personal information" has the meaning given that term in ORS 807.750.*]

(4) **The Department of State Police shall develop a standardized profiling complaint report form. The form must provide for recording the following information:**

(a) **A summary of total complaints and a certification that a law enforcement agency's profiling policy conforms to ORS 131.920;**

(b) **A summary of each complaint received by the law enforcement agency, including the date, time and location of the incident and the disposition of the complaint; and**

(c) **To the extent known, the complainant's gender, gender identity, age, race, ethnicity, sexual orientation, primary language, national origin, religion, political affiliation, homeless status and disability status, recorded in a manner that does not identify the complainant.**

(5) **As used in this section, "personal information" has the meaning given that term in ORS 807.750.**

SECTION 6. ORS 131.915 is amended to read:

131.915. As used in ORS 131.915 to 131.925:

(1) "Law enforcement agency" means:

(a) The Department of State Police;

(b) The Department of Justice;

(c) A district attorney's office; and

(d) Any of the following that maintains a law enforcement unit as defined in ORS 181A.355:

(A) A political subdivision or an instrumentality of the State of Oregon.

(B) A municipal corporation of the State of Oregon.

(C) A tribal government.

(D) A university.

(2) "Law enforcement officer" means:

(a) A member of the Oregon State Police;

(b) A sheriff, constable, marshal, municipal police officer or reserve officer or a police officer commissioned by a university under ORS 352.121 or 353.125;

(c) An investigator of a district attorney's office if the investigator is or has been certified as a law enforcement officer in this or any other state;

(d) An investigator of the Criminal Justice Division of the Department of Justice;

(e) A humane special agent as defined in ORS 181A.345;

(f) A judicial marshal of the Security and Emergency Preparedness Office of the Judicial Department who is appointed under ORS 1.177 and trained pursuant to ORS 181A.540;

(g) A liquor enforcement inspector exercising authority described in ORS 471.775 (2); or

(h) An authorized tribal police officer as defined in ORS 181A.680.

(3) "Profiling" means *[that]* **the targeting of an individual by** a law enforcement agency or a law enforcement officer *[targets an individual for]*, **on** suspicion of *[violating]* **the individual's having violated** a provision of law, based solely on the **individual's** real or perceived *[factor of the individual's]* age, race, ethnicity, color, national origin, language, *[gender]* **sex**, gender identity, sexual orientation, political affiliation, religion, homelessness or disability, unless the agency or officer is acting on a suspect description or information related to an identified or suspected violation of a provision of law.

(4) "Sexual orientation" has the meaning given that term in ORS 174.100.

SECTION 7. ORS 131.920 is amended to read:

131.920. (1) All law enforcement agencies shall have written policies and procedures prohibiting profiling. The policies and procedures shall, at a minimum, include:

(a) A prohibition on profiling;

(b) Procedures allowing a complaint alleging profiling to be made to the agency:

(A) In person;

(B) In a writing signed by the complainant and delivered by hand, postal mail, facsimile or electronic mail; or

(C) By telephone, anonymously or through a third party;

(c) The provision of appropriate forms to use for submitting complaints alleging profiling;

(d) Procedures for submitting a copy of each profiling complaint to the Law Enforcement Contacts Policy and Data Review Committee and for receiving profiling complaints forwarded from the committee; and

(e) Procedures for investigating all complaints alleging profiling.

(2) A law enforcement agency shall:

(a) Investigate all complaints alleging profiling that are received by the agency or forwarded from the committee.

(b) *[Establish a time frame within which a complaint alleging profiling may be made to the agency. The time frame may not be fewer than 90 days or more than 180 days after the alleged commission of profiling.]* **Accept for investigation a complaint alleging profiling that is made to the agency within 180 days of the alleged profiling incident.**

(c) Respond to every complaint alleging profiling within a reasonable time after the conclusion of the investigation. The response must contain a statement of the final disposition of the complaint.

SECTION 8. ORS 181A.410, as amended by section 42, chapter 117, Oregon Laws 2016, is amended to read:

181A.410. (1) In accordance with any applicable provision of ORS chapter 183, to promote enforcement of law and fire services by improving the competence of public safety personnel and their support staffs, and in consultation with the agencies for which the Board on Public Safety Standards and Training and Department of Public Safety Standards and Training provide standards, certification, accreditation and training:

(a) The department shall recommend, and the board shall establish by rule, reasonable minimum standards of physical, emotional, intellectual and moral fitness for public safety personnel and instructors.

(b) The department shall recommend, and the board shall establish by rule, reasonable minimum training for all levels of professional development, basic through executive, including but not limited to courses or subjects for instruction and qualifications for public safety personnel and instructors. Training requirements shall be consistent with the funding available in the department's legislatively approved budget.

(c) The department, in consultation with the board, shall establish by rule a procedure or procedures to be used by law enforcement units, public or private safety agencies or the Oregon Youth Authority to determine whether public safety personnel meet minimum standards or have minimum training.

(d) Subject to such terms and conditions as the department may impose, the department shall certify instructors and public safety personnel, except youth correction officers, as being qualified under the rules established by the board.

(e) The department shall deny applications for training and deny, suspend and revoke certification in the manner provided in ORS 181A.630, 181A.640 and 181A.650 (1).

(f) The department shall cause inspection of standards and training for instructors and public safety personnel, except youth correction officers, to be made.

(g) The department may recommend, and the board may establish by rule, accreditation standards, levels and categories for mandated and nonmandated public safety personnel training or educational programs. The department and board, in consultation, may establish to what extent training or educational programs provided by an accredited university, college, community college or public safety agency may serve as equivalent to mandated training or as a prerequisite to mandated training. Programs offered by accredited universities, colleges or community colleges may be considered equivalent to mandated training only in academic areas.

(h) The department shall recommend, and the board shall establish by rule, an educational program that the board determines will be most effective in reducing profiling, as defined in ORS 131.915, by police officers and reserve officers. The program must be required at all levels of training, including basic training and advanced, leadership and continuing training.

(2) The department may:

(a) Contract or otherwise cooperate with any person or agency of government for the procurement of services or property;

(b) Accept gifts or grants of services or property;

(c) Establish fees for determining whether a training or educational program meets the accreditation standards established under subsection (1)(g) of this section;

(d) Maintain and furnish to law enforcement units and public and private safety agencies information on applicants for appointment as instructors or public safety personnel, except youth correction officers, in any part of the state; and

(e) Establish fees to allow recovery of the full costs incurred in providing services to private entities or in providing services as experts or expert witnesses.

(3) The department, in consultation with the board, may:

(a) Upon the request of a law enforcement unit or public safety agency, conduct surveys or aid cities and counties to conduct surveys through qualified public or private agencies and assist in the implementation of any recommendations resulting from such surveys.

(b) Upon the request of law enforcement units or public safety agencies, conduct studies and make recommendations concerning means by which requesting units can coordinate or combine their resources.

(c) Conduct and stimulate research to improve the police, fire service, corrections, adult parole and probation, emergency medical dispatch and telecommunicator professions.

(d) Provide grants from funds appropriated or available therefor, to law enforcement units, public safety agencies, special districts, cities, counties and private entities to carry out the provisions of this subsection.

(e) Provide optional training programs for persons who operate lockups. The term "lockup" has the meaning given it in ORS 169.005.

(f) Provide optional training programs for public safety personnel and their support staffs.

(g) Enter into agreements with federal, state or other governmental agencies to provide training or other services in exchange for receiving training, fees or services of generally equivalent value.

(h) Upon the request of a law enforcement unit or public safety agency employing public safety personnel, except youth correction officers, grant an officer, fire service professional, telecommunicator or emergency medical dispatcher a multidiscipline certification consistent with the minimum requirements adopted or approved by the board. Multidiscipline certification authorizes an officer, fire service professional, telecommunicator or emergency medical dispatcher to work in any of the disciplines for which the officer, fire service professional, telecommunicator or emergency medical dispatcher is certified. The provisions of ORS 181A.500, 181A.520 and 181A.530 relating to lapse of certification do not apply to an officer or fire service professional certified under this paragraph as long as the officer or fire service professional maintains full-time employment in one of the certified disciplines and meets the training standards established by the board.

(i) Establish fees and guidelines for the use of the facilities of the training academy operated by the department and for nonmandated training provided to federal, state or other governmental agencies, private entities or individuals.

(4) Pursuant to ORS chapter 183, the board, in consultation with the department, shall adopt rules necessary to carry out the board's duties and powers.

(5) Pursuant to ORS chapter 183, the department, in consultation with the board, shall adopt rules necessary to carry out the department's duties and powers.

(6) For efficiency, board and department rules may be adopted jointly as a single set of combined rules with the approval of the board and the department.

(7) The department shall obtain approval of the board before submitting its legislative concepts, Emergency Board request or agency request budget to the Oregon Department of Administrative Services.

(8) The Department of Public Safety Standards and Training shall develop a training program for conducting investigations required under ORS 181A.790.

SECTION 9. ORS 475.752, as amended by section 59, chapter 24, Oregon Laws 2016, and section 26, chapter 21, Oregon Laws 2017 (Enrolled Senate Bill 302), is amended to read:

475.752. (1) Except as authorized by ORS 475.005 to 475.285 and 475.752 to 475.980, it is unlawful for any person to manufacture or deliver a controlled substance. Any person who violates this subsection with respect to:

(a) A controlled substance in Schedule I, is guilty of a Class A felony, except as otherwise provided in ORS 475.886 and 475.890.

(b) A controlled substance in Schedule II, is guilty of a Class B felony, except as otherwise provided in ORS 475.878, 475.880, 475.882, 475.904 and 475.906.

(c) A controlled substance in Schedule III, is guilty of a Class C felony, except as otherwise provided in ORS 475.904 and 475.906.

(d) A controlled substance in Schedule IV, is guilty of a Class B misdemeanor.

(e) A controlled substance in Schedule V, is guilty of a Class C misdemeanor.

(2) Except as authorized in ORS 475.005 to 475.285 and 475.752 to 475.980, it is unlawful for any person to create or deliver a counterfeit substance. Any person who violates this subsection with respect to:

(a) A counterfeit substance in Schedule I, is guilty of a Class A felony.

(b) A counterfeit substance in Schedule II, is guilty of a Class B felony.

(c) A counterfeit substance in Schedule III, is guilty of a Class C felony.

(d) A counterfeit substance in Schedule IV, is guilty of a Class B misdemeanor.

(e) A counterfeit substance in Schedule V, is guilty of a Class C misdemeanor.

(3) It is unlawful for any person knowingly or intentionally to possess a controlled substance unless the substance was obtained directly from, or pursuant to a valid prescription or order of, a practitioner while acting in the course of professional practice, or except as otherwise authorized by ORS 475.005 to 475.285 and 475.752 to 475.980. Any person who violates this subsection with respect to:

(a) A controlled substance in Schedule I, is guilty of a Class *[B felony]* **A misdemeanor**, except as otherwise provided in ORS **475.854, 475.874 and 475.894 and subsection (7) of this section.**

(b) A controlled substance in Schedule II, is guilty of a Class *[C felony]* **A misdemeanor, except as otherwise provided in ORS 475.824, 475.834 or 475.884 or subsection (8) of this section.**

(c) A controlled substance in Schedule III, is guilty of a Class A misdemeanor.

(d) A controlled substance in Schedule IV, is guilty of a Class C misdemeanor.

(e) A controlled substance in Schedule V, is guilty of a violation.

(4) In any prosecution under this section for manufacture, possession or delivery of that plant of the genus *Lophophora* commonly known as peyote, it is an affirmative defense that the peyote is being used or is intended for use:

(a) In connection with the good faith practice of a religious belief;

(b) As directly associated with a religious practice; and

(c) In a manner that is not dangerous to the health of the user or others who are in the proximity of the user.

(5) The affirmative defense created in subsection (4) of this section is not available to any person who has possessed or delivered the peyote while incarcerated in a correctional facility in this state.

(6)(a) Notwithstanding subsection (1) of this section, a person who unlawfully manufactures or delivers a controlled substance in Schedule IV and who thereby causes death to another person is guilty of a Class C felony.

(b) For purposes of this subsection, causation is established when the controlled substance plays a substantial role in the death of the other person.

(7) Notwithstanding subsection (3)(a) of this section, unlawful possession of a controlled substance in Schedule I is a Class B felony if:

- (a) The person possesses a usable quantity of the controlled substance and:
- (A) At the time of the possession, the person has a prior felony conviction;
- (B) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or
- (C) The possession is a commercial drug offense under ORS 475.900 (1)(b); or
- (b) The person possesses:
- (A) Forty or more user units of a mixture or substance containing a detectable amount of lysergic acid diethylamide; or
- (B) Twelve grams or more of a mixture or substance containing a detectable amount of psilocybin or psilocin.

(8) Notwithstanding subsection (3)(b) of this section, unlawful possession of a controlled substance in Schedule II is a Class C felony if the person possesses a usable quantity of the controlled substance and:

- (a) At the time of the possession, the person has a prior felony conviction;
- (b) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or
- (c) The possession is a commercial drug offense under ORS 475.900 (1)(b).

SECTION 10. ORS 475.824 is amended to read:

475.824. (1) It is unlawful for any person knowingly or intentionally to possess methadone unless the methadone was obtained directly from, or pursuant to, a valid prescription or order of a practitioner while acting in the course of professional practice, or except as otherwise authorized by ORS 475.005 to 475.285 and 475.752 to 475.980.

(2)(a) Unlawful possession of methadone is a Class [*C felony*] **A misdemeanor.**

(b) Notwithstanding paragraph (a) of this subsection, unlawful possession of methadone is a Class C felony if:

- (A) The person possesses a usable quantity of methadone and:
 - (i) At the time of the possession, the person has a prior felony conviction;
 - (ii) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or
 - (iii) The possession is a commercial drug offense under ORS 475.900 (1)(b); or
- (B) The person possesses 40 or more user units of a mixture or substance containing a detectable amount of methadone.

SECTION 11. ORS 475.834 is amended to read:

475.834. (1) It is unlawful for any person knowingly or intentionally to possess oxycodone unless the oxycodone was obtained directly from, or pursuant to, a valid prescription or order of a practitioner while acting in the course of professional practice, or except as otherwise authorized by ORS 475.005 to 475.285 and 475.752 to 475.980.

(2)(a) Unlawful possession of oxycodone is a Class [*C felony*] **A misdemeanor.**

(b) Notwithstanding paragraph (a) of this subsection, unlawful possession of oxycodone is a Class C felony if:

- (A) The person possesses a usable quantity of oxycodone and:
 - (i) At the time of the possession, the person has a prior felony conviction;
 - (ii) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or
 - (iii) The possession is a commercial drug offense under ORS 475.900 (1)(b); or
- (B) The person possesses 40 or more pills, tablets or capsules of a mixture or substance containing a detectable amount of oxycodone.

SECTION 12. ORS 475.854 is amended to read:

475.854. (1) It is unlawful for any person knowingly or intentionally to possess heroin.

(2)(a) Unlawful possession of heroin is a Class [*B felony*] **A misdemeanor.**

(b) Notwithstanding paragraph (a) of this subsection, unlawful possession of heroin is a Class B felony if:

(A) The person possesses a usable quantity of heroin and:

(i) At the time of the possession, the person has a prior felony conviction;

(ii) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(iii) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(B) The person possesses one gram or more of a mixture or substance containing a detectable amount of heroin.

SECTION 13. ORS 475.874 is amended to read:

475.874. (1) It is unlawful for any person knowingly or intentionally to possess 3,4-methylenedioxymethamphetamine.

(2)(a) Unlawful possession of 3,4-methylenedioxymethamphetamine is a Class [B felony] A misdemeanor.

(b) Notwithstanding paragraph (a) of this subsection, unlawful possession of 3,4-methylenedioxymethamphetamine is a Class B felony if:

(A) The person possesses a usable quantity of 3,4-methylenedioxymethamphetamine and:

(i) At the time of the possession, the person has a prior felony conviction;

(ii) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(iii) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(B) The person possesses one gram or more or five or more pills, tablets or capsules of a mixture or substance containing a detectable amount of:

(i) 3,4-methylenedioxyamphetamine;

(ii) 3,4-methylenedioxymethamphetamine; or

(iii) 3,4-methylenedioxy-N-ethylamphetamine.

SECTION 14. ORS 475.884 is amended to read:

475.884. (1) It is unlawful for any person knowingly or intentionally to possess cocaine unless the substance was obtained directly from, or pursuant to, a valid prescription or order of a practitioner while acting in the course of professional practice, or except as otherwise authorized by ORS 475.005 to 475.285 and 475.752 to 475.980.

(2)(a) Unlawful possession of cocaine is a Class [C felony] A misdemeanor.

(b) Notwithstanding paragraph (a) of this subsection, unlawful possession of cocaine is a Class C felony if:

(A) The person possesses a usable quantity of cocaine and:

(i) At the time of the possession, the person has a prior felony conviction;

(ii) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(iii) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(B) The person possesses two grams or more of a mixture or substance containing a detectable amount of cocaine.

SECTION 15. ORS 475.894 is amended to read:

475.894. (1) It is unlawful for any person knowingly or intentionally to possess methamphetamine unless the substance was obtained directly from, or pursuant to, a valid prescription or order of a practitioner while acting in the course of professional practice, or except as otherwise authorized by ORS 475.005 to 475.285 and 475.752 to 475.980.

(2)(a) Unlawful possession of methamphetamine is a Class [C felony] A misdemeanor.

(b) Notwithstanding paragraph (a) of this subsection, unlawful possession of methamphetamine is a Class C felony if:

(A) The person possesses a usable quantity of methamphetamine and:

(i) At the time of the possession, the person has a prior felony conviction;

(ii) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(iii) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(B) The person possesses two grams or more of a mixture or substance containing a detectable amount of methamphetamine.

SECTION 16. ORS 475.005 is amended to read:

475.005. As used in ORS 475.005 to 475.285 and 475.752 to 475.980, unless the context requires otherwise:

(1) "Abuse" means the repetitive excessive use of a drug short of dependence, without legal or medical supervision, which may have a detrimental effect on the individual or society.

(2) "Administer" means the direct application of a controlled substance, whether by injection, inhalation, ingestion or any other means, to the body of a patient or research subject by:

(a) A practitioner or an authorized agent thereof; or

(b) The patient or research subject at the direction of the practitioner.

(3) "Administration" means the Drug Enforcement Administration of the United States Department of Justice, or its successor agency.

(4) "Agent" means an authorized person who acts on behalf of or at the direction of a manufacturer, distributor or dispenser. It does not include a common or contract carrier, public warehouseman or employee of the carrier or warehouseman.

(5) "Board" means the State Board of Pharmacy.

(6) "Controlled substance":

(a) Means a drug or its immediate precursor classified in Schedules I through V under the federal Controlled Substances Act, 21 U.S.C. 811 to 812, as modified under ORS 475.035. The use of the term "precursor" in this paragraph does not control and is not controlled by the use of the term "precursor" in ORS 475.752 to 475.980.

(b) Does not mean industrial hemp, as defined in ORS 571.300, or industrial hemp commodities or products.

(7) "Counterfeit substance" means a controlled substance or its container or labeling, which, without authorization, bears the trademark, trade name, or other identifying mark, imprint, number or device, or any likeness thereof, of a manufacturer, distributor or dispenser other than the person who in fact manufactured, delivered or dispensed the substance.

(8) "Deliver" or "delivery" means the actual, constructive or attempted transfer, other than by administering or dispensing, from one person to another of a controlled substance, whether or not there is an agency relationship.

(9) "Device" means instruments, apparatus or contrivances, including their components, parts or accessories, intended:

(a) For use in the diagnosis, cure, mitigation, treatment or prevention of disease in humans or animals; or

(b) To affect the structure or any function of the body of humans or animals.

(10) "Dispense" means to deliver a controlled substance to an ultimate user or research subject by or pursuant to the lawful order of a practitioner, and includes the prescribing, administering, packaging, labeling or compounding necessary to prepare the substance for that delivery.

(11) "Dispenser" means a practitioner who dispenses.

(12) "Distributor" means a person who delivers.

(13) "Drug" means:

(a) Substances recognized as drugs in the official United States Pharmacopoeia, official Homeopathic Pharmacopoeia of the United States or official National Formulary, or any supplement to any of them;

(b) Substances intended for use in the diagnosis, cure, mitigation, treatment or prevention of disease in humans or animals;

(c) Substances (other than food) intended to affect the structure or any function of the body of humans or animals; and

(d) Substances intended for use as a component of any article specified in paragraph (a), (b) or (c) of this subsection; however, the term does not include devices or their components, parts or accessories.

(14) “Electronically transmitted” or “electronic transmission” means a communication sent or received through technological apparatuses, including computer terminals or other equipment or mechanisms linked by telephone or microwave relays, or any similar apparatus having electrical, digital, magnetic, wireless, optical, electromagnetic or similar capabilities.

(15) “Manufacture” means the production, preparation, propagation, compounding, conversion or processing of a controlled substance, either directly or indirectly by extraction from substances of natural origin, or independently by means of chemical synthesis, or by a combination of extraction and chemical synthesis, and includes any packaging or repackaging of the substance or labeling or relabeling of its container, except that this term does not include the preparation or compounding of a controlled substance:

(a) By a practitioner as an incident to administering or dispensing of a controlled substance in the course of professional practice; or

(b) By a practitioner, or by an authorized agent under the practitioner’s supervision, for the purpose of, or as an incident to, research, teaching or chemical analysis and not for sale.

(16) “Marijuana”:

(a) Except as provided in this subsection, means all parts of the plant Cannabis family Moraceae, whether growing or not; the resin extracted from any part of the plant; and every compound, manufacture, salt, derivative, mixture, or preparation of the plant or its resin.

(b) Does not mean the mature stalks of the plant, fiber produced from the stalks, oil or cake made from the seeds of the plant, any other compound, manufacture, salt, derivative, mixture, or preparation of the mature stalks (except the resin extracted therefrom), fiber, oil, or cake, or the sterilized seed of the plant which is incapable of germination.

(c) Does not mean industrial hemp, as defined in ORS 571.300, or industrial hemp commodities or products.

(17) “Person” includes a government subdivision or agency, business trust, estate, trust or any other legal entity.

(18) “Practitioner” means physician, dentist, veterinarian, scientific investigator, certified nurse practitioner, physician assistant or other person licensed, registered or otherwise permitted by law to dispense, conduct research with respect to or to administer a controlled substance in the course of professional practice or research in this state but does not include a pharmacist or a pharmacy.

(19) “Prescription” means a written, oral or electronically transmitted direction, given by a practitioner for the preparation and use of a drug. When the context requires, “prescription” also means the drug prepared under such written, oral or electronically transmitted direction. Any label affixed to a drug prepared under written, oral or electronically transmitted direction shall prominently display a warning that the removal thereof is prohibited by law.

(20) “Production” includes the manufacture, planting, cultivation, growing or harvesting of a controlled substance.

(21) “Research” means an activity conducted by the person registered with the federal Drug Enforcement Administration pursuant to a protocol approved by the United States Food and Drug Administration.

(22) “Ultimate user” means a person who lawfully possesses a controlled substance for the use of the person or for the use of a member of the household of the person or for administering to an animal owned by the person or by a member of the household of the person.

(23) “Usable quantity” means:

(a) An amount of a controlled substance that is sufficient to physically weigh independent of its packaging and that does not fall below the uncertainty of the measuring scale; or

(b) An amount of a controlled substance that has not been deemed unweighable, as determined by a Department of State Police forensic laboratory, due to the circumstances of the controlled substance.

[23)] (24) “Within 1,000 feet” means a straight line measurement in a radius extending for 1,000 feet or less in every direction from a specified location or from any point on the boundary line of a specified unit of property.

SECTION 17. ORS 423.478 is amended to read:

423.478. (1) The Department of Corrections shall:

- (a) Operate prisons for offenders sentenced to terms of incarceration for more than 12 months;
- (b) Provide central information and data services sufficient to:

(A) Allow tracking of offenders; and

(B) Permit analysis of correlations between sanctions, supervision, services and programs, and future criminal conduct; and

(c) Provide interstate compact administration and jail inspections.

(2) Subject to ORS 423.483, the county, in partnership with the department, shall assume responsibility for community-based supervision, sanctions and services for offenders convicted of felonies **or designated drug-related misdemeanors** who are:

(a) On parole;

(b) On probation;

(c) On post-prison supervision;

(d) Sentenced, on or after January 1, 1997, to 12 months or less incarceration;

(e) Sanctioned, on or after January 1, 1997, by a court or the State Board of Parole and Post-Prison Supervision to 12 months or less incarceration for violation of a condition of parole, probation or post-prison supervision; [and] **or**

(f) On conditional release under ORS 420A.206.

(3) Notwithstanding the fact that the court has sentenced a person to a term of incarceration, when an offender is committed to the custody of the supervisory authority of a county under ORS 137.124 (2) or (4), the supervisory authority may execute the sentence by imposing sanctions other than incarceration if deemed appropriate by the supervisory authority. If the supervisory authority releases a person from custody under this subsection and the person is required to report as a sex offender under ORS 163A.010, the supervisory authority, as a condition of release, shall order the person to report to the Department of State Police, a city police department or a county sheriff's office or to the supervising agency, if any:

(a) When the person is released;

(b) Within 10 days of a change of residence;

(c) Once each year within 10 days of the person's birth date;

(d) Within 10 days of the first day the person works at, carries on a vocation at or attends an institution of higher education; and

(e) Within 10 days of a change in work, vocation or attendance status at an institution of higher education.

(4) As used in this section[,]:

(a) “Attends,” “institution of higher education,” “works” and “carries on a vocation” have the meanings given those terms in ORS 163A.005.

(b) **“Designated drug-related misdemeanor” means:**

(A) **Unlawful possession of a Schedule I controlled substance under ORS 475.752 (3)(a);**

(B) **Unlawful possession of a Schedule II controlled substance under ORS 475.752 (3)(b);**

(C) **Unlawful possession of methadone under ORS 475.824 (2)(a);**

(D) **Unlawful possession of oxycodone under ORS 475.834 (2)(a);**

(E) **Unlawful possession of heroin under ORS 475.854 (2)(a);**

(F) **Unlawful possession of 3,4-methylenedioxymethamphetamine under ORS 475.874 (2)(a);**

(G) **Unlawful possession of cocaine under ORS 475.884 (2)(a); or**

(H) **Unlawful possession of methamphetamine under ORS 475.894 (2)(a).**

SECTION 18. ORS 423.525, as amended by section 67, chapter 117, Oregon Laws 2016, is amended to read:

423.525. (1) A county, group of counties or intergovernmental corrections entity shall apply to the Director of the Department of Corrections in a manner and form prescribed by the director for funding made available under ORS 423.500 to 423.560. The application shall include a community corrections plan. The Department of Corrections shall provide consultation and technical assistance to counties to aid in the development and implementation of community corrections plans.

(2)(a) From July 1, 1995, until June 30, 1999, a county, group of counties or intergovernmental corrections entity may make application requesting funding for the construction, acquisition, expansion or remodeling of correctional facilities to serve the county, group of counties or intergovernmental corrections entity. The department shall review the application for funding of correctional facilities in accordance with criteria that consider design, cost, capacity, need, operating efficiency and viability based on the county's, group of counties' or intergovernmental corrections entity's ability to provide for ongoing operations.

(b)(A) If the application is approved, the department shall present the application with a request to finance the facility with financing agreements to the State Treasurer and the Director of the Oregon Department of Administrative Services. Except as otherwise provided in subparagraph (B) of this paragraph, upon approval of the request by the State Treasurer and the Director of the Oregon Department of Administrative Services, the facility may be financed with financing agreements, and certificates of participation issued pursuant thereto, as provided in ORS 283.085 to 283.092. All decisions approving or denying applications and requests for financing under this section are final. No such decision is subject to judicial review of any kind.

(B) If requests to finance county correctional facility projects are submitted after February 22, 1996, and the requests have not been approved by the department on the date a session of the Legislative Assembly convenes, the requests are also subject to the approval of the Legislative Assembly.

(c) After approval but prior to the solicitation of bids or proposals for the construction of a project, the county, group of counties or intergovernmental corrections entity and the department shall enter into a written agreement that determines the procedures, and the parties responsible, for the awarding of contracts and the administration of the construction project for the approved correctional facility. If the parties are unable to agree on the terms of the written agreement, the Governor shall decide the terms of the agreement. The Governor's decision is final.

(d) After approval of a construction project, the administration of the project shall be conducted as provided in the agreement required by paragraph (c) of this subsection. The agreement must require at a minimum that the county, group of counties or intergovernmental corrections entity shall submit to the department any change order or alteration of the design of the project that, singly or in the aggregate, reduces the capacity of the correctional facility or materially changes the services or functions of the project. The change order or alteration is not effective until approved by the department. In reviewing the change order or alteration, the department shall consider whether the implementation of the change order or alteration will have any material adverse impact on the parties to any financing agreements or the holders of any certificates of participation issued to fund county correctional facilities under this section. In making its decision, the department may rely on the opinions of the Department of Justice, bond counsel or professional financial advisers.

(3) Notwithstanding ORS 283.085, for purposes of this section, "financing agreement" means a lease purchase agreement, an installment sale agreement, a loan agreement or any other agreement to finance a correctional facility described in this section, or to refinance a previously executed financing agreement for the financing of a correctional facility. The state is not required to own or operate a correctional facility in order to finance it under ORS 283.085 to 283.092 and this section. The state, an intergovernmental corrections entity, county or group of counties may enter into any agreements, including, but not limited to, leases and subleases, that are reasonably necessary or generally accepted by the financial community for purposes of acquiring or securing financing as authorized by this section. In financing county correctional facilities under this section, "property rights" as used in ORS 283.085 includes leasehold mortgages of the state's rights under leases of correctional facilities from counties.

(4) Notwithstanding any other provision of state law, county charter or ordinance, a county may convey or lease to the State of Oregon, acting by and through the Department of Corrections, title to interests in, or a lease of, any real property, facilities or personal property owned by the county for the purpose of financing the construction, acquisition, expansion or remodeling of a correctional facility. Upon the payment of all principal and interest on, or upon any other satisfaction of, the financing agreement used to finance the construction, acquisition, expansion or remodeling of a correctional facility, the state shall reconvey its interest in, or terminate and surrender its leasehold of, the property or facilities, including the financed construction, acquisition, expansion or remodeling, to the county. In addition to any authority granted by ORS 283.089, for the purposes of obtaining financing, the state may enter into agreements under which the state may grant to trustees or lenders leases, subleases and other security interests in county property conveyed or leased to the state under this subsection and in the property or facilities financed by financing agreements.

(5) In connection with the financing of correctional facilities, the Director of the Oregon Department of Administrative Services may bill the Department of Corrections, and the Department of Corrections shall pay the amounts billed, in the same manner as provided in ORS 283.089. As required by ORS 283.091, the Department of Corrections and the Oregon Department of Administrative Services shall include in the Governor's budget all amounts that will be due in each fiscal period under financing agreements for correctional facilities. Amounts payable by the state under a financing agreement for the construction, acquisition, expansion or remodeling of a correctional facility are limited to available funds as defined in ORS 283.085, and no lender, trustee, certificate holder or county has any claim or recourse against any funds of the state other than available funds.

(6) The director shall adopt rules that may be necessary for the administration, evaluation and implementation of ORS 423.500 to 423.560. The standards shall be sufficiently flexible to foster the development of new and improved supervision or rehabilitative practices and maximize local control.

(7) When a county assumes responsibility under ORS 423.500 to 423.560 for correctional services previously provided by the department, the county and the department shall enter into an inter-governmental agreement that includes a local community corrections plan consisting of program descriptions, budget allocation, performance objectives and methods of evaluating each correctional service to be provided by the county. The performance objectives must include in dominant part reducing future criminal conduct. The methods of evaluating services must include, to the extent of available information systems resources, the collection and analysis of data sufficient to determine the apparent effect of the services on future criminal conduct.

(8) All community corrections plans shall comply with rules adopted pursuant to ORS 423.500 to 423.560, and shall include but need not be limited to an outline of the basic structure and the supervision, services and local sanctions to be applied to offenders convicted of felonies **and designated drug-related misdemeanors** who are:

- (a) On parole;
- (b) On probation;
- (c) On post-prison supervision;
- (d) Sentenced, on or after January 1, 1997, to 12 months or less incarceration;
- (e) Sanctioned, on or after January 1, 1997, by a court or the State Board of Parole and Post-Prison Supervision to 12 months or less incarceration for a violation of a condition of parole, probation or post-prison supervision; and
- (f) On conditional release under ORS 420A.206.

(9) All community corrections plans shall designate a community corrections manager of the county or counties and shall provide that the administration of community corrections under ORS 423.500 to 423.560 shall be under such manager.

(10) No amendment to or modification of a county-approved community corrections plan shall be placed in effect without prior notice to the director for purposes of statewide data collection and reporting.

(11) The obligation of the state to provide funding and the scheduling for providing funding of a project approved under this section is dependent upon the ability of the state to access public security markets to sell financing agreements.

(12) No later than January 1 of each odd-numbered year, the Department of Corrections shall:

(a) Evaluate the community corrections policy established in ORS 423.475, 423.478, 423.483 and 423.500 to 423.560; and

(b) Assess the effectiveness of local revocation options.

(13) **As used in this section, “designated drug-related misdemeanor” has the meaning given that term in ORS 423.478.**

SECTION 19. ORS 137.633 is amended to read:

137.633. (1) A person convicted of a felony **or a designated drug-related misdemeanor** and sentenced to probation or to the legal and physical custody of the supervisory authority under ORS 137.124 (2) is eligible for a reduction in the period of probation or local control post-prison supervision for complying with terms of probation or post-prison supervision, including the payment of restitution and participation in recidivism reduction programs.

(2) The maximum reduction under this section may not exceed 50 percent of the period of probation or local control post-prison supervision imposed.

(3) A reduction under this section may not be used to shorten the period of probation or local control post-prison supervision to less than six months.

(4)(a) The Department of Corrections shall adopt rules to carry out the provisions of this section.

(b) The supervisory authority shall comply with the rules adopted under this section.

(5) As used in this section[,]:

(a) **“Designated drug-related misdemeanor” has the meaning given that term in ORS 423.478.**

(b) “Local control post-prison supervision” means post-prison supervision that is supervised by a local supervisory authority pursuant to ORS 144.101.

SECTION 20. ORS 51.050 is amended to read:

51.050. (1) Except as otherwise provided in this section, in addition to the criminal jurisdiction of justice courts already conferred upon and exercised by them, justice courts have jurisdiction of all offenses committed or triable in their respective counties. The jurisdiction conveyed by this section is concurrent with any jurisdiction that may be exercised by a circuit court or municipal court.

(2) In any justice court that has not become a court of record under ORS 51.025, a defendant charged with a misdemeanor shall be notified immediately after entering a plea of not guilty of the right of the defendant to have the matter transferred to the circuit court for the county where the justice court is located. The election shall be made within 10 days after the plea of not guilty is entered, and the justice shall immediately transfer the case to the appropriate court.

(3) A justice court does not have jurisdiction over the trial of any felony **or a designated drug-related misdemeanor as defined in ORS 423.478**. Except as provided in ORS 51.037, a justice court does not have jurisdiction over offenses created by the charter or ordinance of any city.

SECTION 21. ORS 221.339 is amended to read:

221.339. (1) A municipal court has concurrent jurisdiction with circuit courts and justice courts over all violations committed or triable in the city where the court is located.

(2) Except as provided in subsections (3) and (4) of this section, municipal courts have concurrent jurisdiction with circuit courts and justice courts over misdemeanors committed or triable in the city. Municipal courts may exercise the jurisdiction conveyed by this section without a charter provision or ordinance authorizing that exercise.

(3) Municipal courts have no jurisdiction over felonies **or designated drug-related misdemeanors as defined in ORS 423.478**.

(4) A city may limit the exercise of jurisdiction over misdemeanors by a municipal court under this section by the adoption of a charter provision or ordinance, except that municipal courts must retain concurrent jurisdiction with circuit courts over:

(a) Misdemeanors created by the city's own charter or by ordinances adopted by the city, as provided in ORS 3.132; and

(b) Traffic crimes as defined by ORS 801.545.

(5) Subject to the powers and duties of the Attorney General under ORS 180.060, the city attorney has authority to prosecute a violation of any offense created by statute that is subject to the jurisdiction of a municipal court, including any appeal, if the offense is committed or triable in the city. The prosecution shall be in the name of the state. The city attorney shall have all powers of a district attorney in prosecutions under this subsection.

SECTION 22. ORS 161.615 is amended to read:

161.615. Sentences for misdemeanors shall be for a definite term. The court shall fix the term of imprisonment within the following maximum limitations:

(1) For a Class A misdemeanor, [1 year] **364 days**.

(2) For a Class B misdemeanor, 6 months.

(3) For a Class C misdemeanor, 30 days.

(4) For an unclassified misdemeanor, as provided in the statute defining the crime.

SECTION 23. ORS 419C.501 is amended to read:

419C.501. (1) The court shall fix the duration of any disposition made pursuant to this chapter and the duration may be for an indefinite period. Any placement in the legal custody of the Department of Human Services or the Oregon Youth Authority under ORS 419C.478 or placement under the jurisdiction of the Psychiatric Security Review Board under ORS 419C.529 shall be for an indefinite period. However, the period of institutionalization or commitment may not exceed:

(a) The period of time specified in the statute defining the crime for an act that would constitute an unclassified misdemeanor if committed by an adult;

(b) Thirty days for an act that would constitute a Class C misdemeanor if committed by an adult;

(c) Six months for an act that would constitute a Class B misdemeanor if committed by an adult;

(d) [One year] **Three hundred sixty-four days** for an act that would constitute a Class A misdemeanor if committed by an adult;

(e) Five years for an act that would constitute a Class C felony if committed by an adult;

(f) Ten years for an act that would constitute a Class B felony if committed by an adult;

(g) Twenty years for an act that would constitute a Class A felony if committed by an adult; and

(h) Life for a young person who was found to have committed an act that, if committed by an adult would constitute murder or any aggravated form of murder under ORS 163.095 or 163.115.

(2) Except as provided in subsection (1)(h) of this section, the period of any disposition may not extend beyond the date on which the young person or youth offender becomes 25 years of age.

SECTION 24. The Oregon Criminal Justice Commission shall study the effect that the reduction of certain unlawful possession of a controlled substance offenses from a felony to a misdemeanor has had on the criminal justice system, rates of recidivism and the composition of the population of persons convicted of felony offenses. The commission shall submit a report detailing the results of the study to the interim committees of the Legislative Assembly related to the judiciary in the manner provided by ORS 192.245 no later than September 15, 2018.

SECTION 25. ORS 161.570 is amended to read:

161.570. (1) As used in this section, "nonperson felony" has the meaning given that term in the rules of the Oregon Criminal Justice Commission.

(2) A district attorney may elect to treat a Class C nonperson felony or a violation of ORS 475.752 [(3)(a)] **(7)**, 475.854 **(2)(b)** or 475.874 **(2)(b)** as a Class A misdemeanor. The election must be made by the district attorney orally or in writing at the time of the first appearance of the defendant. If a district attorney elects to treat a Class C felony or a violation of ORS 475.752 [(3)(a)] **(7)**,

475.854 (2)(b) or 475.874 (2)(b) as a Class A misdemeanor under this subsection, the court shall amend the accusatory instrument to reflect the charged offense as a Class A misdemeanor.

(3) If, at some time after the first appearance of a defendant charged with a Class C nonperson felony or a violation of ORS 475.752 [(3)(a)] (7), 475.854 (2)(b) or 475.874 (2)(b), the district attorney and the defendant agree to treat the charged offense as a Class A misdemeanor, the court may allow the offense to be treated as a Class A misdemeanor by stipulation of the parties.

(4) If a Class C felony or a violation of ORS 475.752 [(3)(a)] (7), 475.854 (2)(b) or 475.874 (2)(b) is treated as a Class A misdemeanor under this section, the court shall clearly denominate the offense as a Class A misdemeanor in any judgment entered in the matter.

(5) If no election or stipulation is made under this section, the case proceeds as a felony.

(6) Before a district attorney may make an election under subsection (2) of this section, the district attorney shall adopt written guidelines for determining when and under what circumstances the election may be made. The district attorney shall apply the guidelines uniformly.

(7) Notwithstanding ORS 161.635, the fine that a court may impose upon conviction of a misdemeanor under this section may not:

(a) Be less than the minimum fine established by ORS 137.286 for a felony; or

(b) Exceed the amount provided in ORS 161.625 for the class of felony receiving Class A misdemeanor treatment.

SECTION 26. Notwithstanding any other provision of law, the General Fund appropriation made to the Oregon Criminal Justice Commission by section 1, chapter _____, Oregon Laws 2017 (Enrolled House Bill 5005), for the biennium beginning July 1, 2017, is increased by \$347,351 for the purpose of implementing the provisions of this 2017 Act.

SECTION 27. Notwithstanding any other provision of law, the General Fund appropriation made to the Department of State Police by section 1 (4), chapter _____, Oregon Laws 2017 (Enrolled House Bill 5031), for the biennium beginning July 1, 2017, for administrative services, agency support, criminal justice information services and office of the State Fire Marshal, is increased by \$780,418 for the purpose of implementing the provisions of this 2017 Act.

SECTION 28. Notwithstanding any other law limiting expenditures, the limitation on expenditures established by section 2 (4), chapter _____, Oregon Laws 2017 (Enrolled House Bill 5031), for the biennium beginning July 1, 2017, as the maximum limit for payment of expenses from fees, moneys or other revenues, including Miscellaneous Receipts, but excluding lottery funds and federal funds, collected or received by the Department of State Police for administrative services, agency support, criminal justice information services and office of the State Fire Marshal, is increased by \$750,000 for the purpose of implementing the provisions of this 2017 Act.

SECTION 29. Notwithstanding any other law limiting expenditures, the limitation on expenditures established by section 2 (1), chapter _____, Oregon Laws 2017 (Enrolled House Bill 5034), for the biennium beginning July 1, 2017, as the maximum limit for payment of expenses from fees, moneys or other revenues, including Miscellaneous Receipts, but excluding lottery funds and federal funds, collected or received by the Department of Public Safety Standards and Training, for operations, is increased by \$431,330 for the purpose of implementing the provisions of this 2017 Act.

SECTION 30. (1) The amendments to ORS 475.005, 475.752, 475.824, 475.834, 475.854, 475.874, 475.884 and 475.894 by sections 9 to 16 of this 2017 Act apply to unlawful possession of a controlled substance offenses committed on or after the effective date of this 2017 Act.

(2) The amendments to ORS 161.615 by section 22 of this 2017 Act apply to sentences imposed on or after the effective date of this 2017 Act.

(3) The amendments to ORS 419C.501 by section 23 of this 2017 Act apply to findings that a youth offender is within the jurisdiction of the court under ORS 419C.005 that are made on or after the effective date of this 2017 Act.

SECTION 31. This 2017 Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this 2017 Act takes effect on its passage.

Passed by House July 5, 2017

.....
Timothy G. Sekerak, Chief Clerk of House

.....
Tina Kotek, Speaker of House

Passed by Senate July 6, 2017

.....
Peter Courtney, President of Senate

Received by Governor:

.....M.,....., 2017

Approved:

.....M.,....., 2017

.....
Kate Brown, Governor

Filed in Office of Secretary of State:

.....M.,....., 2017

.....
Dennis Richardson, Secretary of State

siteYear	siteID	Location Description	Hwy	Route	CN	Direction	MPbeg	MPend	SPIS_topPercent	Proposed Remedy	impediment
2022	817	Three-lanes north of SW Elligsen Rd off-ramp	001	I-5		SB	287.1	287.22	15.00%	Education on tailgating, following too closely	Funding
2022	817	Three-lanes north of SW Elligsen Rd off-ramp	001	I-5		SB	287.1	287.22	15.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	
2022	748	Straight stretch of NB hwy just south of I-205 NB	001	I-5		NB	287.91	288.09	5.00%	Education on tailgating, following too closely	
2022	561	I-5 NB at merge from I-205 WB	001	I-5		NB	288.93	289.09	10.00%	Education on tailgating, following too closely	
2022	632	I-5 NB auxiliary lane formation from the I-205 entrance ramp approach to the exit 289: Nyberg St / Tualatin-Sherwood Rd	001	I-5		NB	289.17	289.27	15.00%	Education on tailgating, following too closely	
2022	632	I-5 NB auxiliary lane formation from the I-205 entrance ramp approach to the exit 289: Nyberg St / Tualatin-Sherwood Rd	001	I-5		NB	289.17	289.27	15.00%	Zipper merge education	
2022	252	I-5 NB between Nyberg Road and Lower Boones Ferry ramps	001	I-5		NB	289.91	290.09	5.00%	Education on tailgating, following too closely	
2022	648	I-5 NB approaching the SW lower Boones Ferry Rd exit, just north of the Nyberg Rd on ramp.	001	I-5		NB	290.17	290.28	10.00%	Education on tailgating, following too closely	
2022	3	I-5 SB 217 on ramp to I-5, Bonita Rd weave (no control)	001	I-5		SB	291.76	291.88	15.00%	Speed Enforcement	
2022	439	I-5 NB at Connecting on-ramp from SW Multnomah Blvd. towards underpass of SW Terwilliger Blvd.	001	I-5		NB	296.96	297.09	15.00%	Education on tailgating, following too closely	
2022	439	I-5 NB at Connecting on-ramp from SW Multnomah Blvd. towards underpass of SW Terwilliger Blvd.	001	I-5		NB	296.96	297.09	15.00%	Increase police patrols at high crash times and patrol locations, targeting speed (incl Too Fast For Conditions), follow too close and reckless driving. Pair with educational outreach	
2022	4	I-5 SB in middle of Terwilliger Curves approaching Terwilliger off ramp	001	I-5		SB	297.33	297.5	10.00%	Increase police patrols at high crash times and patrol locations, targeting speed (incl Too Fast For Conditions), follow too close and reckless driving. Pair with educational outreach	
2022	860	I-5 NB at on-ramp from Terwilliger Blvd.	001	I-5		NB	297.35	297.52	5.00%	Education on tailgating, following too closely	
2022	5	I-5 NB at Corbett Exit	001	I-5		NB	298.6	298.78	10.00%	Education on tailgating, following too closely	
2022	6	I-5 NB near Marquam Br, I-5 NB Split from I-405	001	I-5		NB	299.41	299.57	10.00%	Education on tailgating, following too closely	
2022	6	I-5 NB near Marquam Br, I-5 NB Split from I-405	001	I-5		NB	299.41	299.57	10.00%	Zipper merge education	
2022	9	I-5 NB North end of Marquam Bridge, weaving for I-84 exit / NB upper deck of the Marquam Bridge	001	I-5		NB	300.54	300.73	5.00%	Education on tailgating, following too closely	
2022	650	I-5 NB at the merge point of the Morrison St on ramps.	001	I-5		NB	301.45	301.55	15.00%	Education on tailgating, following too closely	
2022	650	I-5 NB at the merge point of the Morrison St on ramps.	001	I-5		NB	301.45	301.55	15.00%	Increase Driver Education in schools	
2022	10	I-5 SB from Rose Quarter on ramp to I-84 EB ramp	001	I-5		SB	301.83	302.09	5.00%	Zipper merge education	Funding
2022	10	I-5 SB from Rose Quarter on ramp to I-84 EB ramp	001	I-5		SB	301.83	302.09	5.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	
2022	10	I-5 SB from Rose Quarter on ramp to I-84 EB ramp	001	I-5		SB	301.83	302.09	5.00%	Increase police patrols at high crash times and patrol locations, targeting speed (incl Too Fast For Conditions). Pair with educational outreach	
2022	10	I-5 SB from Rose Quarter on ramp to I-84 EB ramp	001	I-5		SB	301.83	302.09	5.00%	DUI enforcement, particularly related to event center. Could be on local streets.	
2022	11	I-5 NB weave from I-84 WB on ramp to Broadway/Weidler exit ramp.	001	I-5		NB	301.93	302.15	5.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	11	I-5 NB weave from I-84 WB on ramp to Broadway/Weidler exit ramp.	001	I-5		NB	301.93	302.15	5.00%	Increase police patrols at high crash times and patrol locations, targeting speed (incl Too Fast For Conditions). Pair with educational outreach	
2022	11	I-5 NB weave from I-84 WB on ramp to Broadway/Weidler exit ramp.	001	I-5		NB	301.93	302.15	5.00%	Education on tailgating, following too closely	
2022	11	I-5 NB weave from I-84 WB on ramp to Broadway/Weidler exit ramp.	001	I-5		NB	301.93	302.15	5.00%	Zipper merge education	
2022	11	I-5 NB weave from I-84 WB on ramp to Broadway/Weidler exit ramp.	001	I-5		NB	301.93	302.15	5.00%	DUI enforcement, particularly related to event center. Could be on local streets.	
2022	11	I-5 NB weave from I-84 WB on ramp to Broadway/Weidler exit ramp.	001	I-5		NB	301.93	302.15	5.00%	Education on "Give Trucks Space"	
2022	12	I-5 SB past Broadway/Weidler exit ramp to N Flint Ave structure.	001	I-5 US-30		SB	302.55	302.73	5.00%	DUI enforcement, particularly related to event center. Could be on local streets.	Funding
2022	12	I-5 SB past Broadway/Weidler exit ramp to N Flint Ave structure.	001	I-5 US-30		SB	302.55	302.73	5.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	
2022	12	I-5 SB past Broadway/Weidler exit ramp to N Flint Ave structure.	001	I-5 US-30		SB	302.55	302.73	5.00%	Increase police patrols at high crash times and patrol locations, targeting speed (incl Too Fast For Conditions). Pair with educational outreach	
2022	12	I-5 SB past Broadway/Weidler exit ramp to N Flint Ave structure.	001	I-5 US-30		SB	302.55	302.73	5.00%	Zipper merge education	
2022	861		001	I-5		NB	302.82	302.92	15.00%	Education on tailgating, following too closely	
2022	14	I-5 SB at connection to I-405 SB /Fremont Br	001	I-5		SB	303.42	303.61	5.00%	Zipper merge education	
2022	14	I-5 SB at connection to I-405 SB /Fremont Br	001	I-5		SB	303.42	303.61	5.00%	DUI enforcement, particularly related to event center. Could be on local streets.	
2022	14	I-5 SB at connection to I-405 SB /Fremont Br	001	I-5		SB	303.42	303.61	5.00%	Increase police patrols at high crash times and patrol locations, targeting speed (incl Too Fast For Conditions). Pair with educational outreach	
2022	14	I-5 SB at connection to I-405 SB /Fremont Br	001	I-5		SB	303.42	303.61	5.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	16	I-5 Rosa Parks entrance ramp to NB Lombard off ramp	001	I-5		NB	305.14	305.25	15.00%	Education on tailgating, following too closely	
2022	16	I-5 Rosa Parks entrance ramp to NB Lombard off ramp	001	I-5		NB	305.14	305.25	15.00%	HOV Lane (I-5 NB: MP 303.98 to 307.49) enforcement	
2022	825	On-ramp from Lombard St (US30By)	001	I-5		SB	305.31	305.49	5.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	20	I-5 NB Hayden Island off ramp. Approximately 1/4 mile past the end of the HOV lane at MP 303.98	001	I-5		NB	307.65	307.83	10.00%	Education on tailgating, following too closely	
2022	21	I-5 NB on ramp from Hayden Island and south end of I-5 bridge	001	I-5		NB	307.91	308.04	10.00%	Education on tailgating, following too closely	
2022	254	I-5 NB mid-span interstate bridge	001	I-5		NB	308.15	308.34	10.00%	Education on tailgating, following too closely	

2022	24	I-84 WB before and after 16th Ave on-ramp	002	I-84 US-30	WB	1.17	1.37	5.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	260	I84 WB east of and west of NE 33rd Ave Structure	002	I-84 US-30	WB	2.12	2.3	5.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	27	I-84 WB approaching the 43rd off ramp at NE Halsey St to the NE 47th Ave Structure	002	I-84 US-30	WB	2.98	3.15	5.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	853	onramp from NE Glisan St to I-84 WB	002	I-84	AO	3.13	3.38	5.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	461	I-84 WB east of OR 213/NE 82nd Ave structure to NE Halsey St structure (east of NE Halsey St on ramp)	002	I-84 US-30	WB	4.99	5.11	15.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	462	I-84 WB connection to I-205 NB & SB	002	I-84 US-30	WB	7.23	7.44	5.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	854	I-84 WB to I-205 SB	002	I-84	AY	7.53	8	10.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	44	SE 70th Ave (stop control), SE 71st Ave (signal), 72nd Ave (signal) to SE 73rd Ave (signal)	026	US-26		4.44	4.59	10.00%	Enhanced DUI enforcement in the corridor	
2022	484	SE 78th Ave (stop control) and 80th (stop control), SE 82nd Ave /OR 213 (signal) to SE 84th Ave (stop control)	026	US-26		4.79	5.22	5.00%	Enhanced DUI enforcement in the corridor	
2022	46	SE 90th Pl (stop control, SE 92nd Ave (signal), to I-205 southbound intchge	026	US-26		5.39	5.65	5.00%	Enhanced DUI enforcement in the corridor	
2022	297	SE 99th Ave (signalized) to 102nd (stop control)	026	US-26		5.84	6.27	5.00%	Enhanced DUI enforcement in the corridor	
2022	51	SE 134th Ave (stop control), SE 136th Ave (signal) to west of SE 138th Ave (stop control)	026	US-26		7.81	7.99	5.00%	Educational campaign for drinking and driving in the area with targeted enforcement	funding
2022	63	SW 110th (MP2.75 - signal), 217 NB & SB ramps (both signalized), SW 114th (MP2.99 - unsignalized)	029	OR-8		2.75	3.05	5.00%	Region-wide education/outreach on midblock pedestrian crossings	
2022	67	SW Cedar Hills Blvd (signal)	029	OR-8		3.72	3.91	5.00%	Add Red-Light-Running cameras with speed enforcement	Requires local agency ownership
2022	68	SW Hocken Ave (signal)	029	OR-8		3.93	4.11	5.00%	Speed and DUI enforcement (Hwy 29, MP4-9)	
2022	69	SW 142nd Ave (MP4.39, unsignalized), SW 144th Ave (MP4.51, unsignalized), SW Murray Blvd (MP4.58, signal)	029	OR-8		4.39	4.67	5.00%	Speed and DUI enforcement (Hwy 29, MP4-9)	
2022	69	SW 142nd Ave (MP4.39, unsignalized), SW 144th Ave (MP4.51, unsignalized), SW Murray Blvd (MP4.58, signal)	029	OR-8		4.39	4.67	5.00%	Install Red light camera	Red Light Camera and Adaptive System interaction. Railroad Issues. Public Opinion. Needs to be owned by local agency
2022	72	SW 170th (signal)	029	OR-8		5.82	5.96	10.00%	Speed and DUI enforcement (Hwy 29, MP4-9)	
2022	73	SW 178th (signal)	029	OR-8		6.17	6.35	5.00%	Speed and DUI enforcement (Hwy 29, MP4-9)	
2022	74	SW 185th Ave (MP6.60, signal) & legs	029	OR-8		6.51	6.69	5.00%	Speed and DUI enforcement (Hwy 29, MP4-9)	
2022	75	SW 192nd Ave (stop control)	029	OR-8		6.9	7.08	5.00%	Speed and DUI enforcement (Hwy 29, MP4-9)	
2022	76	SW 198th Ave (signal)	029	OR-8		7.19	7.38	5.00%	Speed and DUI enforcement (Hwy 29, MP4-9)	
2022	78	SW 209th Ave (signal), SW 211th Ave (stop control)	029	OR-8		7.64	7.91	5.00%	Speed and DUI enforcement (Hwy 29, MP4-9)	
2022	79	Cornelius Pass Rd [formerly SW 219th] (signal)	029	OR-8		8.22	8.46	5.00%	Speed and DUI enforcement (Hwy 29, MP4-9)	
2022	80	SE Century(signal)	029	OR-8		8.97	9.15	10.00%	Speed and DUI enforcement (Hwy 29, MP4-9)	
2022	90	Baseline St: 2nd Ave (MP 13.21 - signal), OR-219 (1st Ave, MP13.29 - signal) and Adams (MP13.36 - stop control)	029	OR-8	WB	13.2	13.43	5.00%	Education on driving through on couplets / avoiding angle crashes. Talk to other Regions about high-volume one-way couplets	
2022	90	Baseline St: 2nd Ave (MP 13.21 - signal), OR-219 (1st Ave, MP13.29 - signal) and Adams (MP13.36 - stop control)	029	OR-8	WB	13.2	13.43	5.00%	Education on driving through on couplets / avoiding angle crashes. Talk to other Regions about high-volume one-way couplets	
2022	759	NW 341st Ave (unsignalized - MP15.12), East Lane / Valley View Mobile Home Park (unsignalized - MP 15.22)	029	OR-8		15.12	15.21	10.00%	Enforcement of speeding and drunk driving for the corridor, focused on weekends and nights	
2022	785	SW Laurelwood Ave (signal - MP2.56)	040	OR-10		2.48	2.66	5.00%	Region-wide education/outreach on midblock pedestrian crossings	
2022	280	Sunset Hwy WB Murray Blvd off ramp (no control)	047	US-26	WB	67.39	67.48	15.00%	Move Over law enforcement/education	
2022	741	US-26 EB Just west of Cedar Hills Blvd EB off-ramp	047	US-26	EB	67.98	68.09	5.00%	Move Over law enforcement/education	
2022	850	US-26 EB at Off-ramp to OR217 SB	047	US-26	EB	68.98	69.09	10.00%	Move Over law enforcement/education	
2022	455	Sunset Hwy EB at Sylvan exit, exit 71 (Skyline, SW Scholls Ferry Rd).	047	US-26	EB	70.53	70.72	5.00%	Move Over law enforcement/education	
2022	455	Sunset Hwy EB at Sylvan exit, exit 71 (Skyline, SW Scholls Ferry Rd).	047	US-26	EB	70.53	70.72	5.00%	Increase speed enforcement	narrow shoulders
2022	403	Sunset Hwy EB from Sylvan on-ramp to Zoo off-ramp (SW Knights Blvd)	047	US-26	EB	71.17	71.32	15.00%	Move Over law enforcement/education	
2022	403	Sunset Hwy EB from Sylvan on-ramp to Zoo off-ramp (SW Knights Blvd)	047	US-26	EB	71.17	71.32	15.00%	Speed Enforcement	
2022	103	Sunset Hwy EB, off ramp to Zoo exit 72 (SW Knights Blvd)	047	US-26	EB	71.91	72.21	5.00%	Move Over law enforcement/education	
2022	558	US26 EB just east of Oregon Zoo on ramp and approx 1 mile before tunnel	047	US-26	EB	72.37	72.49	15.00%	Move Over law enforcement/education	
2022	104	Sunset Hwy WB Zoo off ramp	047	US-26	WB	72.38	72.59	5.00%	Move Over law enforcement/education	
2022	105	Sunset Hwy EB at Jefferson off ramp	047	US-26	EB	72.81	73.1	5.00%	Move Over law enforcement/education	
2022	105	Sunset Hwy EB at Jefferson off ramp	047	US-26	EB	72.81	73.1	5.00%	Increase speed enforcement	narrow shoulders
2022	106	Sunset Hwy WB In tunnel, Jefferson on ramp	047	US-26	WB	73.27	73.54	5.00%	Move Over law enforcement/education	
2022	107	Sunset Hwy EB in tunnel + I-405 connections east of tunnel URBAN OTHER FREEWAYS AND EXP - changes to URBAN MINOR ARTERIAL at MP 73.80	047	US-26	EB	73.28	73.81	5.00%	Move Over law enforcement/education	
2022	559	I405 SB ramp merge with Clay St ramp Merge onto US-26 WB	047	US-26	WB	73.6	73.79	5.00%	Move Over law enforcement/education	
2022	109	I-405 SB 5th Ave on ramp	061	I-405	SB	0.69	0.87	10.00%	Speed Enforcement	
2022	114	I-405 SB Everett on ramp; Sunset off ramps. Includes Glisan/Everett exit and US30 access.	061	I-405	SB	2.57	2.7	15.00%	Speed Enforcement	
2022	282	I-405 NB Left off ramp to US30 (no controls)	061	I-405	NB	2.65	2.74	15.00%	Speed Enforcement	
2022	283	I-405 SB on Fremont Bridge (no control)	061	I-405 US-30	SB	3.31	3.49	5.00%	Speed Enforcement	
2022	864	I-405 SB just past split from I-5 SB	061	I-405	SB	4.04	4.2	10.00%	Speed Enforcement	

2022	905		064	I-205	SB	8.31	8.41	15.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	116	I-205 SB at southwest end of Willamette River Bridge	064	I-205	SB	9.01	9.11	15.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	116	I-205 SB at southwest end of Willamette River Bridge	064	I-205	SB	9.01	9.11	15.00%	Speed Enforcement	
2022	763	I-205 SB between 82nd Dr overpass and 82nd Dr on-ramp	064	I-205 OR-213	SB	10.91	11.08	10.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	763	I-205 SB between 82nd Dr overpass and 82nd Dr on-ramp	064	I-205 OR-213	SB	10.91	11.08	10.00%	Speed Enforcement	
2022	288	I-205 SB north of Exit 12B to Johnson City, straight stretch	064	I-205 OR-213	SB	12.82	12.97	15.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	366	I-205 overpass at SE Sunnyside Rd	064	I-205	BG	14.48	14.69	10.00%	RLR enforcement	automated enforcement is not currently allowed in Counties
2022	836	Exit to SE Johnson Creek Blvd	064	I-205	NB	15.83	16.01	10.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	836	Exit to SE Johnson Creek Blvd	064	I-205	NB	15.83	16.01	10.00%	Drowsy Driving Education. Work with Region Traffic Safety Coordinator	
2022	904	North & South of Johnson Creek Blvd overpass	064	I-205	NB	16.11	16.27	5.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	118	I-205 at SB Foster Rd off ramp	064	I-205	SB	18.09	18.26	10.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	419	I-205 NB off-ramp to Powell	064	I-205	NB	18.78	18.93	15.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	761	I-205 NB at Market St overpass	064	I-205	NB	19.93	20.1	10.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	464	From ped overcrossing to just south of Market St overcrossing	064	I-205	SB	19.99	20.18	5.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	285	I-205 NB at Stark and Washington overpasses and Gilson exit ramp	064	I-205	NB	20.51	20.68	10.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	673	I-205 SB south of SE Washington St structure to north of the SE Stark St structure	064	I-205	SB	20.55	20.66	15.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	286	I-205 NB from the E Burnside St structure to the I-84 WB exit ramp	064	I-205	NB	20.84	21.03	5.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	555	I-205 NB immediately south of I84 EB off ramp	064	I-205	NB	22.12	22.25	10.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	121	I-205 SB just north and south of the I-84 EB ramp	064	I-205	SB	22.88	23.02	10.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	122	I-205 at the merge from I-84 WB to NE Prescott Overpass	064	I-205	NB	23.1	23.25	10.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	122	I-205 at the merge from I-84 WB to NE Prescott Overpass	064	I-205	NB	23.1	23.25	10.00%	Speed Enforcement	
2022	287	I-205 NB south of the Killingsworth (US30BYP) exit ramp to the Railroad structure	064	I-205	NB	23.51	23.62	15.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	568	I-205 SB in area surrounding the Killingsworth (US30BYP) off ramp	064	I-205	SB	23.93	24.07	15.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	672	I-205 NB north of Sandy Blvd on-ramp, south of Airport Way West exit, 3 lanes NB with aux lane	064	I-205	NB	24.14	24.27	15.00%	Motorcycle education/awareness - general drivers and motorcycle user. Work with Region Traffic Safety Coordinator	Funding
2022	140	82nd Ave at Johnson Creek Blvd (signal)	068	OR-213		7.45	7.63	5.00%	Red-light-running camera at Johnson Creek Blvd	Current OAR does not allow Counties to operate RLR cameras
2022	146	SE Sunnyside Dr (stop control) to south of SE Sunnyside Rd/SE Harmony Rd (signal)	068	OR-213		9.12	9.32	5.00%	Increase enforcement for RLR. Pair with Signal Enforcement Lights if needed.	
2022	149	SE Gertz Rd (stop control)	081	OR-99E		-4.94	-4.77	5.00%	Speed and DUI enforcement	
2022	153	Holgate (signal), SB turn out "jug handle"	081	OR-99E		2.24	2.42	5.00%	Speed enforcement, particularly SB	
2022	769	SB Tacoma St exit/ NB Tenino St off/on ramp	081	OR-99E		4.24	4.38	10.00%	Speed and DUI enforcement (Hwy 29, MP4-9)	
2022	156	Ochoco St (signal)	081	OR-99E		4.69	4.87	10.00%	RLR enforcement	local agency involvement required
2022	156	Ochoco St (signal)	081	OR-99E		4.69	4.87	10.00%	Increase speed enforcement	
2022	157	Milport Road (signal)	081	OR-99E		5.11	5.29	5.00%	RLR/speed enforcement camera	Must be local agency-led
2022	528	Oak Grove Blvd (signal)	081	OR-99E		7.79	7.97	5.00%	Red light Running Camera at Oak Grove Increased Enforcement - Automated?	Cameras may not be allowed here due to unincorporated county
2022	165	North of SE Arista Dr (stop control) to south of SE Jennings Ave (signal)	081	OR-99E		9.68	9.89	5.00%	Region-wide education on midblock crossings.	
2022	166	North of access from O.C. Shopping Ctr (stop control), Dunes Dr/O.C. Shopping Ctr (signal)	081	OR-99E		11.44	11.62	5.00%	Add Red Light Enforcement Cameras	Requires coordination with local law enforcement
2022	174	Capitol Hwy / I-5 ramps (signal), marked crosswalk at Huber	091	OR-99W		6.12	6.3	5.00%	Enforcement of No Left-Turns at Capitol Hwy	
2022	182	SW McKenzie St (MP 9.56, unsignalized), SW Walnut (MP 9.64, signal)	091	OR-99W		9.55	9.73	5.00%	Region-wide education/outreach on midblock pedestrian crossings	
2022	599	OR99W at the intersection with SW Sherwood Blvd/SW Edy Rd.	091	OR-99W		15.26	15.41	5.00%	Region-wide education/outreach on midblock pedestrian crossings	
2022	193	NW Nicolai St (signal) URBAN OTHER FREEWAYS AND EXP - changes to URBAN PRINCIPAL ARTERIAL at MP 1.97	092	US-30		1.86	2.05	5.00%	Speed and DUI enforcement. Consider automated speed enforcement.	Coordination with local Law enforcement
2022	621	N Lombard St and N Vancouver Ave (signal) LT signal on US30 ML	123	US-30BY		5.72	5.92	5.00%	DUI Enforcement	
2022	203	NE 15th Ave (stop control)	123	US-30BY		6.66	6.84	5.00%	Speed Enforcement (automated or not)	
2022	219	Hall Blvd (ODOT Hwy 141) at Scholls Ferry Rd (signal) (ODOT Hwy 143)	141	OR-141		2.71	2.89	5.00%	Region-wide education/outreach on midblock pedestrian crossings	
2022	746	OR217 SB at SW Walker Rd exit	144	OR-217	SB	0.56	0.69	10.00%	Increased speed enforcement	

2022	229	North of Redland Road (signal) to the south (Divided Hwy)	160	OR-213		0.39	0.56	5.00%	Speed enforcement (human or automated?)	According to statute, cannot do fixed photo radar on an expressway at this time
2022	792	130th (signal - MP6.94)	171	OR-212 OR-224		6.85	7.03	5.00%	Speed, Speed-Racing, and DUI enforcement	
2022	792	130th (signal - MP6.94)	171	OR-212 OR-224		6.85	7.03	5.00%	Driver Education on Following Distance and Driving in Congestion	
2022	241	135th Ave - becomes SE Hubbard Rd (signal), driveway into Shadowbrook manufactured home park at MP 7.32	171	OR-212 OR-224		7.14	7.32	5.00%	Speed, Speed-Racing, and DUI enforcement	
2022	900	Private Access Driveway (MP10.66)	171	OR-224		10.65	10.75	10.00%	Motorcycle safety education	
2022	751	T-intersection: SE 232nd Dr (signalized - MP 4.2)	174	OR-212		4.11	4.29	5.00%	DUI Enforcement	