

OREGON IMPAIRED DRIVING STRATEGIC PLAN

**Presented by the
Oregon Governor's Advisory Committee
on Driving Under the Influence of Intoxicants**



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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 DUII 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 DUII if they were determined to be impaired by *any* substance. Previously, DUII 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 DUII:

On December 16, 1983, Governor Victor Atiyeh signed Oregon Executive Order EO-83-20 creating the Governor's Advisory Committee (GAC) on Driving Under the Influence of Intoxicants (DUII). At that time, a need existed for an advisory committee to formulate administrative and legislative goals and objectives for reducing the incidences of DUII and to monitor their implementation.

Members of the committee were appointed by the Governor's Office and were charged with broadly representing the legislative assembly, public and private organizations involved in DUII countermeasures, victims of DUII, and the general public.

In addition, committee members were appointed to heighten public awareness of the seriousness of the DUII problem, and to persuade communities to address the DUII problem in

an organized and systematic manner. This was to include plans to eliminate blockages in the arrest, trial, and sentencing process that impair the effectiveness of many DUII laws. In addition, the GAC on DUII was enacted to generate public support for increased enforcement of state and local DUII laws, and to educate the public as to the dangers of DUII 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 DUII. The Executive Order of the GAC, which outlines the membership, duties, administration, and duration, is included in the Appendix of this IDSP.

Since the inception of the GAC on DUII, members and agency liaisons have worked in partnership, making significant investments of time and effort, formulating a cohesive group, helping leverage resources, and promoting change. Partnerships have been established and continue to function in ways that enable the members to broaden perspectives and develop common views of addressing the DUII problem. The GAC on DUII also acts as a multi-disciplinary resource group for the Governor's Office and the legislature, enabling them to consider cohesive and effective proposals to reduce DUII in Oregon. This is accomplished through ongoing monthly meetings and planned initiatives. The GAC on DUII members and agency liaisons represent numerous stakeholders across all geographic areas of the state, including law enforcement, driver licensing, treatment, highway safety, judicial, advocacy, legislative, and non-profit groups whose missions include addressing impaired driving issues.

GAC on DUII Impaired Driving Strategies:

The GAC on DUII has identified some key strategies to help address the impaired driving issues in Oregon. Specific goals and strategies of the Impaired Driving Strategic Plan include:

#1 – DUII Prevention Program Management and Activities

Oregon's DUII Prevention Programs are based on strong leadership and sound policy development. Programs and activities carried out under the Oregon IDSP are guided by problem identification and monitored for effectiveness. The GAC on DUII will promote its existence and mission in order to make the public aware of its ability to participate in these ongoing conversations.

Strategies for DUII Prevention and Program Management and Activities:

1. Formalize activities of the GAC on DUII
2. Keep official minutes for each GAC on DUII meeting
3. Expand GAC on DUII membership to include key areas not currently represented
4. Formalize the operational procedures for the GAC on DUII
5. Assist in providing timely DUII prevention publications, meetings, conferences and other training and education opportunities
6. Make GAC on DUII resources available to any local, state or national organization interested in or tasked with reducing impaired driving

7. Develop short and long-term objectives in order to meet the goals outlined in the IDSP
8. Assist in enacting legislation that provides resources dedicated to DUII in the state
9. Educate state, county and local officials about the value of DUII initiatives
10. Educate and encourage law enforcement agencies to 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 DUUI 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 DUII Education and Training:

1. Assist in exploring ways to expand and support timely and effective DUII education and training programs to include: Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), Drugs That Impair Driving (DID), Drug Impairment for Educational Professionals (DITEP), Drug Recognition Expert (DRE), 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 DUII awareness programs
3. Continue working with the DUII 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 DUII High Visibility Enforcement

Oregon conducts frequent, highly visible, well-publicized, and coordinated impaired driving enforcement efforts throughout the state. These efforts are focused on areas identified as having high incidences of alcohol or drug related crashes. With Oregon unable to conduct Sobriety Checkpoints, Saturation Patrols are used and often conducted on a multi-jurisdictional basis.

The goal of DUII Saturation Patrols is to increase the awareness of motorists regarding the dangers of impaired driving, deter those who may be impaired from driving, and investigate DUII offenses to reduce the number of impaired drivers on the roadways. Saturation patrols are an important component of Oregon's continued effort to combat impaired driving and reduce injuries and deaths. When these efforts are funded with grants from 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 DUII 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 DUII offenses, and to ensure offenders’ cases are being adjudicated fairly and justly.

Strategies in the Area of DUII Prosecution and Adjudication:

1. Continue to develop and provide DUII training for law enforcement, prosecutors, toxicologists and judges
2. Expand web-based training and social media on specific topics related to DUII investigation and prosecution accessible to law enforcement officers and prosecutors
3. Continue to seek opportunities to provide DUII related presentations at various conferences where prosecutors, judges, and other court personnel are in attendance
4. Provide training on the use of electronic search warrant processes, and develop a statewide electronic search warrant system
5. Expand Court Monitoring of DUII related cases by MADD staff to analyze the criminal justice system to determine where breakdowns are occurring in the trials and adjudications of impaired-driving defendants, and offer solutions
6. Expand DUII Courts to assist in reducing recidivism among repeat and high-BAC offenders
7. Consider using electronic DUII monitoring systems or other related programs that require periodic breath testing of convicted DUII offenders
8. Offer presentations on DUII 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 DUII 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 DUII Treatment and Rehabilitation Programs:

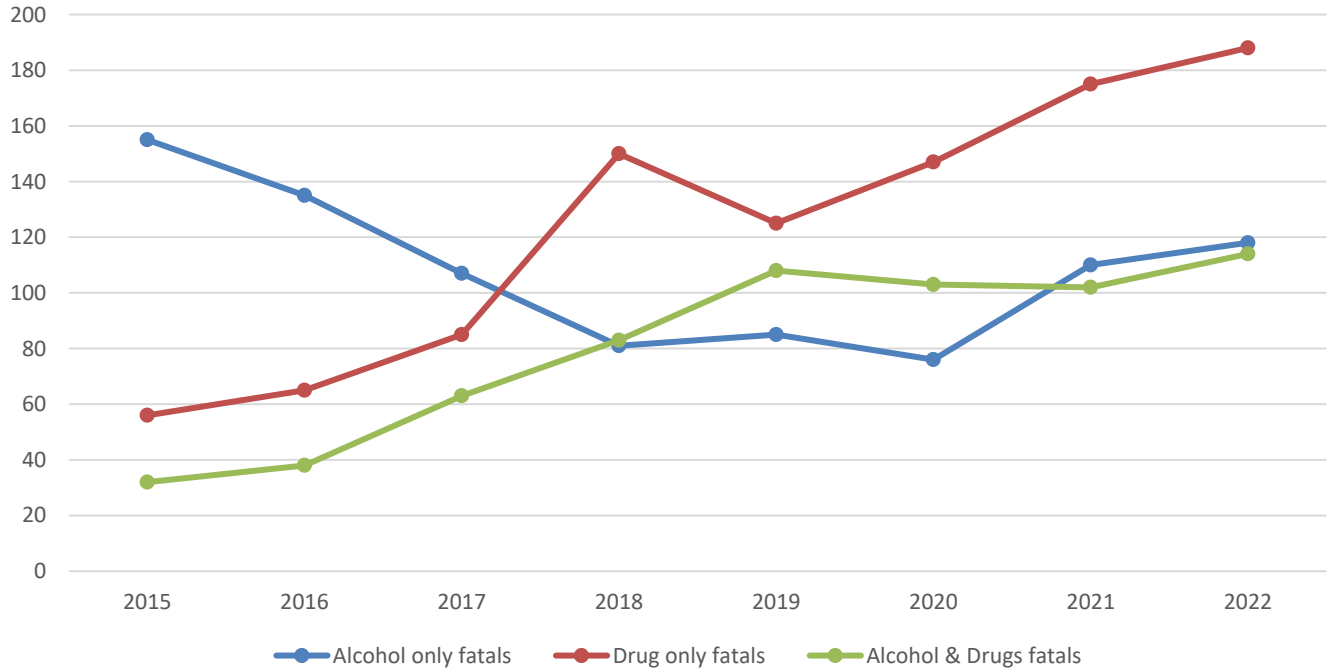
1. Support the concept that prevention and education are critical components in deterring DUII and an effective piece of the IDSP
2. Continue to promote effective strategies to reduce impaired driving and address underage drinking by developing a multi-faceted approach to reach the highest number of targeted individuals
3. Support and promote effective and mandatory treatment of DUII offenders
4. Continue efforts with the various workgroups to improve programs and reduce DUII recidivism rates among offenders
5. Continue to expand the partnership with the DUII courts to provide access to the proper DUII and substance 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 DUII 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.

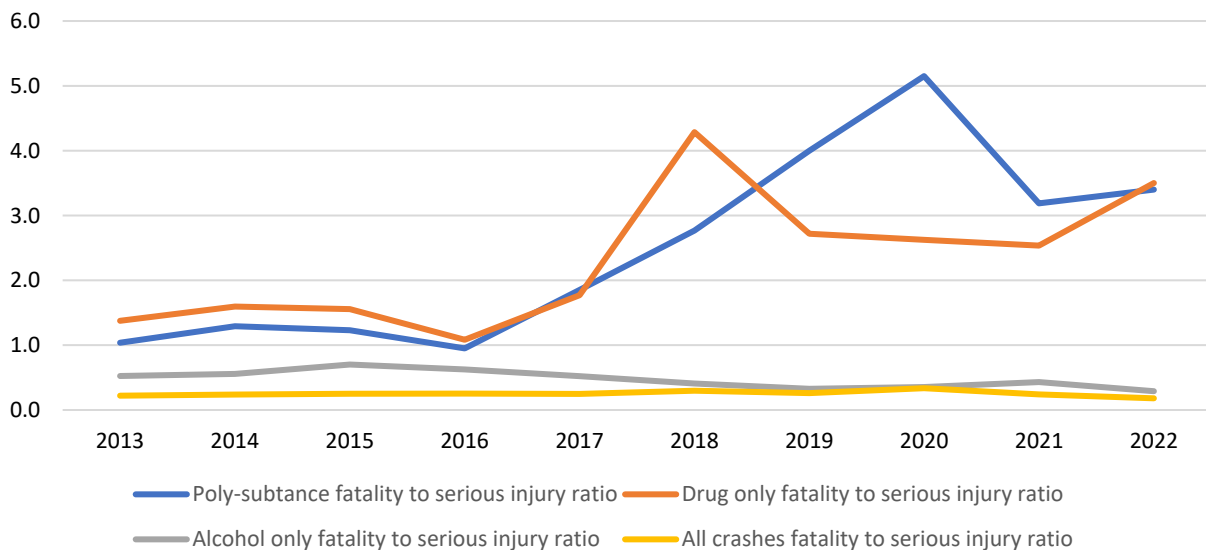
There were 56 drug-only fatalities 2015, which more than tripled by 2022 to 188 fatalities. There were 32 fatal crashes that included a combination of alcohol and drugs in 2015, and that number has more than quadrupled by 2022 to 148. Alcohol-only fatalities saw annual declines from 2015 to 2019 , however, that category has seen consistent increases since the start of the pandemic era. While alcohol impairment accounts for a large majority of the DUII 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.***