



Bandon Sunset taken by Rod Stevens

FFY 2025 Annual Report

Oregon Highway Safety Program

Amanda Pietz
ODOT-PDAD Division Administrator
Governor's Highway Safety Representative

Interim Highway Safety Managers
ODOT-Transportation Safety Office
Ryan Stone | Jody Raska
ryan.stone@odot.oregon.gov | jody.l.raska@odot.oregon.gov

Oregon Policy, Data and Analysis Division
355 Capitol St NE • Salem, OR 97301

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.

ODOT/TSO is an Equal Employment Opportunity and Affirmative Action Employer. We do not discriminate on the basis of disability in admission or access to our programs, services, activities. This publication can be made available in alternate format on request by calling (503)-986-3883 or via the Oregon Relay Service at 7-1-1 or e-mail: odoteeo@odot.state.or.us.

Table of Contents

Annual Report Requirements	4
Performance Report	5
Activity Report	51
Projects Not Implemented.....	52
Planned Activities	56
Public Participation and Engagement	282
Community Collaboration Efforts	288
Evidence-Based Enforcement	293
Mobilization Participation	294
Appendix	302

Requirement: CFR <u>1300.35 Annual report.</u>	Where to find in this document
An assessment of the State's progress in achieving performance targets identified in the most recently submitted triennial HSP, as updated in the annual grant application, based on the most currently available data, including:	See Section: Performance Report: Individual Performance Measures
An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (<i>i.e.</i> , the State has (not) met or is (not) on track to meet target); and	See Section: Performance Report: Individual Performance Measures
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	See Section: Performance Report: Individual Performance Measures
An explanation of how the State plans to adjust the strategy for programming funds to achieve the performance targets, if the State has not met or is not on track to meet its performance targets, or an explanation of why no adjustments are needed to achieve the performance targets.	See Section: Performance Report: Individual Performance Measures
An explanation of reasons for projects that were not implemented;	See Section: Activity Report: Projects Not Implemented
A narrative description of the public participation and engagement efforts carried out and how those efforts informed projects implemented under countermeasure strategies during the grant year;	See Section: Activity Report: PP&E
A description of the State's evidence-based enforcement program activities,	See Section: Activity Report: Evidence-Based Enforcement
including discussion of community collaboration efforts and efforts to support data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities; and	See Section: Activity Report: Evidence-Based Enforcement, STOPS report (Appendix)
Submission of information regarding mobilization participation (e.g., participating and reporting agencies, enforcement activity, citation information, paid and earned media information).	See Section: Activity Report: Mobilization Participation

PERFORMANCE REPORT

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants					
Program					
Occupant Protection					
5-year data					Data Source
2021	2022	2023	2024	2025	
95%	97%	97%	96%	95%	Other
5-year average					3HSP Target
96%					97%
Is Oregon on track to meet target					
No					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARs data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	Oregon is not on track to meet the 3HSP performance target of 97% seat belt usage rate. In 2025 the Oregon statewide seat belt use study observations found that the seat belt use rate for vehicle occupants is estimated to be 95.39%.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	With the seat belt usage rate in 2024 at 95.53% and a 2025 usage rate of 95.39%, Oregon continues to have one of the highest usage rates across the country. Media and high visibility enforcement countermeasures were used during the 2025 grant year to try to meet the target. Television and radio PSAs were released statewide in English and Spanish, billboards were displayed across the state during the Click It or Ticket national campaign to be a visual reminder to people traveling on the roadway to wear their seat belts.

How will the State adjust its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:

Oregon has traditionally had a high seat belt usage rate, sometimes the highest in the nation, but continuous education is needed for new citizens, new drivers, visitors, and high-risk populations to maintain a high use rate. Oregon will continue to educate the motoring public on the importance of using seat belts by increasing police presence through high visibility enforcement along with targeted media campaigns throughout the grant year.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
C-1) Number of traffic fatalities					
Program					
Statewide					
5-year data					Data Source
2019	2020	2021	2022	2023	
493	507	599	602	587	FARS
5-year average			3HSP Target		
558			488		
Is Oregon on track to meet 2024 Target?					
No					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARS data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	According to the state's crash data system, as of 12/22/25, Oregon is not on track to meet this performance target. The preliminary data from the state's crash data system shows that the number of fatalities for calendar year 2024 is 536, which would be a reduction from 2023's final FARS number of 587 but higher than the 3HSP target of 488. However, this preliminary number of 536 for calendar year 2024 marks the second consecutive year with a decline in traffic fatalities for Oregon and represents a 9% drop from 2023.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	Activities funded under Oregon's Highway Safety Program in FFY2025 focused on implementing a Safe System approach through coordinated strategies in enforcement, education, engineering, and emergency response. High Visibility Enforcement (HVE) campaigns targeting impaired driving, occupant protection, and speed were conducted statewide and supported by local law enforcement agencies. Public information and education campaigns emphasized safe

	driving behaviors, seat belt use, and impaired driving prevention. Grassroots outreach programs in underserved communities provided culturally specific education and engagement to address local traffic safety concerns. Additionally, investments in EMS training aimed to reduce fatality risk by improving crash response times, particularly in rural and frontier areas. Data-driven initiatives, including traffic records modernization and risky driver research, supported better problem identification and resource allocation. While these activities contributed to a 9% reduction in fatalities from 2023 to 2024, Oregon remains above the 3HSP target of 488 fatalities, indicating that sustained and enhanced efforts are necessary to reverse the upward trend observed since 2014.
How will the State adjust its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:	Oregon will continue to implement the Safe System approach but will make targeted adjustments to strengthen strategies that address the primary contributors to fatalities: impaired driving, speeding, and vulnerable road user safety. Planned adjustments include: Enhanced High Visibility Enforcement (HVE): Expand enforcement for speed and impaired driving, including straight-time patrols and additional resources for local agencies. Data-Driven Deployment: Increase use of dynamic speed feedback signs and targeted enforcement in high-crash corridors identified through crash data analysis. Expanded Outreach and Education: Intensify culturally specific outreach in underserved communities and amplify mass media campaigns focused on impaired driving and speed management. EMS and Post-Crash Care Improvements: Expand investment in rural/frontier EMS training and extrication capabilities to reduce fatality risk after crashes. Traffic Records Modernization: Accelerate integration of crash, EMS, and citation data to improve timeliness and accuracy for problem identification and resource allocation. These adjustments are designed to continue the downward trend in fatalities and build on the improvement observed in 2024, while aligning with the strategies outlined in Oregon's Triennial Highway Safety Plan and FFY2025 AGA updates.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
C-2) Number of serious injuries in traffic crashes					
Program					
Statewide					
5-year data					Data Source
2019	2020	2021	2022	2023	
1,904	1,589	2,499	3,306	3,708	State
5-year average			3HSP Target		
2,601			1,783		
Is Oregon on track to meet 2024 Target?					
No					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARs data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	According to the state's crash data system for calendar year 2023, Oregon is not on track to meet this performance target. The final number of serious injuries for 2023 was 3,708. This is above both the 5-year average (2019-2023) of 2,601 as well as the 3HSP target of 1,783. Oregon saw another year with an increase in serious injuries. Though disappointed with these results, the 12% yearly increase in 2024 is slowing some from the dramatic increases seen in the years immediately following Covid. Reducing the number of traffic crashes is the primary strategy to reduce traffic injuries, but when a crash happens, reducing the severity becomes the secondary strategy.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety	Activities funded under Oregon's Highway Safety Program in FFY2025 focused on reducing both the frequency and severity of crashes through a combination of enforcement, education, and emergency response improvements. High Visibility Enforcement campaigns targeted behaviors

performance targets.	most associated with severe injury crashes, including impaired driving, speeding, and failure to use occupant restraints. Public information and education efforts emphasized safe driving practices and compliance with traffic laws, while grassroots outreach programs worked to engage underserved communities with culturally relevant messaging. Recognizing that reducing crash severity is critical when crashes occur, Oregon invested in strengthening its Emergency Medical Services (EMS) system. This included funding for rural/frontier EMS training and Prehospital Trauma Life Support courses to improve response times and survivability for crash victims. Additionally, modernization of traffic records systems supported better identification of high-risk corridors and informed resource allocation for enforcement and engineering countermeasures. While these activities contributed to slowing the rate of increase in serious injuries compared to prior years, Oregon remains above the 3HSP target of 1,783 serious injuries, underscoring the need for continued and enhanced efforts.
How will the State adjust its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:	Oregon will strengthen strategies that address both crash prevention and injury severity reduction. Planned adjustments include: • Enhanced Enforcement and Education: Expand High Visibility Enforcement for impaired driving and speed, and increase outreach campaigns focused on high-risk behaviors contributing to severe injuries. • Safe System Integration: Continue implementing engineering and enforcement countermeasures in high-crash corridors identified through updated traffic records and crash analysis. • EMS Capacity Building: Increase investment in rural and frontier EMS training, including Prehospital Trauma Life Support and extrication training, to reduce response times and improve survivability. • Data Modernization: Accelerate integration of crash, EMS, and citation data to improve timeliness and accuracy for problem identification and resource allocation. • Community Engagement: Expand culturally specific outreach programs to underserved communities to address locally identified safety concerns.

	These adjustments aim to slow the upward trend in serious injuries and align Oregon's efforts with the Safe System approach outlined in the Triennial Highway Safety Plan and FFY2025 AGA updates.
--	--

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
C-3) Fatalities/VMT					
Program					
Statewide					
5-year data					Data Source
2019	2020	2021	2022	2023	
1.38	1.57	1.63	1.65	1.59	FARS
5-year average			3HSP Target		
1.56			1.37		
Is Oregon on track to meet 2024 Target?					
No					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARs data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	According to the state's crash data system, as of 12/22/25, the preliminary number of fatalities for calendar year 2024 is 536. This combined with the VMT number from Oregon's Department of Transportation shows the preliminary fatality rate per 100M VMT for 2024 at 1.43, which represents a 10% reduction from the 2023 final rate of 1.59. Oregon is not on track to meet this target. The 2024 preliminary rate of 1.43 is higher than the 3HSP target of 1.37 but it comes in under the 5-year average (2019-2023) which sits at 1.56 fatalities per 100M VMT.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	Activities funded under Oregon's Highway Safety Program in FFY2025 focused on reducing fatality risk through enforcement, education, and engineering strategies aligned with the Safe System approach. High Visibility Enforcement campaigns targeted impaired driving and speed, which are primary contributors to fatal crashes. Oregon also expanded outreach and media campaigns to promote compliance with traffic laws and safe driving behaviors. Grassroots education programs engaged underserved communities to address

	locally identified safety concerns. To complement enforcement and education, Oregon invested in traffic records modernization to improve data timeliness and accuracy for identifying high-risk corridors and informing enforcement deployment. Dynamic speed feedback signs and targeted enforcement in safety corridors were implemented to influence driver behavior and reduce speeding-related crashes. These combined efforts contributed to a 10 percent reduction in the fatality rate from 1.59 in 2023 to a preliminary 1.43 in 2024. While this improvement demonstrates progress, the rate remains above the 3HSP target of 1.37, indicating the need for continued and enhanced strategies.
How will the State adjust its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:	Oregon will strengthen enforcement and outreach strategies to further reduce fatality rates. Planned adjustments include: • Expanded High Visibility Enforcement: Increase enforcement for speed and impaired driving, including additional resources for local agencies and targeted missions in high-crash corridors. • Dynamic Speed Feedback Deployment: Broaden use of speed display and feedback signs to influence driver behavior and collect speed data for enforcement planning. • Enhanced Media Campaigns: Amplify messaging on impaired driving and speed management through statewide and culturally specific outreach. • Data Integration: Accelerate modernization of traffic records systems to improve crash and VMT data accuracy for better resource allocation. • Community Engagement: Continue grassroots outreach to address safety concerns in underserved communities and promote compliance with traffic laws. These adjustments aim to build on the progress achieved in 2024 and move Oregon closer to meeting the 3HSP target of 1.37 fatalities per 100 million VMT.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions					
Program					
Occupant Protection					
5-year data					Data Source
2019	2020	2021	2022	2023	
87	98	118	108	111	FARS
5-year average			3HSP Target		
104			85		
Is Oregon on track to meet target					
No					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARS data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	Oregon is not on track to meet the 3HSP performance target of 85 unrestrained passenger vehicle occupant fatalities. According to the latest FARS data available as of 01/09/2026, there were 111 unrestrained passenger vehicle occupant fatalities in 2023. The represents a 3% increase from the 2022 unrestrained fatalities number of 108.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	Media and high visibility enforcement countermeasures were used during the 2025 grant year to try to meet the performance target. Mass media campaigns including television and radio PSAs were released statewide in English and Spanish, billboards were displayed across the state during the Click It or Ticket national campaign to be a visual to people traveling on the roadway to wear their seat belts. In the 2025 grant year, 74 local police departments participated in the Seat Belt HVE Program and conducted enforcement towards maintaining and increasing compliance

	with seat belt and child restraint laws. Even though the performance target was not met, media and high visibility enforcement are key countermeasures to continue to strive to reach the target.
How will the State adjust its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:	Oregon has traditionally had a high seat belt usage rate, sometimes the highest in the nation, but continuous education is needed for new citizens, new drivers, visitors, and high-risk populations to maintain a high use rate. Oregon will continue to educate the motoring public on the importance of using seat belts by increasing police presence through high visibility enforcement along with targeted media campaigns throughout the grant year. Oregon will continue efforts to create new partnerships in the child passenger safety community to strengthen and increase the education on child car seats and the laws in Oregon to parents and caregivers.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above					
Program					
Impaired Driving					
5-year data					Data Source
2019	2020	2021	2022	2023	
171	184	217	236	200	FARS
5-year average			3HSP Target		
202			215		
Is Oregon on track to meet target					
Yes					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARS data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	According to FARS data for calendar year 2023, there were 200 fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above. This means Oregon is on track to meet the 3HSP target of 215. This also represents a 15% decrease from the 2022 number of 236.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	Activities funded under Oregon's Highway Safety Program in FFY2025 focused on reducing impaired driving through enforcement, education, and adjudication strategies. High Visibility Enforcement campaigns were conducted statewide, including sustained DUII enforcement missions by local law enforcement agencies and Oregon State Police. These efforts were supported by training for law enforcement officers and prosecutors, including Drug Recognition Expert

	(DRE) training and impaired driving enforcement courses. Public information and education campaigns emphasized impaired driving prevention, with targeted messaging addressing alcohol and drug impairment. Oregon also invested in outreach programs in underserved communities to promote safe driving behaviors and compliance with DUI laws. Prosecutorial support and specialty courts, such as the Beaverton SOBER program, strengthened deterrence and accountability for offenders. These combined efforts contributed to a 15 percent reduction in alcohol-impaired driving fatalities from 236 in 2022 to 200 in 2023, keeping Oregon on track to meet the 3HSP target of 215 fatalities.
How will the State adjust its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:	Although Oregon is currently on track to meet the target, the State will continue to strengthen impaired driving prevention strategies to maintain progress and address emerging trends. Planned adjustments include: Expanded Enforcement: Increase sustained DUI enforcement missions and provide additional resources for local agencies. Enhanced Training: Continue investment in DRE training and multidisciplinary DUI conferences to improve law enforcement and prosecutorial capabilities. Focused Media Campaigns: Amplify messaging on drug-impaired driving, particularly cannabis, which remains the most commonly detected intoxicant in impaired driving cases. Community Engagement: Expand culturally specific outreach programs to address impaired driving in underserved communities. Data Integration: Improve impaired driving data collection and analysis to inform enforcement and outreach strategies. These adjustments aim to sustain Oregon's downward trend in impaired driving fatalities and ensure continued alignment with the Safe System approach.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
C-6) Number of speeding-related fatalities					
Program					
Speed					
5-year data					Data Source
2019	2020	2021	2022	2023	
154	135	161	215	190	FARS
5-year average					3HSP Target
171					149
Is Oregon on track to meet target					
No					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARS data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	According to the latest FARS data for calendar year 2023, there were 190 speed-related fatalities. This means Oregon is not on track to meet the 3HSP target of 149. While not on track to meet target, this represents a 12% decrease from the 2022 number of 215.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	Activities funded under Oregon's Highway Safety Program in FFY2025 focused on reducing speeding-related fatalities through enforcement, education, and outreach strategies. High Visibility Enforcement campaigns targeted speeding and aggressive driving behaviors statewide, including dedicated missions by Oregon State Police and local law enforcement agencies. Oregon also implemented speed racing enforcement operations in response to the growing problem of street racing and takeover events, which have contributed to fatal crashes. Public information and education campaigns emphasized the

	dangers of speeding and aggressive driving, supported by grassroots outreach in communities with high crash rates. Dynamic speed feedback signs and safety corridor enforcement were deployed to influence driver behavior and reduce speeds in high-risk areas. These combined efforts contributed to a 12 percent reduction in speeding-related fatalities from 215 in 2022 to 190 in 2023. While this improvement demonstrates progress, Oregon remains above the 3HSP target of 149 fatalities, indicating the need for continued and enhanced strategies.
How will the State adjust its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:	Oregon will strengthen enforcement and outreach strategies to further reduce speeding-related fatalities. Planned adjustments include: • Expanded High Visibility Enforcement: Increase enforcement for speeding and aggressive driving, including additional resources for local agencies and targeted missions in high-crash corridors. • Speed Racing Enforcement: Continue and expand dedicated enforcement operations to address street racing and takeover events, including interagency coordination and resource allocation. • Dynamic Speed Feedback Deployment: Broaden use of speed display and feedback signs to influence driver behavior and collect speed data for enforcement planning. • Enhanced Media Campaigns: Amplify messaging on speeding dangers through statewide and culturally specific outreach. • Data Integration: Improve crash and speed data analysis to inform enforcement and outreach strategies. These adjustments aim to build on the progress achieved in 2023 and move Oregon closer to meeting the 3HSP target of 149 speeding-related fatalities.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
C-7 Number of motorcyclist fatalities					
Program					
Motorcycle and Moped Rider Safety Program					
5-year data					Data Source
2019	2020	2021	2022	2023	
57	69	86	98	70	FARS
5-year average					3HSP Target
76					70
Is Oregon on track to meet target					
Yes					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARS data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	According to FARS data for calendar year 2023, there were 70 rider fatalities. This is exactly equal to the 3HSP target, so this indicates that Oregon is on track to meet target. This also represents a significant drop of 29% over the prior year's value of 98 and it falls below the 5-year average. Preliminary data from the state's crash data system, as of 1/15/2025, indicates that the decline did not continue. The state crash data system shows preliminary rider fatalities for 2024 currently sits at 84.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	Federal 405(f) funds were used to produce and distribute PSAs related to motorist awareness of riders in the ten counties with the most MVA crashes involving riders (using the latest final ODOT CAR unit data available. This was done to reduce rider deaths, injuries, and crashes by increasing motorist awareness of riders. ODOT completed a post-media survey in those counties to determine efficacy and behavior change related to the messaging. State funds were used to subsidize rider training across the

	State through funding training staff activities and training site maintenance/development. These education and training activities directly align with efforts highlighted in the 3HSP as mechanisms to achieve the target. Ongoing discussions and training with law enforcement (including the topic of enforcement of laws with riders) continued in 2025. This also aligns with the triennial plan in promoting enforcement of traffic safety laws with riders to reduce the preventable crashes that are leading to injuries and deaths.
How will the State adjust its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:	The State continues to adjust its efforts to meet this target by ongoing monitoring of rider crashes and conducting crash causative factor analysis and trend determination. Specific focus in the 27-29 3HSP will include additional attention on unendorsed riders, road construction & maintenance BMPs, improving access to context-relevant training material for new and existing riders. The State continues to work toward providing Oregonians more opportunities to take training courses, which is intended to provide people with options in selecting a training course to develop riders' knowledge and skills in an effort to reduce risk, promote safer riding practices, and make lower risk decisions.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
C-8) Number of unhelmeted motorcyclist fatalities					
Program					
Motorcycle and Moped Rider Safety Program					
5-year data					Data Source
2019	2020	2021	2022	2023	
8	5	5	7	3	FARS
5-year average					3HSP Target
6					5
Is Oregon on track to meet target					
Yes					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARS data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	According to the most recent FARS data available, there were 3 unhelmeted rider deaths in 2023. This falls below the 3HSP target of 5, which means the state is on track to meet target according to the latest available data. This is also lower than the 5-year moving average of 6.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	State funds were used to subsidize rider training across the State through funding training staff activities and training site maintenance/development. The training and testing include information related to helmet use requirements, helmet fit and selection, and use of a helmet is a requirement for participation/completion in the course. The DMV Motorcycle knowledge test manual also addresses helmet requirements and use. This aligns with the triennial plan in provided education and training as two of the three primary efforts dedicated to achieving the target of reducing rider deaths through the use of helmets.

	Ongoing discussions and training with law enforcement (including the topic of enforcement of laws related to helmets) continued in 2025. A possible barrier for law enforcement agencies in helmet law use enforcement is the definition of a helmet in the Oregon Statute which does not explicitly adopt the FMVSS 218, as well as historical case law in Oregon related to traffic stops and motorcycle helmets. The current TSAP identifies the updating of the Oregon revised statute definition of a helmet as an action item with the intention of reducing rider fatalities due to head injuries.
How will the State adjust its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:	The State continues to adjust its efforts to meet this target by ongoing monitoring of rider crashes and conducting crash causative factor analysis and trend determination. The State continues to work toward providing Oregonians more opportunities to take training courses, which is intended to develop riders with more knowledge and skill in an effort to reduce their risk and promote safer riding practices and decisions. The program manager continues to identify different alternative ideas/concepts/contexts to provide the information related to helmet use which may be more readily considered by new and existing riders.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
C-9) Number of drivers age 20 or younger involved in fatal crashes					
Program					
Driver Education					
5-year data					Data Source
2019	2020	2021	2022	2023	
60	59	43	51	54	FARS
5-year average					3HSP Target
53					50
Is Oregon on track to meet target					
No					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARS data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	According to the latest available FARS for calendar year 2023, Oregon had 54 drivers aged 20 or younger involved in fatal crashes. This represents a 6% increase from 51 in 2022, and the State is not on track to meet the 3HSP target of 50.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	Novice teen driver education is not mandatory in Oregon and there continues to be a shortage of instructors and providers able to meet the needs of those eligible to take driver education. Oregon has continued to focus efforts on informing the motoring public about the benefits of formal teen novice driver education. Media messaging directs Oregonians to consider driver education while sharing the safety benefits, noting that teens who take a driver education course are less likely to be involved in crashes or receive traffic citations

How will the State adjust its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:

Oregon will continue to focus efforts on informing the public about the safety benefits of formal novice teen driver education through media messaging.

Oregon will continue efforts to reach the Spanish-speaking population about the benefits of novice, teen driving education. Additionally, Oregon trans-created the "How to Guide Your Teen Driver" publication into Spanish. This is available in all DMV field offices.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
C-10) Number of pedestrian fatalities					
Program					
Ped/Bike- Non-Motorized					
5-year data					Data Source
2019	2020	2021	2022	2023	
82	71	86	123	101	FARS
5-year average					3HSP Target
93					74
Is Oregon on track to meet target					
No					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARS data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	According to the latest FARS data available for calendar year 2023, Oregon is not on track to meet the 3HSP target of 74 pedestrian fatalities. However, the preliminary data from the state's crash data system, as of 12/23/25, shows that the number of pedestrian fatalities for calendar year 2024 is 97, which would be a reduction from 2023's final FARS number of 101. This would mark the second consecutive year with a decline in pedestrian fatalities for Oregon and represents a 4% drop from 2023.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	There are multiple NHTSA funded activities that contributed to the efforts to meet the state highway performance targets. Mass media education campaigns helped bring knowledge and awareness to pedestrian safety issues and perhaps encourage positive traveling behaviors for all road users, people walking, and people who drive around pedestrians. Also, law enforcement pedestrian safety operations were another activity that focused on education and enforcement of pedestrian safety traffic laws. Lastly, funding education

	programs like the Oregon Friendly Driver Course also helped provide outreach and education to people driving around vulnerable road users such as pedestrians. Despite not meeting the state target, these activities were triangulated to reach different demographics to deliver outreach, education and awareness which can impact road user behaviors.
How will the State adjust its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:	Oregon will continue efforts to seek new partnerships and collaborations with local community efforts to expand the reach of behavior-modifying education while also strengthening long term partnerships and collaborations with traffic safety partners.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
C-11) Number of bicyclist fatalities					
Program					
Bike/Ped- Non-Motorized					
5-year data					Data Source
2019	2020	2021	2022	2023	
11	14	18	13	17	FARS
5-year average					3HSP Target
15					11
Is Oregon on track to meet target					
No					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARS data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	According to the latest FARS data available for calendar year 2023, Oregon is not on track to meet the 3HSP target of 11 bicyclist fatalities. However, preliminary data from the state's crash data system, as of 12/23/25, shows that the number of bicyclists fatalities for calendar year 2024 is 8, which would be a reduction from 2023's final FARS number of 17 and lower than both the five-year average (2019-2023) of 15 as well as the 3HSP target of 11.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	There are multiple NHTSA funded activities that contributed to the efforts to meet the state highway performance targets. Mass media education campaigns help to bring knowledge and awareness to bicycle safety issues and perhaps encouraging positive traveling behaviors for all road users. Funding education programs like the Oregon Friendly Driver Course helped in outreach and education to people driving on best driving behaviors around vulnerable road users such as bicyclists. Despite not meeting the state target, these

	activities were triangulated to reach different demographics to deliver outreach, education, and awareness which can impact road user behaviors.
How will the State adjust its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:	Oregon will continue efforts to seek new partnerships and collaborations with local community efforts to expand the reach of behavior-modifying education while also strengthening long term partnerships and collaborations with traffic safety partners.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
OR-1) Number of active local transportation safety groups					
Program					
Community Programs					
5-year data					Data Source
2020	2021	2022	2023	2024	
50	50	50	50	49	Other
5-year average					3HSP Target
50					50
Is Oregon on track to meet target					
Yes					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARs data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	Oregon is on track to meet the 3HSP target of 50 active local transportation safety groups. As of 1/14/26, Oregon anticipates having 50 for the calendar year 2025. The 5-year average consistently reaches 50.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	Oregon continues to support local plan development which naturally leads to local safety group working to implement safety plans.
How will the State adjust its upcoming HSP to better meet performance	To meet our current 3HSP target, no adjustments are required. However, increasing local safety engagement through groups would be beneficial to meet all of Oregon's

targets, if a State is not on track to meet the performance targets:	safety targets. So, an increase in the number of safety groups will be considered for the 27-29 3HSP.
---	---

-

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
OR-2) Number of distracted driving fatalities related to mobile electronic devices					
Program					
Distracted Driving					
5-year data					Data Source
2019	2020	2021	2022	2023	
5	7	0	7	7	State
5-year average					3HSP Target
5					5
Is Oregon on track to meet target					
No					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARs data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	Oregon is not on track to meet the target. According to the most recent state crash data available for calendar year 2023, there were 7 distracted driving fatalities related to mobile electronic devices. This is above both the 5-year moving average and the 3HSP target of 5.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	Increased staffing levels in many law enforcement agencies, including more agencies bringing back, or creating new traffic teams, more stops are being conducted resulting in both citations and warnings. Increased police presence, coupled with distracted driving media campaigns across the state, and through a variety of mediums with a focused effort in April as Distracted Driving Awareness Month, aim to improve driver behavior. The fatality data reflects improvement.

How will the State adjust its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:

Because the numbers are very low it is difficult to know if Oregon will meet the target year to year. We will continue to pursue distracted driving enforcement and awareness grants combined with public education on the dangers of distracted driving, as these countermeasures are consistently identified as the most effective.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
OR-3 Number of EMS training courses (and/or online training opportunities) for rural EMS personnel to earn CEUs					
Program					
EMS					
5-year data					Data Source
2021	2022	2023	2024	2025	
7*	3*	8	6	7	TSO Grant Files
5-year average					3HSP Target
6					10
Is Oregon on track to meet target					
No					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARs data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	The State did not meet the target of 10 courses being offered in 2025. Seven PHTLS related courses were provided in 2025. *Target was changed between number of events held and number of participants depending on year. For 2024, the target became number of EMS training courses offered for rural EMS personnel to earn Continuing Education Units.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	Support for three EMS conferences was provided during calendar year 2025 throughout the state. Seven PHTLS courses were delivered. These both contributed to the overall goal of increasing the number of EMS training courses (and/or online training opportunities) for rural EMS personnel to earn CEUs. The training of additional moulage artists allows for the PHTLS training to be delivered with more realism. This training is intended to increase the number of crash victims that survive a crash due to the level

	and competency of care crash victims receive at the crash site and during transport. The higher level of care is the result of participation in the provided trainings.
How will the State adjust its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:	ODOT will continue to work with NHTSA to identify allowable expenses and activities in this discipline. This will allow ODOT to be a reliable and trusted partner in the state's overall efforts to support the EMS modernization activities.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
OR-4) Number of people killed or injured due to defective/inadequate brakes, or no brakes					
Program					
Vehicle Equipment Safety Standards					
5-year data					Data Source
2019	2020	2021	2022	2023	
224	157	227	286	285	State
5-year average					3HSP Target
236					220
Is Oregon on track to meet 2024 Target?					
No					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARs data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	According to the most recent state crash data available for calendar year 2023, there were 285 people killed or injured due to defective/inadequate brakes, or no brakes. Oregon is not on track to meet the 3HSP target of 220. *For FY24 and the 3HSP the performance measure was changed from people killed or seriously injured (F&A) to people killed or injured (F&I).
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	This project contributed to meeting Oregon's highway safety performance targets by strengthening the systems that support safe vehicle operation, visibility, and emergency response readiness—key factors associated with crash prevention and severity reduction. The program continued the issuance of emergency vehicle designation letters. The project ensured that authorized emergency vehicles met statutory and safety requirements, supporting safer and more effective emergency response on Oregon roadways. The program continues to explore updating of the emergency vehicle designation emergency vehicle rules.

How will the State adjust its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:	This past year, Oregon conducted activities which advanced the state's ability to achieve its highway safety performance targets by promoting compliance with vehicle safety laws, improving roadway visibility, supporting emergency response safety, and strengthening the institutional processes that underpin fatality and serious injury reduction strategies identified in the State Highway Safety Plan. For the upcoming HSP, Oregon will continue these efforts.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
OR-5) Number of judges participating in annual transportation safety related judicial training programs					
Program					
Judicial Outreach					
5-year data					Data Source
2021	2022	2023	2024	2025	
*Covid	65	87	69	78	TSO Grant Files
4-year average					3HSP Target
75					75
Is Oregon on track to meet target					
Yes					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARs data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	In calendar year 2025, Oregon is on track to meet the target of 75 judges attending their annual judicial education and traffic safety conference; there were 78 judges in attendance. Many courts have seen a reduction in the number of judges across the state. Municipal courts often operate only a few days per month, so most judges are part-time. Many municipal judges elect this part-time opportunity after retirement. There is a growing trend where one judge serves multiple court jurisdictions, meaning fewer judges throughout the state overall, fewer judges means fewer attendees.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	ODOT TSO worked closely with the judges' association to meet the needs of the judges when developing the conference agenda. Additionally, the agenda was sent to the Oregon State Bar for review and assignment of continuing education credits (CLEs) which are required for judges who are attorneys. This was an incentive for them to attend the conference, as CLEs were otherwise expensive and sometimes hard to come by on their own. By offering

	courses that the judges had expressed a desire to learn about, giving them advanced notice of conference dates, and utilizing grant funding to keep registration costs reasonable, judges were encouraged to attend the annual conference.
How will the State adjust its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:	The conference has been moved to be held in the Fall, due to inclement weather sometimes being a factor. By moving the conference to the Fall, weather becomes less of an issue and more venues, such as Redmond, which is more centrally located, become options. This is also a less busy time of year as spring break occurs at different times depending on locations. The judges' association is also working to recruit more pro tempore judges to attend the conference as well as continue to reach out to circuit court judges and encouraging attendance.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
OR-6) Impaired Driving (Riding - .08 BAC or using drugs) Limited to Motorcycles					
Program					
Impaired Driving / Motorcycle and Moped Rider Safety					
5-year data					Data Source
2019	2020	2021	2022	2023	
32	32	45	59	44	State
5-year average					3HSP Target
42					42
Is Oregon on track to meet target					
No					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARs data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	According to the most recent state crash data for calendar year 2023, there were 44 rider fatalities who had a BAC of .08 or higher and/or who had drugs in their system at the time of their death. The State is not on track to meet the 3HSP target of 42 rider fatalities who had a BAC of .08 or higher and/or who had drugs in their system at the time of their death. Despite not coming in under target, there was a 25% decline in calendar year 2023 over the prior year's value of 59.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	Impaired riding continues to be a leading cause for rider death in Oregon. The ODOT-TSO Impaired Driving program partnered with the MC/MP Rider Safety program in 2025 which led to a PSA media campaign. This PSA campaign was intended to reduce impaired rider deaths by providing awareness messaging. State funds were used to subsidize rider training across the State through funding training staff activities and training site maintenance/development. This aligns with the triennial plan in provided education and training as two of the three

	primary efforts dedicated to achieving the target. HVE work (while not specifically targeting riders) may be playing a part in reducing the overall numbers due to increased visual presence – especially during regional events where alcohol plays a significant part or is in fact the focus of the event.
How will the State adjust its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:	The State continues to look for and capitalize on training and messaging opportunities to decrease the number of impaired rider deaths. This includes the material in the approved training course, the material in the DMV Motorcycle/Moped knowledge manual, and the media material. The GAC-MS continues to discuss this topic and provide the MC/MP Rider Safety program ideas and suggestions to address the impaired riding issue. HVE patrols continue to see an increase in agency participation as well as an increase in dedicated event HVE work (that has alcohol as a significant part of the event). The HVE participation may be having a direct or indirect impact on this target.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
OR-7) Number of fatal and serious injuries for drivers 65 years of age and older					
Program					
Older Drivers					
5-year data					Data Source
2019	2020	2021	2022	2023	
316	256	394	497	538	State
5-year average					3HSP Target
400					484
Is Oregon on track to meet target					
No					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARs data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	According to the most recent state crash data for calendar year 2023, there were 538 fatal and serious injuries for drivers 65 years of age and older. Oregon is not on track to meet the 3HSP target of 484. The increase in fatal and serious injuries within this age group is consistent with all ages in statewide data.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	Oregon has begun a pilot in Lane County to explore helping medically at-risk drivers transition to alternative transportation modes. As Oregon identifies successful approaches in this domain, the state will replicate it in other jurisdictions.
How will the State adjust	For the 27-29 3HSP, Oregon will reassess the relative

its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:

representation that this age-demographic contributes to fatal and serious injuries in the state. It may be appropriate to revise targets and countermeasures given the latest FARS and state crash data information.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
OR-8) Number of officers trained statewide through the Police Traffic Safety training conference					
Program					
Traffic Enforcement Services					
5-year data					Data Source
2021	2022	2023	2024	2025	
130	145	167	175	0	TSO Grant Files
5-year average					3HSP Target
123					172
Is Oregon on track to meet target					
No					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARs data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	The conference was not held in 2025. Staffing changes, retirements, and venue availability were all limiting factors in holding the conference. Agency prioritization of local expenditure also drove the decision not to hold the conference in 2025.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	There are ongoing conversations between law enforcement agency representatives and TSO staff, with developing plans for law enforcement agencies to submit grant applications. This could enable law enforcement agencies to host the conference, which would allow funds to be eligible for local expenditures.

How will the State adjust its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:

This is one of many projects where TSO staff is exploring ways to increase local political subdivision participation in the programming and the use of federal dollars to meet their identified safety priorities. This effort also supports the federal requirement to meet or exceed the 40% local expenditure mandate.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
OR-9) Number of traffic records performance measures identified in Traffic Records Strategic Plan					
Program					
Traffic Records					
5-year data					Data Source
2019	2020	2021	2022	2023	
1	1	1	1	1	Other
5-year average					3HSP Target
1					1
Is Oregon on track to meet target					
Yes					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARs data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	Oregon is on track to meet this performance target. This performance measure indicates improvement in the overall traffic records program and qualifies Oregon for continued traffic records funding opportunities. The Traffic Records Coordinating Committee works to identify and pursue system changes that will result in improved performance.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	Oregon works tirelessly to identify opportunities and improve traffic records system. Oregon successfully applied for section 405c funding.

How will the State adjust its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:

Oregon is currently on target to meet this performance target; no adjustment is required.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
OR-10) Number of fatal roadside deaths					
Program					
Roadway Safety					
5-year data					Data Source
2019	2020	2021	2022	2023	
1	2	3	1	8	State
5-year average					3HSP Target
3					1
Is Oregon on track to meet 2024 Target?					
No					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARs data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	According to the most recent state crash data available for 2023, there were 8 roadside deaths. This is above the 3HSP target of 1, which means Oregon is not on track to meet the target. Oregon continues to educate on the MoveOver law and roadside safety.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	The utilization of 405h funds and designated grantees for FY2025 encountered technical challenges related to the implementation of digital alert technology equipment, primarily due to compatibility issues with existing equipment on grantee vehicles. Grantee management concern has continued to be compatibility, effectiveness and interference with the existing digital technology that is already utilized on first responder vehicles.

How will the State adjust its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:

In the upcoming 3HSP, Oregon will continue to pursue this valuable safety program. The emphasis will center on establishing relationships with a broad base of grantees.

ACTIVITY SECTION

Oregon Transportation Safety Office Projects Not Implemented

An “implemented” grant is where the grant paperwork was signed by both parties and entered into a contract.

Project number	Project Name	Fund Source	Explanation
B3SA-25-54-18-00	ODOT Traffic Roadway Analysis Effort	405c	Due to staff reductions, no project staff was available to implement this project within the project period.
B3SP-2025-54-17-00	DMV-Crash Report Imaging	405c	The project was developed but did not begin at grantee request because the project objectives were substantially complete and the backlog of crash report processing reduced by the time the grant was scheduled to begin. The project resulted, in conjunction with other efforts, in earlier availability of preliminary and final crash data. It is expected that this more timely and accurate access will reduce serious injury and fatal crashes statewide.
CP-25-25-18-00	TSO TSAP Funding Mechanism	402	This project was placed within the greater Safety Office planning and administration program.
M1*RS-25-77-16-00	Digital Alert Technology Analysis	405b flex	Primarily due to compatibility issues with existing equipment on grantee vehicles for M12BDAT-25-77-16-00, TSO's partnership with OSU was not able to move forward with the analysis.
M11MT-25-80-00-00	Training And Education for Motorcycle Safety / Motorcycle Helmet Use Promotion Program Through Training	405f	Program Management staffing levels and management changes/actions, 402 local expenditure compliance prioritization, and competing project demands lead to execution of this project being de-prioritized.

Project number	Project Name	Fund Source	Explanation
M12BDAT-25-77-16-00	Digital Alert Technology	405h	The utilization of 405h funds and designated grantees for FY2025 encountered technical challenges related to the implementation of digital alert technology equipment, primarily due to compatibility issues with existing equipment on grantee vehicles. Grantee management concern has continued to be 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. Grantee made a decision to not move forward with the grant.
M13BTR-25-24-00-00	Driver & Officer Safety Education Training	405i	Due to staff reductions, staff priority changes, and additional duties taken on by staff, no project staff was available to implement this project within the project period.
M8*CP-25-25-00-00	TSO Annual Conference	405e flex	Due to budget cuts and travel restrictions within ODOT, the decision was made to refrain from hosting a conference this grant cycle.
PS-25-68-14-00	Region 4 Bike/Ped Safety Education and Outreach	402	Opportunity repeatedly offered to the local bike and pedestrian safety advisory committee who had expressed interest in the funding in the past. No official response was ever given, and it became too late into the grant year to locate a second recipient who met the criteria and could do the work.

Project number	Project Name	Fund Source	Explanation
PT-25-30-16-00	Law Enforcement Training	402	Due to staff availability, staff reductions, staff priority changes, and additional duties taken on by staff, no project staff was available to implement this project within the project period. Consideration was also given to the prioritization of 402-funded projects that had clear and eligible subrecipients which qualified for the local benefit/local expenditure status to ensure ODOT-TSO was compliant with the 40% requirement. Plans were developed to move this project into 4 separate projects in the future to increase the amount of 402 funds being eligible for qualifying as local benefit/local expenditure. An effort was made through a fund shift to allow for a portion of these funds to be used for one element of the project to be executed, but upon consideration of timelines necessary for agency (PPB) approval to receive funds – PPB and program staff chose not to attempt to execute that element of the project.
SC-25-35-18-00	PPB Speed Racing	402	Program Management staffing levels and management changes/actions, 402 local expenditure compliance prioritization and competing project demands lead to execution of this project being de-prioritized. Additionally, the subrecipient's primary point of contact for the project changed and initial conversations about the grant did not begin until Q2. Upon consideration of timelines necessary for the subrecipient (PPB) approval to receive funds – program staff chose not to attempt to execute the project.
CP-2025-25-11-02	ESL Driver Education Course	402	There are very few Driver Education companies who have the capacity to take on this project. ODEC, the Driver Education Company who has provided the behind the wheel Driver Education Training in the past, had an outstanding invoice with the City of Portland and therefore the City could not proceed with the contract. By the time a Driver Education Company was found to take over the behind the wheel training, it was too late to implement the project.

Project number	Project Name	Fund Source	Explanation
TR-2025-54-01-00	Newberg-Dundee Local E-Cite/E-Crash	402	The grantee obtained alternative funding to carry out the planned activities, so this project was not implemented under TSO's program.

Oregon Transportation Safety Office Projects Implemented

An “implemented” grant is where the grant paperwork was signed by both parties and entered into a contract.

Project Number	Project Name	Program	Fund Name
AL-2025-14-00-00	Law Enforcement Breath Testing	Impaired Driving	IIJA NHTSA 402
AL-2025-14-11-00	Hood River DUII Prosecutor Activities	Impaired Driving	IIJA NHTSA 402
AL-2025-14-16-00	Albany Police Department Sustained DUII Enforcement Officer	Impaired Driving	IIJA NHTSA 402
AL-2025-14-17-00	Impaired Driving Enforcement	Impaired Driving	IIJA NHTSA 402
AL-2025-14-18-00	Sustained Traffic DUII Enforcement – Benton County Sheriff’s Office	Impaired Driving	IIJA NHTSA 402
AL-2025-14-20-00	Impaired Driving Prevention and Outreach for Slavic/Eastern European Community	Impaired Driving	IIJA NHTSA 402
B1CPS_US-2025-45-13-00	Child Passenger Safety (CPS) Support, Region 3	Occupant Protection	IIJA 405(b) OP High
B1CPS_US-2025-45-14-00	Child Passenger Safety (CPS) Support, Region 4	Occupant Protection	IIJA 405(b) OP High
B1CPS_US-2025-45-15-00	Child Passenger Safety (CPS) Support, Region 5	Occupant Protection	IIJA 405(b) OP High
B3C-2025-54-16-00	ODOT Data MIRE File Improvement	Traffic Records	IIJA 405(c) Data Program
B3DSA-2025-54-00-00	OHA Traffic Health Records	Traffic Records	IIJA 405(c) Data Program
B3SP-2025-54-19-00	ODOT Data TransInfo Migration	Traffic Records	IIJA 405(c) Data Program
B3SP-2025-54-20-00	CAR Crash Data Timeliness	Traffic Records	IIJA 405(c) Data Program
B3T-2025-54-16-00	DMV Online Citizen Crash Report	Traffic Records	IIJA 405(c) Data Program
B5BAC-2025-12-16-00	DUII Toxicology Services	Impaired Driving	IIJA 405(d) Impaired Driving Mid

Project Number	Project Name	Program	Fund Name
B5CS-2025-12-00-00	Prosecuting the Drugged Driver	Impaired Driving	IIJA 405(d) Impaired Driving Mid
B5CS-2025-12-14-00	MADD Court Monitoring Program	Impaired Driving	IIJA 405(d) Impaired Driving Mid
B5CS-2025-12-16-00	Law Enforcement Impaired	Impaired Driving	IIJA 405(d) Impaired Driving Mid
B5CS-2025-12-17-00	DRE Training	Impaired Driving	IIJA 405(d) Impaired Driving Mid
B5CS-2025-12-18-00	Impaired Driving Training – Oregon State Police	Impaired Driving	IIJA 405(d) Impaired Driving Mid
B5CS-2025-12-19-00	Traffic Safety Resource Prosecutors	Impaired Driving	IIJA 405(d) Impaired Driving Mid
B5PEM-2025-12-00-00	Impaired Driving Media – NHTSA Communications	Impaired Driving	IIJA 405(d) Impaired Driving Mid
B5PEM-2025-12-16-00	Impaired Driving Media – TSO Communications	Impaired Driving	IIJA 405(d) Impaired Driving Mid
B8A*CP-2025-21-15-00	Portable Education and Awareness	Community Traffic Safety	IIJA 405(e)flex
B8A*DE-2025-21-16-00	Data Gathering and Public	Statewide	SUPPLEMENTAL IIJA 405(e) Distracted Driving Awareness 24-26
B8L*TR-2025-22-11-00	Risky Driver Research	Traffic Records	IIJA 405(e) Distracted Driving Laws 24-26
BGPE-2025-68-15-00	Region 5 Bike/Ped Safety Education and Outreach	Pedestrians and Bicycle (Non-Motorized)	IIJA 405(g) Nonmotorized Safety 24-26
BGPE-2025-68-15-02	Community & Workplace Bicycle Rider & Pedestrian Safety Programs	Pedestrians and Bicycle (Non-Motorized)	IIJA 405(g) Nonmotorized Safety 24-26
BGSP-2025-68-15-01	Bicycle Safety for People with Disabilities	Pedestrians and Bicycle (Non-Motorized)	IIJA 405(g) Nonmotorized Safety 24-26
CL-2025-80-00-00	Safety Awareness	Vehicle Equipment Safety Standards	IIJA NHTSA 402
CL-2025-80-90-00	Vehicle Equipment	Statewide	IIJA NHTSA 402

Project Number	Project Name	Program	Fund Name
CP-2025-25-00-00	ODOT Regions: Program	Statewide	IIJA NHTSA 402
CP-2025-25-11-00	Region 1 Program: Education and Outreach	Statewide	IIJA NHTSA 402
CP-2025-25-11-01	Region 1 Community Traffic Safety	Statewide	IIJA NHTSA 402
CP-2025-25-12-00	Region 2 Program: Educationand Outreach	Statewide	IIJA NHTSA 402
CP-2025-25-12-01	Lane Safe Communities and Rural Bike and Pedestrian Safety Education	Pedestrians and Bicycle (Non-Motorized)	IIJA NHTSA 402
CP-2025-25-14-00	Central Oregon Transportation Safety Action Plan (TSAP) Implementation	Community Traffic Safety	IIJA NHTSA 402
CP-2025-25-16-00	Clackamas County LTSAP Implementation	Community Traffic Safety	IIJA NHTSA 402
CP-2025-25-17-00	Oregon Impact - Safe Community Hub	Community Traffic Safety	IIJA NHTSA 402
CP-2025-25-19-00	Marion County Safe Systems Project	Community Traffic Safety	IIJA NHTSA 402
CP-2025-25-90-00	Community Safety Programs	Statewide	IIJA NHTSA 402
CR-2025-45-11-00	Access to Car Seats for Low Income Families on a Sliding Scale	Occupant Protection	IIJA NHTSA 402
CR-2025-45-11-01	Region 1 CPS Fitting Stations	Occupant Protection	IIJA NHTSA 402
CR-2025-45-12-00	Child Passenger Safety (CPS) Support, Region 2	Occupant Protection	IIJA NHTSA 402
DD-2025-20-16-00	Oregon Impact – Distracted Driving High Visibility Enforcement	Distracted Driving	IIJA NHTSA 402
DD-2025-20-90-00	Distracted Driver Program Management	Distracted Driving	IIJA NHTSA 402
DE-2025-20-11-00	Afghan Driver Education Program	Driver Education and Behavior	IIJA NHTSA 402

Project Number	Project Name	Program	Fund Name
DE-2025-20-15-00	OSAA Traffic Safety Messaging	Driver Education and Behavior	IIJA NHTSA 402
DE-2025-20-15-01	OR11 Safety Outreach	Driver Education and Behavior	IIJA NHTSA 402
DE-2025-20-16-00	Safe Driving Statewide: Education and Media	Statewide	IIJA NHTSA 402
DE-2025-20-90-00	Driver Education Program Management	Statewide	IIJA NHTSA 402
DUI_AL-2025-14-11-00	Support for the BSOBR Court	Impaired Driving	IIJA 164 Transfer Funds
DUI_AL-2025-14-12-00	Springfield DUII Court	Impaired Driving	IIJA 164 Transfer Funds
DUI_AL-2025-14-16-00	Initial Drug and Alcohol Screening for Indigent DUII Offenders	Impaired Driving	IIJA 164 Transfer Funds
EDU_DG-2025-14-00-00	Cannabis Impaired Driving Prevention Education and Media Campaign	Impaired Driving	IIJA 164 Transfer Funds
EM-2025-24-16-00	EMS Statewide	Statewide	IIJA NHTSA 402
EM-2025-24-90-00	Emergency Medical Services Statewide Program Management	Statewide	IIJA NHTSA 402
ENF_AL-2025-14-12-00	Sustained DUII Enforcement – Woodburn Police Department	Impaired Driving	IIJA 164 Transfer Funds
ENF_AL-2025-14-13-00	Sustained DUII Enforcement – Jackson County Sheriff’s Office	Impaired Driving	IIJA 164 Transfer Funds
ENF_AL-2025-14-19-00	Sustained DUII Enforcement – Yamhill County Sheriff’s Office	Impaired Driving	IIJA 164 Transfer Funds
F1906CMD-2025-54-00-00	STOP-Statistical Transparency of Policing	Traffic Records	IIJA 1906 Prohibit Racial Profiling
M1*CP-2025-45-11-00	Community Transportation Safety - Ethiopian and Eritrean Cultural Center	Community Traffic Safety	IIJA 405(b)
M11MA-2025-80-00-00	Motorcyclist Awareness	Motorcycle Safety	IIJA 405(f) Motorcycle Programs

Project Number	Project Name	Program	Fund Name
M1HVE-2025-45-00-00	Statewide Safety Belt Enforcement, Oregon State Police	Occupant Protection	IIJA 405(b) OP High
M1OP-2025-45-00-00	Statewide Services – Occupant Protection – 405(b)	Occupant Protection	IIJA 405(b) OP High
M1PE-2025-45-17-00	Getting Parents Excited About Child Passenger Safety	Occupant Protection	IIJA 405(b) OP High
M1PE-2025-45-18-00	Safe Rides for Kids: Enhancing CPS	Occupant Protection	IIJA 405(b) OP High
M1PE-2025-45-19-00	Statewide Instructor Development & Technician Training	Occupant Protection	IIJA 405(b) OP High
M5HVE-2025-12-00-00	Impaired Driving Enforcement – Oregon State Police	Impaired Driving	IIJA 405(d) Impaired Driving Mid
M5HVE-2025-12-16-00	DRE Evaluations	Impaired Driving	IIJA 405(d) Impaired Driving Mid
M5IDC-2025-12-90-00	Impaired Driving Program Management	Statewide	IIJA 405(d) Impaired Driving Mid
M5OT-2025-12-13-00	DUII Multi-Disciplinary Training Conference	Impaired Driving	IIJA 405(d) Impaired Driving Mid
M8*CP-2025-25-13-00	Region 3 Program: Education and Outreach	Statewide	IIJA 405(e) Comprehensive Distracted Driving
M8*CP-2025-25-14-00	Region 4 Program: Education and Outreach	Distracted Driving	IIJA 405(e) Comprehensive Distracted Driving
M8*CP-2025-25-15-00	Region 5 Program: Education and Outreach	Statewide	IIJA 405(e) Comprehensive Distracted Driving
M8*PM-2025-20-16-00	Statewide Services – Media Report	Statewide	IIJA 405(e) Comprehensive Distracted Driving
M8*PT-2025-30-00-00	DPSST LE Training	Speed	IIJA 405(e) Comprehensive Distracted Driving

Project Number	Project Name	Program	Fund Name
M8*SC-2025-35-00-00	Speed Public Information & Education	Speed	IIJA 405(e) Comprehensive Distracted Driving
M8*SC-2025-35-19-00	Speed and Aggressive Driving Enforcement – Oregon State Police	Speed	IIJA 405(e) Comprehensive Distracted Driving
M8DDLE-2025-20-00-00	Distracted Driving Enforcement – Oregon State Police	Distracted Driving	IIJA 405(e) Comprehensive Distracted Driving
M8PE-2025-20-00-00	Distracted Driving Media	Distracted Driving	IIJA 405(e) Comprehensive Distracted Driving
M8PE-2025-20-16-00	Distracted Driving Statewide	Distracted Driving	IIJA 405(e) Comprehensive Distracted Driving
MC-2025-80-90-00	Motorcycle Programs	Motorcycle Safety	IIJA NHTSA 402
OP-2025-45-16-00	Local Police Department Safety Belt HVE	Occupant Protection	IIJA NHTSA 402
OP-2025-45-90-00	Occupant Protection	Statewide	IIJA NHTSA 402
PA-2025-91-90-00	Planning & Administration	Statewide	IIJA NHTSA 402
PA-2025-91-90-01	Safe System Research Roadmap	Traffic Records	IIJA NHTSA 402
PM_AL-2025-14-15-00	Region 5 Impaired Driving Education and Outreach	Impaired Driving	IIJA 164 Transfer Funds
PS-2025-68-11-01	Community Bicyclist and Pedestrian Safety Training	Pedestrians and Bicycle (Non-Motorized)	IIJA NHTSA 402
PS-2025-68-11-03	Advancing Bicycle and Pedestrian Safety Education for Historically Marginalized Portlanders	Pedestrians and Bicycle (Non-Motorized)	IIJA NHTSA 402
PS-2025-68-13-00	Region 3 Bike/Ped Safety Education and Outreach	Pedestrians and Bicycle (Non-Motorized)	IIJA NHTSA 402
PS-2025-68-14-01	Pathways to Independence	Pedestrians and Bicycle (Non-Motorized)	IIJA NHTSA 402

Project Number	Project Name	Program	Fund Name
PS-2025-68-16-00	Statewide Services-Bicyclist and Pedestrian	Pedestrians and Bicycle (Non-Motorized)	IIJA NHTSA 402
PS-2025-68-17-00	Aging Pedestrian and Traffic Safety	Pedestrians and Bicycle (Non-Motorized)	IIJA NHTSA 402
PS-2025-68-18-00	Oregon Friendly Driver	Pedestrians and Bicycle (Non-Motorized)	IIJA NHTSA 402
PS-2025-68-90-00	Bicycle and Pedestrian	Statewide	IIJA NHTSA 402
PT-2025-30-11-00	Financial Assistance for PPB Training	Traffic Enforcement Services	IIJA NHTSA 402
PT-2025-30-11-01	Financial Assistance for LE/Partner Training	Driver Education and Behavior	IIJA NHTSA 402
PT-2025-30-13-00	Coos County Sustained Traffic Enforcement	Traffic Enforcement Services	IIJA NHTSA 402
PT-2025-30-17-00	Vulnerable Road User Enforcement and Education	Pedestrians and Bicycle (Non-Motorized)	IIJA NHTSA 402
PT-2025-30-90-00	Traffic Services Program Management	Statewide	IIJA NHTSA 402
RS-2025-77-16-00	Safety Corridor Education and Enforcement	Roadway Safety	IIJA NHTSA 402
RS-2025-77-90-00	Roadway Safety Program Management	Statewide	IIJA NHTSA 402
SC-2025-35-11-00	Supplies for Speed Enforcement Activities for Forest Grove Police Department	Speed	IIJA NHTSA 402
SC-2025-35-13-00	Regions 2 and 3 Speed Enforcement Outreach and Education	Speed	IIJA NHTSA 402
SC-2025-35-14-00	Region 4 Speed Enforcement Outreach and Education	Speed	IIJA NHTSA 402
SC-2025-35-15-00	Region 5 Speed Enforcement Outreach and Education	Speed	IIJA NHTSA 402

Project Number	Project Name	Program	Fund Name
SC-2025-35-16-00	HVE Speed Enforcement – Oregon Impact	Speed	IIJA NHTSA 402
SC-2025-35-90-00	Speed Program Management	Statewide	IIJA NHTSA 402
TC-2025-24-00-00	Judicial Education Conference	Judicial Outreach	IIJA NHTSA 402
TC-2025-24-90-00	Judicial Education Program Management	Statewide	IIJA NHTSA 402
TR-2025-54-00-00	Madras Local E-Cite/E-Crash	Traffic Records	IIJA NHTSA 402
TR-2025-54-02-00	Redmond Local E-Cite/E-Crash	Traffic Records	IIJA NHTSA 402
TR-2025-54-90-00	Traffic Records Program Management	Statewide	IIJA NHTSA 402
TSP-2025-20-16-00	Trauma Nurses Talk Tough - Train the Trainer	Statewide	IIJA NHTSA 402
UNATTD-2025-45-00-00	Statewide Services – Occupant Protection – 402	Occupant Protection	IIJA NHTSA 402

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	AL-2025-14-00-00
Project Title	
Law Enforcement Breath Testing	
Countermeasure	
Countermeasures that Work Section 2.3 Breath Test Devices	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$2,013,032	\$1,371,609.

Planned Activity Details:

Description: Describe the Planned Activity purpose.	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.
Results:	This project contributed to addressing the State highway safety performance target in C-5 – Number of fatalities in

Describe how this project contributed to meeting the State's highway safety performance targets?	crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS). FFY2025 was the first year of a two-year project. The project will lead to more reliable access to functional breath testing instruments, data access, trend analysis in local communities, reduced instrument downtime, and increase access over previous device locations.
---	--

Sub-Recipient	Organization Type
Oregon State Police	State Agency
County Sheriff Offices	County Agency
City Police Departments	City Police Departments
Tribal Police Agencies	Sovereign Nations

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	AL-2025-14-11-00
Project Title	
Hood River DUII Prosecutor Activities	
Countermeasure	
Deterrence: Prosecution and Adjudication	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$164,818.75	\$158,691.62

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided funds to assist the Hood River County District Attorney's Office prosecute impaired driving cases. This office routinely sees a disproportionate number of DUII 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 DUII offenses was intended to improve accountability for offenders and prevent the District Attorney's Office from having to decline prosecution on viable cases due to capacity limitations.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This project accomplished the following: • Tracked 194 DUII Cases • Filed 149 DUII Cases • Secured convictions (via verdicts, entries of plea) on 84 cases • Zero cases were declined or deferred due to lack prosecutorial capacity • Acted as resource for law enforcement, engaging with officers through regular emails, advising them of changes in DUII caselaw, and offering tips for best practices in DUII investigations and remaining available to them for DUII related questions. In 2023, 66% of Oregon's fatalities were substance involved and 21% of all fatal and serious injury crashes in Oregon

	involved impairing substances. Addressing the underlying causes of impaired driving to decrease recidivism is a proven countermeasure to address impaired driving. This project contributed to Oregon's performance measures to decrease serious injuries and fatalities by increasing prosecutorial capacity for DUII in Hood River by funding DUII Prosecution Activities.
--	--

Sub-Recipient	Organization Type
Hood River County DA	Local Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	AL-2025-14-16-00
Project Title	
Albany Police Department Sustained DUII Enforcement	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$200,000	\$178,209

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded police officer impaired driving enforcement activities, and other traffic safety enforcement activities, including HVE and education efforts in compliance with Oregon's traffic safety laws.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This project resulted in a DUII specific police officer position and 50% of patrol time was dedicated to Impaired Driving focused enforcement. That officer targeted and conducted dedicated DUII patrols during peak hours, weekends, holidays and special events. Assigned officer attended DRE training. The agency provided community education and outreach using social media tools and campaigns. The agency saw a near 10% increase in DUII arrests from the previous year, and the newly appointed officer in this role made 25% of the 227 arrests made by the agency as a whole.

Sub-Recipient	Organization Type
Albany Police Department	Local Government, Law Enforcement

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	AL-2025-14-17-00
Project Title	
Impaired Driving Enforcement – Oregon Impact	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$566,600	\$407,675

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to fund law enforcement patrols dedicated to impaired driving prevention activities, to include high visibility enforcement. Participating city and county law enforcement agencies were required to schedule impaired driving patrols during the Christmas/New Years and Labor Day national mobilization periods. The project was 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 patrols were to be publicized to increase the deterrent effect by creating a credible threat of arrest to influence those who had been drinking or using other impairing substances to choose another mode of transportation that did not involve them operating a vehicle.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	74 municipal and county law enforcement agencies from around the state participated in this grant project after submitting their own applications to Oregon Impact describing their local challenges related to impaired driving in their communities. Participating officers were required to have received recent training on DUII and the administration of Standardized Field Sobriety Tests to ensure they met the highest standards of enforcement. 1,129 individual patrols were conducted throughout the year, which resulted in 629 DUII arrests – roughly 10% more arrests than were made during an equivalent project in FY2024. These arrests included drivers suspect of being

	impaired by alcohol and/or other impairing substances. While the deterrent effect these arrests had on the involved drivers, their friends and families, and the motoring public who may have witnessed them cannot be quantified, it is undoubtedly present. Due to Oregon's high involvement of impairing substances in fatal and serious injury crashes, each impaired driving investigation and arrest conducted as part of this project had the potential to drive those metrics down.
--	---

Sub-Recipient	Organization Type
Oregon Impact	Non-profit
Ashland Police Department	Law Enforcement Agency
Astoria Police Department	Law Enforcement Agency
Baker County Sheriff's Office	Law Enforcement Agency
Beaverton Police Department	Law Enforcement Agency
Black Butte Ranch Police Department	Law Enforcement Agency
Brookings Police Department	Law Enforcement Agency
Burns Police Department	Law Enforcement Agency
Canby Police Department	Law Enforcement Agency
Carlton Police Department	Law Enforcement Agency
Central Point Police Department	Law Enforcement Agency
Coburg Police Department	Law Enforcement Agency
Columbia County Sheriff's Office	Law Enforcement Agency
Coos Bay Police Department	Law Enforcement Agency
Coos County Sheriff's Office	Law Enforcement Agency
Deschutes County Sheriff's Office	Law Enforcement Agency
Eagle Point Police Department	Law Enforcement Agency
Enterprise Police Department	Law Enforcement Agency
Eugene Police Department	Law Enforcement Agency
Florence Police Department	Law Enforcement Agency
Forest Grove Police Department	Law Enforcement Agency
Gladstone Police Department	Law Enforcement Agency

Grants Pass Police Department	Law Enforcement Agency
Gresham Police Department	Law Enforcement Agency
Hillsboro Police Department	Law Enforcement Agency
Hood River Police Department	Law Enforcement Agency
Independence Police Department	Law Enforcement Agency
Jackson County Sheriff's Office	Law Enforcement Agency
Josephine County Sheriff's Office	Law Enforcement Agency
Junction City Police Department	Law Enforcement Agency
Keizer Police Department	Law Enforcement Agency
Klamath County Sheriff's Office	Law Enforcement Agency
Lake Oswego Police Department	Law Enforcement Agency
Lane County Sheriff's Office	Law Enforcement Agency
Lincoln City Police Department	Law Enforcement Agency
Malheur County Sheriff's Office	Law Enforcement Agency
Marion County Sheriff's Office	Law Enforcement Agency
Medford Police Department	Law Enforcement Agency
Molalla Police Department	Law Enforcement Agency
Multnomah County Sheriff's Office	Law Enforcement Agency
Myrtle Creek Police Department	Law Enforcement Agency
Newberg/Dundee Police Department	Law Enforcement Agency
North Bend Police Department	Law Enforcement Agency
Oregon City Police Department	Law Enforcement Agency
Phoenix Police Department	Law Enforcement Agency
Polk County Sheriff's Office	Law Enforcement Agency
Portland Police Bureau	Law Enforcement Agency
Prineville Police Department	Law Enforcement Agency
Reedsport Police Department	Law Enforcement Agency
Rogue River Police Department	Law Enforcement Agency

Salem Police Department	Law Enforcement Agency
Sandy Police Department	Law Enforcement Agency
Seaside Police Department	Law Enforcement Agency
Sherwood Police Department	Law Enforcement Agency
Silverton Police Department	Law Enforcement Agency
Springfield Police Department	Law Enforcement Agency
Stanfield Police Department	Law Enforcement Agency
Stayton Police Department	Law Enforcement Agency
Talent Police Department	Law Enforcement Agency
Tigard Police Department	Law Enforcement Agency
Tillamook County Sheriff's Office	Law Enforcement Agency
Umatilla County Sheriff's Office	Law Enforcement Agency
Vernonia Police Department	Law Enforcement Agency
Warrenton Police Department	Law Enforcement Agency
Washington County Sheriff's Office	Law Enforcement Agency
West Linn Police Department	Law Enforcement Agency
Winston Police Department	Law Enforcement Agency
Yamhill County Sheriff's Office	Law Enforcement Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	AL-2025-14-18-00
Project Title	
Sustained DUI Enforcement – Benton County Sheriff's Office	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$56,160	\$46,416

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded 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 targeted dates, times, and locations where an increase in dangerous driving incidences had been observed, as evidenced by a disparate numbers of crashes, citations, and traffic offense arrests.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	There has been a reduction in traffic crashes involving serious injuries and fatalities from the 2024 numbers (Total crashes 238, 56 injury, 8 fatal) to the 2025 numbers, Jan-Sep (Total crashes 210, 34 injury, 2 fatal). There was a total of 709 enforcement hours of dedicated Impaired Driving enforcement. Education and Outreach were done in person at two community events, as well as for the Benton County Citizens Academy in late summer/early fall. The agency increased their social media presence but did not quantify an increased number. They participated in national DUI enforcement operations, as well as other activities and blitzes (8 specifically named, and they indicated others like local concerts), many of which were partnered with other agencies. They increased their focus on DUI enforcement in rural areas of the county where high-risk events (Newport Seafood and Wine Festival, Shrewsbury Festival, and

	Philomath Frolic) took place and on county roadways where higher speeds can lead to more dangerous crashes.
--	---

Sub-Recipient	Organization Type
Benton County Sheriff's Office	Local Government, Law Enforcement Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	AL-2025-14-20-00
Project Title	
Impaired Driving Prevention and Outreach for Slavic/Eastern European Community	
Countermeasure	
Communications, Education, Training and Outreach	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$43,636	\$33,554

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided workshops and outreach events to educate the Slavic Community about the dangers of driving under the influence of alcohol and/or drugs, while also creating effective outreach strategies to increase awareness. The project worked closely with the Slavic & Eastern European community to spark meaningful conversations and develop best practices for supporting youth and their families in combatting substance involved driving.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The <i>Slavic Community Center of NW</i> successfully implemented the Impaired Driving Prevention and Outreach Project to raise awareness and reduce impaired driving among the Slavic and Eastern European community in Oregon. The project hosted four culturally tailored workshops which were attended by 47 participants: • <i>DUI Jeopardy with Dr. Christina Daragan</i> • <i>Impaired Driving & Traffic Safety with PBOT</i> • <i>Crash-Free Workshop with Lilia Belousova</i> • <i>Blurred Reality with Oregon Impact</i> These sessions educated youth and parents about DUI laws, alcohol's effects, and safe decision-making while encouraging open family dialogue and stronger community partnerships with local agencies, including the Portland Bureau of Transportation (PBOT), Portland Police Bureau (PPB), and Fire & Rescue. The project reached families across multiple counties, enhanced understanding of

	impaired driving risks, and built trust between immigrant families and public safety officials. Despite challenges such as limited time, childcare barriers, and cultural stigma, the initiative achieved its objectives and created lasting resources for ongoing education and prevention within the community. In addition, the project produced a community prevention video in Russian and Ukrainian which is being released near the holidays. This project contributed to Oregon's performance measures to decrease serious injuries and fatalities by reaching an underserved community with culturally appropriate materials in their languages. The problems the project impacted were: - High rates of impaired driving and limited awareness of DUI laws within the Slavic and Eastern European community. - Misconceptions and cultural myths about alcohol consumption and safe driving. - Underage drinking and lack of understanding of its legal and health consequences. - Limited access to culturally tailored DUI prevention education and resources in Ukrainian and Russian languages. - Need for improved community engagement between law enforcement, public safety organizations, and immigrant families.
--	---

Sub-Recipient	Organization Type
Slavic Community NW	Non-profit

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Occupant Protection	B1CPS_US-2025-45-13-00
Project Title	
Child Passenger Safety (CPS) Support, Region 3	
Countermeasure	
Education and Outreach	
Initial Funding Source	Updated Funding Source
405(b)	Choose an item.
Amount Awarded	Amount Expended
\$15,000	\$10,112

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to provide mini-grants to local agencies to assist with providing car seats to low-income qualifying families, and in assisting agencies with their CPS program efforts and training.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	One mini-grant was provided that supported a CPS instructor to attend a national conference to further his CPS education. The agency also provided car seats to low-income qualifying families and had one member of the agency completed their training as a CPST. There were five total new technicians certified in the Region. Preliminary data shows that there were no children aged 0-9 injured or killed in traffic crashes in the Region. The Regional Transportation Safety Coordinator (RTSC), also a CPS Technician and Proxy, assisted several customers with their CPS needs, served as a resource to technicians and assisted with the recertification process for several technicians in ODOT Region 3.

Sub-Recipient	Organization Type
ODOT TSO Region 3	State Government

Grants Pass Fire Dept.	Local Government
------------------------	------------------

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Occupant Protection	B1CPS_US-2025-45-14-00
Project Title	
Child Passenger Safety (CPS) Support, Region 4	
Countermeasure	
Child Restraint Inspection Stations	
Initial Funding Source	Updated Funding Source
405(b)	405(b)
Amount Awarded	Amount Expended
\$15000	\$14,030

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided funding to assist local agencies with their efforts in child passenger safety outreach and education by reimbursing local programs for eligible program expenses in the education of caregivers on the proper use and installation of child safety seats and in distribution of safety seats for families in need. The following amounts were expended by each of the following partner agencies: Safe Kids Columbia Gorge CPS, serving Wasco, Sherman, Gilliam, and Wheeler counties in Region 4. B1CPS US-25-45-14-00 001 - \$7,000 Lake County Public Health CPS, serving Lake County, Oregon's third largest county – approximately 97,000 square miles. B1CPS US-25-45-14-00 002 - \$1,134.63 Jefferson County CPS, serving both Jefferson County and the Confederated Tribes of the Warm Springs. B1CPS US-25-45-14-00 003 - \$4,000 Family Resource Center of Central Oregon, serving Deschutes and Crook counties. B1CPS US-25-45-14-00 004 - \$895.00
Results: Describe how this project contributed to meeting	Unfortunately, with a high injury and fatality rate in child passengers aged 0-9 in 2023, the five-year average did not decrease from the 2017-2021 number of 100. The current 2019-2023 average is now up to 112 children a year. This

the State's highway safety performance targets?

increase emphasizes the ongoing need for child passenger safety education and access to seats for all families across the region. Gaps in services that exist when these programs are not widely available put all children at risk. Significant progress was made toward addressing these gaps, however, with some of the following accomplishments:

- 8 out of 9 counties now have CPS program services and access to seats. This is up from 6 the previous year.
- This year Region 4 closed out FY25 with 46 certified technicians. This is phenomenal increase of 11 technicians in just one grant year. For the first time in at least a decade, Region 4 has a technician in every county, not just a technician who has to travel to serve every county. FY25 accomplished a 30% increase in certified CPS technicians for Region 4
- 171 child safety seats distributed to families experiencing financial hardship, program participation at 21 community events, 12 educational classes held, and 64 private appointments attended by technicians

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government
Safe Kids Columbia Gorge	Non-Profit
Lake County Public Health	Local Government
Jefferson County Public Health	Local Government
Family Resource Center of Central Oregon	Non-Profit

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Occupant Protection	B1CPS_US-2025-45-15-00
Project Title	
Child Passenger Safety (CPS) Support, Region 5	
Countermeasure	
Inspection Stations – CTW 3-star citation Communications and Outreach – CTW 3-star citation	
Initial Funding Source	Updated Funding Source
405(b)	Choose an item.
Amount Awarded	Amount Expended
\$16,000	\$11,067

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided funding to assist local agencies with their efforts in child passenger safety education by reimbursing local agencies for child safety seats, supplies, and support to the CPS programs.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This grant provided six mini grants to agencies in R5 and partnered with all eight counties to increase CPST (CPS Technician) presence. The Project Director also worked with two agencies who wanted to step back from project administration next year and was able to secure an agency willing to step in and administer programs in those counties next year. A total of 22 new techs were trained to support R5 in this grant year. Additionally, a total of 10 out of 21 eligible CPST's from R5 recertified in this grant year which represents 48% retention of prior certifications. However, with the addition of new techs, we were able to keep our total retention above 70%. This number is an increase from the previous year where only 42% recertified.

Sub-Recipient	Organization Type
ODOT TSO Region 5	State Government
Baker City Police Department	Local Government, Law Enforcement Agency
Building Healthy Families	Non-Profit
CASA of Eastern Oregon	Non-Profit
Families First	Non-Profit
Good Shepherd Medical Center	Non-Profit Hospital
St. Anthony Hospital	Non-Profit Hospital

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Traffic Records	B3C-2025-54-16-00
Project Title	
ODOT Data MIRE File Improvement	
Countermeasure	
Initial Funding Source	Updated Funding Source
405(c)	405(c)
Amount Awarded	Amount Expended
\$250,000	\$191,265

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project worked 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 involved identifying actions and activities that will improve records, procedures, and access to data. Project activities included identifying methods to address local roadway data collection and measurement. Upon final completion, it was expected multiple performance measures would be improved, and/or a plan for improvement would be developed. The intention was that initial improvements to completeness would be the first noticeable outcome as a result of this strategy work. Proposed improvements involved increasing the percentage of MIRE elements in the system.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The project made significant progress on project efforts including: 1. Surface Type tool evaluated and modified. 22% of roads require manual review. 2. AADT technical team created and has begun work modifying previously created model to estimate AADT on urban roads. Modifications will expand model to include rural roads. 3. Interchanges are identified, almost complete creating points for interchange IDs, and almost complete determining interchange type. 4. Roadway Type at Beginning and End of Ramp Terminal is complete. 5. Direction of Inventory is complete. 6. Intersection ID and Approach ID are complete.

	It is anticipated that Oregon will meet the 2026 deadline for modernizing its MIRE information, which will allow ODOT to manage resources in a manner designed to reduce serious injury, and death on facilities.
--	---

Sub-Recipient	Organization Type
ODOT Data Section	State Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Traffic Records	B3DSA-2025-54-00-00
Project Title	
OHA Traffic Health Records	
Countermeasure	
Initial Funding Source	Updated Funding Source
405(c)	405(c)
Amount Awarded	Amount Expended
\$377,872	\$222,574

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This three-year project continued work to improve the EMS/Injury Surveillance system as articulated in the best practices outlined in the Traffic Records Assessment Advisory. Oregon worked to 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, expected improvement to 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 project was focused on traffic safety improvement. Baseline – the current quantity is zero linked elements or datasets in this category. In the above project worked 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 worked 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 a lengthy series of actions
--	---

Results:

Describe how this project contributed to meeting the State's highway safety performance targets?

The project, this grant year, accomplished numerous sub objectives leading toward project success over time, including:

Developed and implement on-demand data quality monitoring tools for agencies while supporting agencies in data quality improvement.

Developed scope, methodology and feasibility of a stable, ongoing linked dataset that brings together public health data to follow the patient throughout the episode of care.

Provided for scaling a pilot project currently under development to expand the number of licenses and users to levels needed to support more extensive reporting activities. Preliminary analytics and metadata/documentation work for OR-EMSIS data is complete.

The Posit Teams pilot was scaled up to add licenses. Project staff have begun to use the platform for publishing and updating of data products.

The data quality dashboard template with submission and timeliness measures has been deployed internally.

A guidance hub for support documents is expected to be deployed in November of 2025.

The OPA2 and RA4 positions were hired in January 2025 bringing additional resources on board for the project.

Significant progress has been made in outreach to EMS agencies, identifying sources of missing data, and getting thousands of records into OR-EMSIS.

Completeness metrics are nearing readiness for deployment on the data quality dashboard

The new Trauma Registry is now live, and metadata work for the new data system is scheduled to begin.

Each of these improvements are expected to increase decision making information within public health and the greater transportation safety community to make better decisions regarding transportation safety to reduce death and serious injury in Oregon.

Sub-Recipient	Organization Type
Oregon Health Authority	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Traffic Records	B3SP-2025-54-19-00
Project Title	
ODOT Data TransInfo Migration	
Countermeasure	
Initial Funding Source	Updated Funding Source
405(c)	405(c)
Amount Awarded	Amount Expended
\$125,750	\$125,750

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This was a 3-year project that began work to 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 were intended to 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. 4. Implementation: The project team will implement changes in a production environment, ensuring that all users are trained and the system is fully operational. The project will began work to aggregate information gathered from locations statewide.
--	---

Results: Describe how this project contributed to meeting the State's highway safety performance targets?	During the grant year, the project team conducted foundational work to support modernizing Oregon's linear referencing system. Key activities included hosting a multi-day project kickoff, conducting workflow capture sessions across business lines, and collaborating with contractors to document current systems, define technical requirements, and build shared understanding of asset data and integration needs. These efforts laid the groundwork for transitioning to a unified, streamlined platform that will improve the quality and accessibility of roadway data statewide. As this information becomes available, it will reduce serious death and injury on the roadways through better knowledge for decision makers to use in managing the transportation system.
--	---

Sub-Recipient	Organization Type
ODOT Data Section	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Traffic Records	B3SP-2025-54-20-00
Project Title	
CAR Crash Data Timeliness	
Countermeasure	
Initial Funding Source	Updated Funding Source
405(c)	405(c)
Amount Awarded	Amount Expended
\$278,121	\$236,525

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was a multi-year effort to sustain and improve crash data timeliness and operations for all data users. This project funded 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 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. 3. 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.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Staff resources were identified and assigned to perform project activities. We designated experienced resources to train the new resources reducing the normal onboarding and training period of six months to about two to three months. We also assigned tenured workers to oversee and perform QA/QC processes on their work which also allowed the

11/2025

	new resources to onboard faster than normal and to start coding crash records directly into the production Crash Data System. • Having the additional Crash Report Technicians has been critical in allowing us to meet and maintain federal and agency timelines for data entry. • The average Crash Data Technician is responsible for entering 6,000 crashes into the system per year. With an estimated 50,000 crashes per year to be entered into the state Crash Data System, adding another Crash Data Technician to enter an average of 6,000 records have significantly helped improve crash data timeliness. • Adding resources to screen fatal and motor carrier crashes, and to populate crash data has benefited all populations by supporting all crash data analysis. The added resources have reduced crash data completion times and improved timeliness with expected additional improvements in the coming year. CCD also experienced a timeliness improvement. It is expected that this improvement will result in earlier access to crash data resulting in better decision making to reduce serious injury crashes and fatalities on Oregon roadways.
--	---

Sub-Recipient	Organization Type
ODOT-Data	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Traffic Records	B3T-2025-54-16-00
Project Title	
DMV Online Citizen Crash Report	
Countermeasure	
Initial Funding Source	Updated Funding Source
405(c)	405(c)
Amount Awarded	Amount Expended
\$148,110	\$133,666

Planned Activity Details:

Description: Describe the Planned Activity purpose.	In this final year of the project, 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 was a key first step to automated and improved customer crash reports. It is expected to 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 through a separate grant project. This project's 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.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	During this final grant period, the project fully implemented Phase 1 of the Electronic Crash Reporting Solution in Summer of 2024 and fully implemented Phase 2 of the Electronic Crash Reporting Solution in May 2025, which represents full implementation of the Electronic Crash Reporting Solution. The project developed templates, reports and performance measures to ensure the solution meets ODOT objectives for this modernization effort and was completed by 9/30/2025. ODOT business units directly using or indirectly impacted by the full implementation the Electronic Crash Reporting Solution now have the data and means to measure results and determine if ODOT's stated objectives are being met for the modernization effort. As of the close of the project, citizens were already using the report online. This online use will result in more timely accurate crash data and will allow decision makers earlier access to quality data for decision making to reduce serious and fatal crashes in Oregon.

Sub-Recipient	Organization Type
ODOT-DMV	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	B5BAC-2025-12-16-00
Project Title	
DUII Toxicology Services	
Countermeasure	
BAC Test Refusal Penalties	
Initial Funding Source	Updated Funding Source
405(d)	Choose an item.
Amount Awarded	Amount Expended
\$60,000	\$51,244

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to fund contractual services related to toxicology and related testimony in impaired driving cases. Blood analysis for intoxicants in DUII cases was not previously available in Oregon, which required these activities to be outsourced to a private lab in another state, and case law has required prosecutors to make participating toxicologists available to appear in Oregon courts. This project was intended to fund travel and/or contractual wage expenses for these toxicologists to provide testimony in DUII cases.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	26 cases were supported with testimony from out-of-state toxicologists, mostly for the contracted rate of pay for the laboratory's personnel. By making these third-party toxicologists available for litigation, prosecutors were able to secure appropriate outcomes for impaired driving cases which required use of the out-of-state laboratory. By holding offenders properly accountable, DUII recidivism was positively impacted. TSO's DUII Toxicology projects have helped shift the state's toxicology processes such that blood analysis in these cases is now almost entirely done at the Oregon State Police Crime Lab in lieu of using outside private labs. This will ultimately make toxicology services cheaper, more accessible, and less exposed to defenses centered on the availability of testimony instead of the merits of the case.

Sub-Recipient	Organization Type
Oregon State Police	Law Enforcement Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	PRT-2025-12-00-00 Amended to B5CS-2025-12-00-00
Project Title	
Prosecuting the Drugged Driver	
Countermeasure	
Oregon 3HSP 2024-2026, p 186, 197	
Initial Funding Source	Updated Funding Source
402	405(d)
Amount Awarded	Amount Expended
\$100,000	\$73,970

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The 2025 Prosecuting the Drugged Driver (PDD) training provided crucial curriculum for prosecutors and Drug Recognition Experts (DREs) from multiple counties across Oregon. Attendees received current information related to traffic safety laws, new and impending traffic safety legislation, and nationally recognized best practices designed to increase public safety, reduce the number of impaired drivers on Oregon's roadways. This training provided an opportunity to learn about and discuss the responsibilities of others, and how this knowledge will influence the successful prosecution of drugged driving cases. Attendees participated in productive dialogue with colleagues and faculty to establish a strong network of problem solving, communication, and collaboration. PDD also provided a solid foundation of knowledge on crash reconstruction, toxicology, the DRE Program, and offered a greater understanding of the ever-changing creation and distribution of synthetic drugs, dynamics of Oregon's drug culture & drug use.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The 2025 Prosecuting the Drugged Driver (PDD) training provided crucial curriculum for 32 prosecutors and 29 Drug Recognition Experts (DREs) from multiple counties across Oregon. Attendance for both prosecutors and law enforcement increased this year. In 2023 there were 30 prosecutor

	attendees and 22 DRE attendees, compared to 32 prosecutors and 29 DREs in attendance at this year's PDD training. Prosecutors were divided into small breakout groups, with their DRE pair/partner to conduct a direct examination with an actual report written by their DRE partner. Each breakout group was equipped with at least one prosecutor instructor and one DRE instructor to facilitate and provide guidance. Prosecutors were provided with direct feedback on their courtroom skills throughout the training and various trial skill practice sessions and case studies. Specifically, the case charging exercise, jury selection, toxicology breakout, cross-exam of the defense expert, and direct examination of a DRE. These activities helped ensure that drug-impaired drivers will be effectively prosecuted, which supports the State's highway safety performance targets for reducing crashes caused by impaired driving.
--	---

Sub-Recipient	Organization Type
Oregon Department of Justice	Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	B5CS-2025-12-14-00
Project Title	
MADD Court Monitoring Program	
Countermeasure	
Court Monitoring	
Initial Funding Source	Updated Funding Source
405(d)	Choose an item.
Amount Awarded	Amount Expended
\$129,421	\$113,018

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to maintain Court Monitoring activities on behalf of MADD, with a team that engaged with prosecutors, judges, and law enforcement throughout the year, and via the state's court case database, OJCIN. Staff were to track individual cases, collect data about each case, and create reports regarding case disposition in both Deschutes and Multnomah counties. The purpose was to seek to identify trends and inconsistencies and present these findings to stakeholders such as law enforcement, judges, prosecutors, public defenders, and the media to ensure appropriate actions are being taken at all levels of impaired driving prevention and management.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Despite the setback of having to hire a new court monitor in the Multnomah County area midway through the program year, the MADD Court Monitoring program was successful in accomplishing several of the project objectives. Preliminary data provided by this grantee indicates that there was a 16% reduction in DUII fatalities from 2023 to 2024 in Multnomah County, mirroring the preliminary statewide data showing a downward trend in DUII fatalities and serious injuries over the same period. Key Results include: 40 cases monitored between Deschutes County and Multnomah County per month.

	• MADD’s efforts have been focused on community connections and building a reliable volunteer basis. During the year, MADD went from 0 to 4 volunteers, which play a vital role in MADD’s mission by aiding in the collection of data and offering a court presence. • Throughout this year, MADD gained partnerships with AAA, Target Zero, and the Slavic Community Center of NW. Introductions and connections were made with Oregon Public Defense Attorneys, Multnomah and Washington Circuit Court Judges and Judicial Officers, and Beaverton Police Department. MADD has found that nearly all stakeholders are welcoming and supportive of the court monitoring program in Multnomah and Washington County. • The Annual Court Monitoring Roundtable meeting was held on Nov 4th, 2025, and distributed electronically to key agencies in the monitored counties.
--	---

Sub-Recipient	Organization Type
Mothers Against Drunk Driving	Non-Profit

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	B5CS-2025-12-16-00
Project Title	
Law Enforcement Impaired Driving Training	
Countermeasure	
NHTSA Highway Safety Program Guideline No. 8	
Initial Funding Source	Updated Funding Source
405(d)	Choose an item.
Amount Awarded	Amount Expended
\$585,500	\$440,627

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to provide salary and benefits to support training activities conducted by the Oregon Department of Public Safety Standards and Training to educate law enforcement on topics related to impaired driving enforcement. These courses included, but were not limited to, Standardized Field Sobriety Testing (SFST), Intoxilyzer 8000 Operator, Drugs that Impair Driving (DID), alcohol workshops, DUII scenarios, DUII report writing, and Advanced Roadside Impaired Driving Enforcement (ARIDE). A quarterly newsletter was also planned to highlight current impaired driving trends and effective strategies to counter them. The primary goal of the project was to create and maintain consistency among Oregon law enforcement personnel who may investigate impaired driving offenses, such that their investigations, reports, and testimony would be effective. By providing officers with these skills, and the confidence to use them, the intent was to see offenders properly held accountable so as to reduce recidivism.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	DPSST provided impaired driving enforcement training to every student who attended the Oregon Basic Police Academy. This included SFST classroom and practical training, report writing, Intoxilyzer 8000 Operator training, DID, DUII scenarios, alcohol workshops, and other related courses. 403 officers received this training across 12 basic SFST classes.

	61 SFST refresher classes were also conducted throughout the state, with 502 officers trained. DPSST also offered an SFST Instructor Development Course, with 15 new instructors certified. This increased the size of the SFST instructor cadre to 159 by the end of the grant year. Five Intoxilyzer 8000 Operator courses were held at regional sites during the year, with 58 officers recertified on the instrument. Four Intoxilyzer 8000 Instructor courses were also held, which resulted in 11 new instructors being certified. DPSST staff also participated in three ARIDE courses, and a newsletter was distributed each quarter.
--	--

Sub-Recipient	Organization Type
Oregon Department of Public Safety Standards and Training	Government Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	B5CS-2025-12-17-00
Project Title	
DRE Training	
Countermeasure	
NHTSA Highway Safety Program Guideline No. 8	
Initial Funding Source	Updated Funding Source
405(d)	Choose an item.
Amount Awarded	Amount Expended
\$260,000	\$184,486

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to provide wages and benefits to support training activities conducted by the Oregon Drug Evaluation and Classification Program (DECP). These trainings activities were expected to include, but not be limited to, Drug Recognition Expert (DRE) School/Certification, Advanced Roadside Impaired Driving Enforcement (ARIDE), Drug Impairment for Educational Professionals (DITEP), Employer Drug Impairment Training (EDIT), and Commercial Motor Vehicle Inspector Impairment Detection Training. This project was also expected to allow for training of Oregon's DRE cadre on use of a new tablet-based reporting system for conducting and recording the results of drug influence evaluations. Other activities included attendance/participation at in-state and out-of-state drug impaired driving trainings.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Under the leadership of the DRE State Coordinator, the DECP program held a DRE School in Central Oregon, with field certifications in Southern Oregon. 16 officers from around the state were certified as DREs as a result of this effort, bringing Oregon's total cadre to 174. ARIDE courses were offered throughout the year in Portland, Salem, West Linn, Silverton, Springfield, Newberg-Dundee, Umatilla, The Dalles, Redmond, Newport, Warrenton, Medford, and Klamath Falls, which resulted in 215 officers receiving training. Prosecutors and forensic scientists were allowed to audit these courses to enhance their own knowledge of the material.

	By increasing the number of active officers who have completed advanced impaired driving investigation trainings, Oregon has created new opportunities for offenders to be identified and arrested, and for their cases to be appropriately adjudicated to discourage recidivism.
--	---

Sub-Recipient	Organization Type
Oregon State Police	Law Enforcement Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	B5CS-2025-12-18-00
Project Title	
Impaired Driving Training – Oregon State Police	
Countermeasure	
NHTSA Highway Safety Program Guideline No 8	
Initial Funding Source	Updated Funding Source
405(d)	Choose an item.
Amount Awarded	Amount Expended
\$74,000	\$27,371

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to provide wage and benefit hours for Oregon State Police Troopers to engage in dedicated impaired driving-related training, both as students and instructors. Troopers were expected to be trained as Standardized Field Sobriety Testing (SFST) instructors, and certified instructors were expected to take that material to train law enforcement in their local areas. Anticipated curricula included, SFST refreshers, Intoxilyzer 8000, ARIDE, and others. Troopers were also expected to conduct community education events at locations around the state as opportunities arose.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This project primarily supported the State Police's efforts to train additional SFST instructors. This has allowed OSP to be less reliant on other agencies' instructors, some of which were not available near some OSP Area Commands. This reduced travel time for OSP students and instructors to attend trainings, leaving them more time to conduct enforcement activities. 7 new OSP SFST instructors were certified, representing all of OSP's geographical regions. OSP hosted 3 SFST refreshers, with 28 officers trained. 18 troopers from OSP's High Visibility Enforcement Unit attended Oregon's annual DUII Conference, and members who were certified Drug Recognition Experts also attended the annual DRE conference/in-service training.

Sub-Recipient	Organization Type
Oregon State Police	Law Enforcement Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	B5CS-2025-12-19-00
Project Title	
Traffic Safety Resource Prosecutors	
Countermeasure	
Deterrence: Prosecution and Adjudication	
Initial Funding Source	Updated Funding Source
405(d)	Choose an item.
Amount Awarded	Amount Expended
\$750,000	\$643,677

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to fund the activities of two dedicated Traffic Safety Resource Prosecutors (TSRPs), whose roles were to serve as subject matter experts on complex and conflict DUII cases throughout the state. The TSRPs were also expected to provide training to law enforcement and prosecution partners throughout the state, primarily on impaired driving related topics. They were also expected to track relevant case law updates, defense strategies, and prosecutorial best practices, and to provide appropriate training on same.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Oregon maintained two TSRPs for most of the project year, but only one TSRP was available for the last quarter. That limitation notwithstanding, the TSRPs conducted numerous trainings which reached all 36 counties in the state. Roughly 1,652 officers and 357 prosecutors attended at least one training, and countless others were reached by weekly webinars facilitated by the TSRPs. They maintained a DUII case law manual, processed approximately 480 requests for technical assistance, and directly handled eight DUII-related cases during the year. By guiding law enforcement and prosecutors toward state and nationwide best practices, the TSRPs helped ensure impaired driving offenders were better identified, investigated, and ultimately held accountable, so as to prevent recidivism.

Sub-Recipient	Organization Type
Oregon Department of Justice	Government Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	B5PEM-2025-12-00-00
Project Title	
Impaired Driving Media – NHTSA Communications	
Countermeasure	
Mass Media Campaigns	
Initial Funding Source	Updated Funding Source
405(d)	Choose an item.
Amount Awarded	Amount Expended
\$225,000	\$199,980

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to fund a comprehensive impaired driving public information and education program. Specifically, NHTSA-sourced messaging was intended to be deployed as public service announcements via television, radio, streaming services, social media, and other modalities in English and Spanish. Messaging was intended to target nationwide DUII mobilization periods related to Super Bowl, St. Patrick's Day, 4 th of July, and Labor Day.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The ODOT Transportation Safety Office partnered with its media contractor to develop a comprehensive media plan for use throughout the project year. Messaging was ultimately selected and deployed throughout the year for all of the targeted mobilization periods. This messaging generally focused on alcohol-impaired driving, so as to educate the public about the dangers of driving under the influence.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	B5PEM-2025-12-16-00
Project Title	
Impaired Driving Media – TSO Communications	
Countermeasure	
Mass Media Campaigns	
Initial Funding Source	Updated Funding Source
405(d)	Choose an item.
Amount Awarded	Amount Expended
\$375,000	\$358,875

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to support creation and deployment of comprehensive media activities to educate the public about the dangers of alcohol- and drug-impaired driving. Messaging was planned to be delivered via billboards, print, water closet posters, television, radio, social media, and other modalities. Public opinion surveys and focus groups were also planned to help ODOT Transportation Safety Office (TSO) understand the types of messaging that were most effective at reaching Oregon media consumers. The overall intent of the project was to promote healthy decision making with regard to drivers' decisions after they have consumed any type of impairing substance. Rather than focusing on legal consequence-based messaging, emphasis was placed on planning travel before consuming intoxicants, and on reminders about the human costs of impaired driving crashes.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The ODOT Transportation Safety Office worked with its media contractor, Gard Communications, to create a comprehensive media plan for use throughout the project year. New creative materials targeting DUI-Cannabis were developed and deployed at cannabis dispensaries and on billboards around the state. Gard also re-released a television PSA warning of the dangers to pedestrians caused by impaired drivers, and messaging that targeted impaired motorcyclists was also deployed. TSO also partnered with Oregon State University, Portland State University, and the University of Oregon to

	distribute messaging to high-volume audiences who were also in targeted demographics based on their participation in DUII offenses as demonstrated by available data. A focus group was held to evaluate cannabis users' perceptions of existing and proposed messaging that discouraged driving under the influence of cannabis. The focus group's feedback was valuable for Gard's media creative director in his development of future messaging materials.
--	--

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Community Traffic Safety	B8A*CP-2025-21-15-00
Project Title	
Portable Education and Awareness	
Countermeasure	
Page 104. – Education, outreach, communications and training Page 260. - Communications, Training, Outreach and Education	
Initial Funding Source	Updated Funding Source
405(e) flex	Choose an item.
Amount Awarded	Amount Expended
\$150,000	\$3,592

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This program focused on raising awareness statewide on the "Fatal 5" driving behaviors, which contribute to the majority of all motor vehicle crashes. The fatal 5 are: Speed, Occupant safety, Lane safety, Impaired driving, and Distracted driving. An additional focus on serious injury crashes was also a component of the project.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	One of the major budget items, the purchase of four enclosed trailers, was not fulfilled this year. This was due mostly to poor timing. In the first half of the grant year, there was a hold up to confirm that the total amount of allocated grant funds was available to make the purchases and with the heavy load on staff this year, that took longer than it might take in other years. Once the funds were confirmed, there was not enough time left in the grant year to move through the procurement office and allow for the time to build four trailers to be delivered by the deadline. As a compromise, we requested approval for the completion of two of the four cars this year, requesting and receiving bids. Just as we were getting ready to award the contract, ODOT as an agency announced their budget crisis and put a hold on all large purchases, regardless of funding stream so the purchase of these trailers was put on hold for the remainder of the grant year.

The crashed cars that we do have in use were used at eight total events this past year with seven of them being multi-day events, reaching an estimated 28,705 people. The speed racing car was on display for just over two months at a designated location as well, in addition to the events. Two additional events were cancelled due to the budget crisis. Trailers were requested at events that we could not accommodate due to timing of the request and the location of the trailers at the time. With an increased fleet, we could meet more of this demand. The two open bed trailers were not used very much (one trailer at one event) this year. These are more difficult to use due to them being open to the weather and potential hazard of children climbing on the display. We did not hit 24 events, but we did surpass the 20,000 reach goal.

Sub-Recipient	Organization Type
ODOT TSO Region 5	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Statewide	B8A*DE-2025-21-16-00
Project Title	
Data Gathering and Public Opinion	
Countermeasure	
Initial Funding Source	Updated Funding Source
405(e)	Choose an item.
Amount Awarded	Amount Expended
\$100,000	\$Round up to nearest whole dollar

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The purpose was to conduct activities which collect data and research in relation to transportation safety programs, laws and ODOT-TSO media campaigns.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	A public opinion survey was conducted to learn about people in Oregon's driving habits, attitudes, and knowledge. The information provided helped ODOT develop traffic safety programs and campaigns to increase public awareness of Oregon roadway laws and encourage safe behaviors. ODOT hired PRR, an independent research firm, to conduct the 2025 survey. Updates for 2025 - Increased the address-based random sample size to 10,000 to address declining response rates - Added 3 convenience sampling methods in Wave 2 (in partnership with ODOT's Transportation Safety Action Plan team): Email mampaign, social media, DMV office screen ads - Continue to build relationship with ODOT's tribal liaison to support future tribal engagement. - Collected 36 survey responses in Spanish. - Engaged with 22 community-based organizations (CBOs) and secured nine partnerships.

	Received 115 survey responses through CBO partnerships.
--	---

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Traffic Records	B8LTR-2025-22-11-00
Project Title	
Risky Driver Research	
Countermeasure	
Data and Program Evaluation	
Initial Funding Source	Updated Funding Source
405(e) flex	Choose an item.
Amount Awarded	Amount Expended
\$88,000	\$70,037

Planned Activity Details:

Description: Describe the Planned Activity purpose.	During the second year of the Risky Driver Research Project, activities included documenting risk profiles, making recommendations for archive optimization, drafted the final report and research note, facilitated the third meeting of the Technical Advisory Committee (TAC), and wrote the final research report and final research note.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This project helped make roads safer by finding out which drivers take the most risks. With this information, Oregon DMV can focus its resources on those drivers and offer extra help. The results will guide future programs to keep reducing crashes and injuries. In addition, this project will support future research. An important goal for this project was to target and offer additional interventions for the riskiest drivers. 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.

Sub-Recipient	Organization Type
ODOT Research	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Pedestrians and Bicyclists (Non-Motorized)	BGPE-2025-68-15-00
Project Title	
Region 5 Bike/Ped Safety Education and Outreach	
Countermeasure	
Page 129. - Pedestrian and Bicycle Safety Page 124. - Communications, Outreach and Media Page 125. - Share the Road Awareness Programs & Driver Training	
Initial Funding Source	Updated Funding Source
405(g)	Choose an item.
Amount Awarded	Amount Expended
\$40,000	\$19,980

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project focused on local, Region 5, media messaging for bicycle and pedestrian safety, during transitional times and associated behaviors that lend to crashes (daylight savings; back to school; summer; dark winter days; etc.). Funds were 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.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Messaging included radio, Facebook, and web placement: *Radio: 7 Radio Stations with 450 thirty second radio spots on EACH station *Facebook: 52 Facebook Posts on each page (2 pages paid and 2 provided as match) *Web: Banner on the Elkhorn Media Group Website 365 days per year with approx. 5,000 views/day

Sub-Recipient	Organization Type
ODOT TSO Region 5	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Pedestrians and Bicyclists (Non-Motorized)	BGPE-2025-68-15-02
Project Title	
Community & Workplace Bicycle Rider & Pedestrian Safety Programs	
Countermeasure	
Communications, Training, Outreach and Education	
Initial Funding Source	Updated Funding Source
405(g)	Choose an item.
Amount Awarded	Amount Expended
\$16,874.00	\$15,090

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project organized and delivered training and events to foster safety for vulnerable road users, including classes focused on drivers and events for people walking and rolling. This project also created customized transportation options maps featuring safety focused walk and bicycle routes and connections to transit as evergreen resources for worksites and residents at three multi-family affordable housing locations. This project also delivered proper helmet fitting and use and distributed helmets to participants who showed evidence of riding bikes but needed a helmet in the organized safety rides.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This project organized and hosted two driver focused Oregon Friendly Driver classes. Participants scored 80% or higher on post-tests regarding knowledge of driving tips and laws focused on safe driving around vulnerable users. The project also successfully organized more than 4 group safety education classes and group walks or bicycle rides. All participants reported on their post surveys that they learned new skills or a new route that made them feel more confident bicycling safely after the class. These organized trainings and events at a local level foster safety promotion for vulnerable road users, including classes focused on drivers and events for people walking and rolling. This contributed to meeting ODOT's performance measures by providing safety education in Washington County in ODOT's Region 1 where some of the highest pedestrian and Bicyclist serious injuries and fatalities occur.

Sub-Recipient	Organization Type
Westside Transportation Alliance	Non-Profit

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Pedestrians and Bicyclists (Non-Motorized)	BGSP-2025-68-15-01
Project Title	
Bicycle Safety for People with Disabilities	
Countermeasure	
Communications, Training, Outreach and Education	
Initial Funding Source	Updated Funding Source
405(g)	Choose an item.
Amount Awarded	Amount Expended
\$26,600	\$26,600

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project supported a one-week summer camp to teach people with intellectual and developmental 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 project: • Provided bicycle training safety for staff prior to the start of the camp. • Taught riders that they must wear a helmet, how to fit that helmet, and how to ride safely.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The project met the objectives of enrolling and completed safety education for 55 riders in the one-week bike safety camp for people with disabilities. All riders acquired skills to ride two-wheel bikes independently, with 11 /55 reaching Level 3, the most skilled level. 98% of riders wore correctly fitting helmets, a major safety focus, and caregivers received training in helmet fitting for future rides. This project contributes to Oregon's performance targets by reaching a vulnerable and marginalized population in Portland - ODOT Region 1 - where the state's highest incidence of pedestrian and bicyclists' serious injury and fatality crashes occur.

Sub-Recipient	Organization Type
NW Disability Support-Bike First!	Non-Profit

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Vehicle Equipment Safety Standards	CL-2025-80-00-00
Project Title	
Vehicle Safety Awareness	
Countermeasure	
Public safety education campaigns	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$15,000	\$787

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The purpose of this planned activity was to support Oregon's highway safety goals by ensuring that vehicle equipment standards, emergency vehicle designations, and related statutory requirements are consistently interpreted, communicated, and applied statewide. The project focused on providing technical assistance, regulatory oversight, and timely stakeholder support related to vehicle equipment compliance, emergency vehicle designation, and legislative changes affecting roadway safety. Key components of the planned activity included issuing emergency vehicle designation letters, responding to vehicle equipment inquiries from the public and partner agencies, providing technical guidance through email and telephone communication, and monitoring and supporting implementation of vehicle-related legislation enacted during the 2025 legislative session. These activities were designed to improve understanding and compliance with vehicle equipment laws, reduce unsafe vehicle operation, and support uniform enforcement of safety standards across Oregon's transportation system. <i>*Note: In the Oregon 2025 Legislative Session, Vehicle related 2025 legislative session information:</i> <i>House Bill 2522, the Act requires the use of headlights when the windshield wipers are on.</i> <i>ORS 811.515 is amended to read:</i>
---	---

	<i>(1)(b) At any time the windshield wipers of the vehicle are in operation, unless the windshield wipers are being operated solely for the purpose of cleaning the windshield.</i> <i>House Bill 2232 transfers duties for oversight of both equipment and noise emissions to the Oregon Department of Parks and Recreation.</i>
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This project contributed to meeting Oregon's highway safety performance targets by strengthening the systems that support safe vehicle operation, visibility, and emergency response readiness—key factors associated with crash prevention and severity reduction. Through the issuance of 18 emergency vehicle designation letters, the project ensured that authorized emergency vehicles met statutory and safety requirements, supporting safer and more effective emergency response on Oregon roadways. Additionally, the project's high volume of technical assistance—responding to 89 ASK ODOT inquiries, 97 vehicle equipment emails, and 104 vehicle equipment-related phone calls—helped clarify equipment requirements for drivers, fleet operators, and partner agencies. This direct support reduced the likelihood of non-compliant or unsafe vehicle operation, thereby contributing to crash risk reduction and improved roadway safety outcomes. Collectively, these activities advanced Oregon's ability to achieve its highway safety performance targets by promoting compliance with vehicle safety laws, improving roadway visibility, supporting emergency response safety, and strengthening the institutional processes that underpin fatality and serious injury reduction strategies identified in the State Highway Safety Plan.

Sub-Recipient	Organization Type
ODOT - Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Statewide	CL-2025-80-90-00
Project Title	
Vehicle Equipment Program Management	
Countermeasure	
Program Management: NHTSA Uniform Guidelines for Highway Safety Program Management (Guidelines: 3,8,10,11,12,14,15,19,20,21)	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$129,601	\$109,616

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services and supplies, and office equipment will be funded for program management and coordination.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Efficient program and project management allowed for continual evaluation and improvement of the program, as needed; ensured fiscal and administrative policies were followed; kept SHSO current on data, countermeasures, and activities conducted throughout the state, all to reduce vehicular failure-related fatalities and injuries. Funds allocated to each of the SHSO's program areas support the operating costs for that program during the grant year as described above.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Statewide	CP-2025-25-00-00
Project Title	
ODOT Regions: Program Management	
Countermeasure	
Program Management: NHTSA Uniform Guidelines for Highway Safety Program Management (Guidelines: 3,8,10,11,12,14,15,19,20,21)	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$175,000	\$Round up to nearest whole dollar

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services, supplies and office equipment for the five ODOT regional programs' management and coordination.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Efficient program and project management allowed for continual evaluation and improvement of the program, as needed; ensured fiscal and administrative policies were followed; kept SHSO current on data, countermeasures, and activities conducted throughout the state, all to reduce fatalities and injuries on Oregon roadways. Funds allocated to each of the SHSO's program areas support the operating costs for that program during the grant year as described above.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Statewide	CP 2025-25-11-00
Project Title	
Region 1 Program: Education and Outreach	
Countermeasure	
Paid Media, Communications, Education and Outreach and Pre-licensure Driver Education	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$333,798	\$273,842.69

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project had five planned activities: 1 - <i>Education & Outreach – Little known laws</i> This project built 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 PSAs were intended to be distributed through social media, movie theatres, broadcast, and interactive media. 2 - <i>Outreach and Education around Safety Priority Index System sites and projects</i> This project conducted education and outreach on specifically identified Safety Priority Index Sites as identified in the problem in the Statewide chapter of the Triennial HSP. 3 - <i>Outreach and Education on the OR211 Safety Corridor</i> This project conducted education and outreach efforts regarding the OR Highway 211 Safety Corridor in Region 1 that was designated in October 2021. 4 - <i>Driver Education for Low Income Teens</i> This project was successfully piloted in FY 24 and provides financial assistance to low-income teens to complete Driver Education. The budget provided financial assistance for teens, who would otherwise not be able to afford to participate in Driver Ed to have that opportunity.
--	---

	<i>5 – SRTS, Speed Camera, Left Turn Billboards and Vision Zero Outreach Materials</i> This project in collaboration with the Portland Bureau of Transportation purchased billboards and Vision Zero outreach materials for education and outreach.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Results: <i>Tips for Safer Trips Ad campaign</i> Stop Behind the Bike Boxes • OTT/Cable TV - more than 1.6 million ad impressions in English • OTT/Cable TV - more than 150,000 million ad impressions in Spanish • Radio – more than 2.7million ad impressions in English • Radio – more than 500,000 ad impressions in Spanish <i>Outreach and Education for SPIS Sites and Projects</i> • Safety Ad for Gorge Construction • 700 Cautious Creature Slow Down Signs purchased <i>Driver Ed Financial Assistance for Low Income Teens and Adults</i> • 43 students from David Douglas and Reynolds High School Successfully completed Driver Ed. • In addition, the grant was able to support five students without parental support with additional supported driving practice and provide three make-up orientations. <i>Outreach and Education on the OR211 Safety Corridor</i> • 40 Safety Corridor Yard signs printed <i>PBOT Vision Zero Materials and Billboard Campaign on SRTS, Left Turn and Speed Cameras</i> • 28 Billboards, SRTS, Left Turn and Speed Cameras – more than 26.7 million impressions • PBOT Vision Zero Printing ▪ Vision Zero yard signs ▪ Set the Pace yard signs ▪ Vision Zero Brochure ▪ 20 is plenty flyer ▪ We take care sheet – providing information about how road users can interact safely. Contributions to the State's highway performance targets: <i>Little known laws</i> – This project provided 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 helped meet the state's safety performance targets of reducing the number of fatalities and serious injuries.

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 did education and outreach around these sites and the infrastructure projects being implemented to improve them. Education and outreach focused on addressing behaviors, raising awareness, 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 worked to bring down the crash rate through implementing low-cost engineering solutions, this project worked 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 contributed 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).

SRTS, Speed Camera, Left Turn Billboards and Vision Zero Outreach Materials – This project raised awareness about the dangers of left turns, the fact that school routes are everywhere and advertised where new speed cameras are being installed raising awareness about behaviors and awareness about behaviors that contribute to fatal and serious injury crashes. This project helped meet the state's

	safety performance targets of reducing the number of fatalities and serious injuries.
--	---

Sub-Recipient	Organization Type
ODOT Transportation Safety Office Region 1	State Government on behalf of municipalities

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Community Traffic Safety	CP-2025-25-11-01
Project Title	
Region 1 Community Traffic Safety	
Countermeasure	
Communications, Education, Training and Outreach and Formal Courses for Older Drivers	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$66,560	\$65,915

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project had three major activities: Culturally Specific Instruction Permit/Driver's License Trainings – DMA organized 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" offering 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 – Provided pedestrian safety education to members of the community who enrolled in the Fair Relief Program. By offering language assistance to Vietnamese, Burmese, Chinese, and Latinx groups to enroll in the fare relief program, we provided pedestrian education to them while providing financial assistance and a valuable resource.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Culturally Specific Instruction Permit/Driver's License Trainings - 54 participants enrolled and participated, with 11 participants successfully obtaining their instructional driving permits. Transportation Resource Fair - Hosted a successful event in partnership with PBOT, ODOT, Metro, TriMet, Ride Connection, and other community partners, engaging over 70 attendees. TESSA youth presented on pedestrian,

bicycle, and public transit safety, promoting community awareness and engagement.

Pedestrian Safety Education incentivized through the Fair Relief Program – 591 Community Members received information on pedestrian safety through the fare relief program and help with public transportation.

In total during FY25, this project reached 715 people with transportation safety information.

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 alone 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, equips them with the skill and knowledge they need to safely navigate the US transportation system regardless of mode. Road users who 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.

Sub-Recipient	Organization Type
Division Midway Alliance	Non-Profit

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Statewide	CP-2025-25-12-00
Project Title	
Region 2 Program: Education & Outreach	
Countermeasure	
Mass Media Campaigns; Communications and Outreach; NHTSA Uniform Guidelines 4, 8, 13, 14, 15, 19, 20, 21	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$25,000	\$19,275

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided transportation safety education, outreach, program supplies and services to a wide variety of community-based traffic safety programs for targeted crash reduction.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This project contributed to the State's highway safety performance targets by focusing on the countermeasure strategies communication, data collection and analysis, program management, and training and educations. As a state we saw a slight increase in the final 2022 data from 602 in 2022, to 587 in 2023. Region 2 saw a decrease in fatalities from the 2022 final total of 221 to 201 in 2023 – a 9% decrease. There was an increase in Region 2 for the overall F&A numbers from 1,309 in 2022, to 1,435 in 2023 – a 9.5% increase. The statewide F&As increased 9.8% overall.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Pedestrians and Bicyclists (Non-Motorized)	CP-2025-25-12-01
Project Title	
Lane Safe Communities and Rural Bike and Pedestrian Safety Education	
Countermeasure	
Communications, Training, Outreach and Education	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$179,959	\$140,069.27

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended 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, to specifically encourage transportation safety partnerships within the county government, and with cities within the county. The project funded staff time and allowable resources to support coordination activities with agencies, professionals, and volunteers. These efforts focused on implementing actions from the local Transportation Safety Action Plan to promote culture change within city and county governments and the broader community, moving toward a vision of zero traffic-related deaths and improved safety for all modes of transportation. This project also provided training for Physical Education (PE) instructors at rural elementary and middle schools, to conduct community Learn to Ride events in Rural Lane County, and to develop documentation and curriculum for schools to adopt bike and pedestrian safety programs.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This project accomplished the following: • Strengthened regional communication and coordination around transportation safety. • Provided support to local jurisdictions for initiatives addressing driving under impaired, excessively driving over the posted speed limit, and distracted driving. • The Safe Lane Speed Reduction Work Group launched a comprehensive speed reduction campaign featuring posters, brochures, social media ads,

billboards, videos, and stickers promoting safe driving behaviors. Multiple billboard placements and radio PSAs were generously donated by local partners to amplify the message. Campaign materials were distributed at seven summer events and festivals to reach attendees, and 380 “Slow Down” yard signs were provided to increase visibility and reinforce safe driving behaviors in local neighborhoods.

- Safe Lane Transportation Coalition used social media to market safety topics including distracted driving, DUII prevention, speed reduction, school zone safety, Teen Driver Safety Week, and 4th of July and 4/20 DUII prevention efforts. Paid social media campaigns, such as a \$225 YouTube ad investment, reached 85,000 community members. Public events include but not limited to community safety events, neighborhood events, school safety trainings and networking events. SLTC also collaborated with AARP on transportation safety events, issued multiple press releases that garnered local media coverage, and presented updates and initiatives at Central Lane MPO Transportation Planning Committee meetings.
- Trained PE teachers to teach bike and pedestrian safety education in rural schools. The Rural Bike/Ped Education program trained a total of 8 teachers in 6 schools. The Rural Bike/Ped Education program trained a total of 8 teachers in 6 schools. Training opportunities were offered to all 13 rural school districts in Lane County. In addition, training support was provided to those newly trained teachers in the form of co-teaching and school specific modifications for bike/ped education. Also continued refresher education and support were provided as needed for teachers trained in years past.
- The Rural Bike/Ped Education program offered Learn to Ride opportunities across the 13 rural school districts in Lane County, with outreach quarterly. In total there were Learn to Ride trainings at 5 rural locations, for a total of 23 individual classes.
- Developed and expanded upon bike/ped safety education curriculum.

This project contributed to Oregon’s performance measures to decrease serious injuries and fatalities by funding local community safety outreach, engagement, and education directly from the local government in ODOT Region 2. The combination of these efforts were combined to give local communities tools in addressing road safety concerns through behavior in the form of collaborative education

	materials, campaigns and training events in both metro and rural Lane County.
--	---

Sub-Recipient	Organization Type
Lane County Council of Governments	Local Governments

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Community Traffic Safety	CP-2025-25-14-00
Project Title	
Central Oregon Transportation Safety Action Plan (TSAP) Implementation	
Countermeasure	
Community Traffic Safety Program	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$195,000	\$148,136

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The purpose of these activities was to utilize a Safety Coordinator to implement the recommended countermeasures as indicated in the Transportation Safety Action Plans developed for both the Bend Municipal Area and Deschutes County. These activities provided a structured approach that ensured smooth execution and operational alignment. They supported the continuation of transportation safety outreach, marketing, and education efforts already underway under the guidance of a subcommittee of the Central Oregon Area Commission on Transportation (COACT). The safety subcommittee was designed to bring together representatives from multiple agencies, creating a diverse and informed work group. This group will assist the Safety Coordinator in identifying outreach opportunities specific to Central Oregon and provide technical input on implementing a communications plan aimed at reducing fatal and serious injury crashes.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Central Oregon's higher-than-average rate of fatal and serious injury crashes, many involving speed and driver impairment, make meeting statewide performance targets difficult. While the five-year average of 34 fatalities per year was maintained with the 2019-2023 finalized data for Crook, Deschutes, and Jefferson counties; the serious injury rates saw a drastic increase. The serious injuries that have

occurred from vehicle crashes has increased 23% over that same period.

The longer term behavior change that is associated with outreach and education campaigns will not be immediately apparent in the crash data, but continuing to use a strategic plan of proven countermeasures can reduce the number of lives permanently effected if projects like this one get to keep doing their foundational work.

Of the goals set by the project in carrying out objectives from the Transportation Safety Action Plan for both Deschutes County and Bend MPO, the following accomplishments were made during this grant year:

- Convened the Central Oregon Transportation Safety Advisory Team, which met five times over the grant year and is comprised of 18 individuals representing the following agencies/organizations: Deschutes County, Jefferson County, Crook County, Bend MPO, Cascades East Transit, Deschutes Co Public Health, Crook County Sheriff's Office, Oregon State Police, Prineville PD, Crook County DA Office, Central Oregon Health Council, Jefferson County Public Health, Bend-La Pine School District, Deschutes County Bike & Pedestrian Committee, ODOT, and Mothers Against Drunk Driving.
- 86% of funding identified for implementation of the outreach and engagement plan was expended on the following deliverables:
- \$3,079 was spent on radio and TV traffic safety PSAs that were created in partnership with Bend MPO in 2024. \$2,500 was spent on a contract with University of Oregon's Sustainable Cities Institute which allowed us to partner with a PR class to develop a youth focused safety campaign. \$7,482.41 was spent of a CET Bus Wrap with impaired driving messaging. \$29.45 was spent on Meta ads for focus group recruitment as part of the Regional Plan research process. \$93,358.80 was spent on a contract with Behavioral Insights Team. Their work was focused on doing local research and crash data analysis to develop a data-based Regional Communications and Outreach Plan that will guide safety messaging/education work in 2025-26.

	These efforts have identified next steps for the coordinator and advisory committee in moving forward in FY26. Activities accomplished in FY25 have identified strategies for most effective outreach to the residents of Central Oregon and build momentum on the topic of Transportation Safety while Bend MPO and Deschutes County begin the work of updating their respective TSAPs in January of 2026.
--	---

Sub-Recipient	Organization Type
Central Oregon Intergovernmental Council	Local Service District

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Community Traffic Safety	CP-2025-25-16-00
Project Title	
Clackamas County LTSAP Implementation	
Countermeasure	
Initial Funding Source	Updated Funding Source
402	402
Amount Awarded	Amount Expended
\$473,330	\$282,144

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The project worked 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, began an update of 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 began work to adapt strategies from Montana State research on culture change regarding organizational and highway safety. The project utilized NHTSA's "Countermeasures That Work" and FHWA's "Proven Safety Strategies" along with the safety program principles of the Safe Community model to help guide work. The project conducted 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
--	--

11/2025

	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. Because this is a multi-year project, results are incremental by year.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	In this year of the project, the grantee completed first round stakeholder interviews and best practice interviews of various counties and jurisdictions that conduct post-crash review teams to learn from those experiences. Completed secondary research. The project resources held two community meetings for Safe Systems Approach, conducted baseline research on crash data, both segments and intersections. Project staff interviewed internal stakeholders to determine Safe System readiness. Project staff conducted a scan of resources available for better community engagement and began the process to develop a guidebook for county employees and scoped out training. Project staff researched traffic behaviors and developed a framework for outreach campaign. Project staff designed campaign assets and scheduled filming of video. Cast volunteers to play safety roles throughout the county. Each of these elements allow the county to continue to take steps to reduce fatal and serious injury crashes within the county, assisting the state of Oregon to reach its performance goals.

Sub-Recipient	Organization Type
Clackamas County	County Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Community Traffic Safety	CP-2025-25-17-00
Project Title	
Oregon Impact - Safe Community Hub	
Countermeasure	
Initial Funding Source	Updated Funding Source
402	402
Amount Awarded	Amount Expended
\$190,000	\$156,809

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Oregon Impact's Community Traffic Safety Program provided a crucial hub connecting community partners, safety advocates, businesses, transportation safety professionals, School Resource Officers (SROs), and advocates. The project provided coordination to allow collective effort aimed at improving traffic safety across the state. Oregon Impact collaborated with local agencies to extend the Safe Systems approach to multiple counties in Oregon, fostering goal setting and messaging across county lines. The non-profit responded to requests for in-person and virtual visits. The organization served as a central hub, and facilitated communication among Oregon's transportation safety professionals, advocates, and partners. Activities included: coordinate goal setting and refine messaging strategies by employing the Safe Systems approach to enhance traffic safety across multiple counties. Provided six digital resource kits annually, each containing traffic safety resources aligned with the monthly NHTSA calendar. Established and maintained direct contact with all Traffic Safety Committee (TSC) groups through phone calls, virtual meetings, and face-to-face interactions. OI hosted and maintained the Traffic Safety section of www.oregonimpact.org. Produced 12 editions of the "Making an Impact" newsletter, designed to assist groups.
Results: Describe how this project contributed to meeting	Oregon Impact served as a hub for local agencies and volunteers statewide, and provided the assistance agencies requested, including visits, calls, web presence, and newsletters to keep safety advocates informed. Keeping local groups working toward their traffic safety goals helps Oregon work on issues and provide information that is

the State's highway safety performance targets?

designed to reduce serious injury crashes and deaths on Oregon's roadways.

Specific activities included:

- Maintained regular communication and support for active Traffic Safety Committees statewide;
- Expanded outreach through seasonal and national safety campaigns (Pedestrian Safety, Distracted Driving, Impaired Driving, Speed, and Child Passenger Safety.
- Partnered with schools, civic groups, and law enforcement agencies to host safety education events and presentations. Distributed educational materials and conducted community presentations focused on occupant protection, pedestrian safety and impaired driving prevention.
- Sustained active engagement with all participating Traffic Safety Committees through consistent communication and outreach.
- Increased community participation and requests for safety presentations, evidenced by over 2,800 calls, 8,400 emails, and over 20,000 website visits related to traffic safety.
- Strengthened partnerships with local schools, law enforcement, and civic organizations to deliver targeted safety education.
- Supported Oregon's mission to reduce fatalities and serious injuries through education, outreach and resource sharing.

Sub-Recipient	Organization Type
Oregon Impact	Non-Profit

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Community Traffic Safety	CP-2025-25-19-00
Project Title	
Marion County Safe Systems Project	
Countermeasure	
Page 141 3HSP,1300.11(b)(4)(ii) 1300.12(b)(2)(viii) Communities that plan for and work on identified transportation safety issues.	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$399,001	\$65,342

Planned Activity Details:

Description: Describe the Planned Activity purpose.	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. 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 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 input 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.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Year 1 of multi-year project. Data will be analyzed as project proceeds related to specific contributions to federal and state goals. (ongoing) 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) (ongoing) 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) (ongoing) 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) (ongoing) 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) (ongoing) 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) (ongoing) 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) (ongoing) 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) (ongoing) 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)
--	---

Sub-Recipient	Organization Type
Marion County Public Works	County Government Transportation Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Statewide	CP-2025-25-90-00
Project Title	
Community Safety Program Management	
Countermeasure	
Program Management: NHTSA Uniform Guidelines for Highway Safety Program Management (Guidelines: 3,8,10,11,12,14,15,19,20,21)	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$730,710	\$111,701

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services and supplies, and office equipment will be funded for program management and coordination.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Efficient program and project management allowed for continual evaluation and improvement of the program, as needed; ensured fiscal and administrative policies were followed; kept SHSO current on data, countermeasures, and activities conducted throughout the state, all to reduce vehicular failure-related fatalities and injuries. Funds allocated to each of the SHSO's program areas support the operating costs for that program during the grant year as described above.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Occupant Protection	CR-2025-45-11-00
Project Title	
Access to Car Seats for Low Income Families on a Sliding Scale	
Countermeasure	
Child Passenger Safety Inspection Stations	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$15,000	\$14,952

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project purchased car seats to provide them to low-income families on a sliding scale with education and training through local fitting stations and Certified Child Passenger Safety Technicians.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Portland Police Bureau (PPB) was able to purchase 218 car seats to provide to low-income families on a sliding scale through its own fitting station and car seat events that provide education and training to families along with a seat. The grant also partnered with Native American Youth and Family Center (NAYA), Mother Child Education Center, the Healthy Birth Initiative and American Medical Response who have trained Child Passenger Safety Technicians and already serve low-income clients. In Region 1, 96 percent of child seats are installed incorrectly. Providing age-appropriate car seats for low-income families along with education and hands-on training for caregivers to not only low-income families, but all families, helps ensure that these seats are installed correctly and 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.

Sub-Recipient	Organization Type
Portland Police Bureau	Law Enforcement

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Occupant Protection	CR-2025-45-11-01
Project Title	
Region 1 Child Passenger Safety Fitting Stations	
Countermeasure	
Child Passenger Safety Fitting Stations	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$16,000	\$15,914

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded 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).
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	338 ODOT seats were distributed with education and training. A total of 784 car seats were checked, 338 of which were ODOT seats. 273 families were helped. 57 community events were held and \$9,571 was collected in co-pays and used to purchase more seats during the grant year. In Region 1, 96 percent of child seats are installed incorrectly. Providing age-appropriate car seats for low-income families, along with education and hands-on training for caregivers for both low-income families and all other families, helps ensure that seats are installed correctly to give children maximum protection during a crash. This effort also supports the state's safety performance targets of reducing fatalities and serious injuries.

Sub-Recipient	Organization Type
OHSU	Hospital
AMR	Ambulance Company
Gladstone Police Department	Law Enforcement Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Occupant Protection	CR-2025-45-12-00
Project Title	
Child Passenger Safety (CPS) Support, Region 2	
Countermeasure	
Inspection Stations & Communications and Outreach	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$15,000	\$11,499

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided grants to assist local agencies with their efforts in child passenger safety education (community event fees, distribution clinics, car seat checkup events) and certification training by reimbursement to said agencies for associated costs including program supplies, child safety seats, and for Nationally Certified CPS technical training for technicians, instructors, and instructor candidates (course registration fees and travel).
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Traffic crashes are a leading cause of death and injury for children aged 0 to 14. Many times, deaths and injuries can be prevented by proper use of car seats, boosters, and safety belts. This grant provided seats for low-income families in Region 2 and education to parents and caregivers on the proper installation and fit of child passenger safety seats for their children. Mid-Valley Car Seat Safety Coalition provided assistance in two counties (Marion and Polk counties). Albany Firefighters Community Assistance Fund (AFFCAF) provided car seat assistance in Linn and Benton Counties. There were 48 grant funded child passenger safety seats distributed to low-income families who may not otherwise have been able to afford a child car seat as a result of this project. Education about proper car seat use was provided. During the grant year, Region 2 participated in seven CPS

	clinics and provided education at multiple safety events and health fairs.
--	--

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Agency
Marion & Polk Early Learning Hub, Inc.	Non-Profit Agency
Albany Firefighters Community Assistance Fund (AFFCAF)	Non-Profit Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Distracted Driving	DD-2025-20-16-00
Project Title	
Oregon Impact – Distracted Driving High Visibility Enforcement	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$636,153	\$504,723

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded police officer straight time 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.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Sustained and high visibility enforcement of Oregon's Distracted Driving law occurred statewide including during National Distracted Driving Awareness Month and Week in April. Data indicated this campaign to be successful. Oregon Impact administered the Distracted Driving High Visibility Overtime grant to over 80 agencies across Oregon, as designated by the Oregon Department of Transportation. This grant enabled agencies to conduct targeted enforcement against distracted driving, backed by additional resources. Participating agencies did contribute to Oregon's goals to decrease distracted driving fatalities related to drivers' use of cell phones with additional OT enforcement shifts provided by this grant statewide. There were 1,350 shifts for a total of 5,414 hours worked. There were 3,413 citations and 5,004 warnings for Distracted Driving. In addition, there were 12 DUII drivers arrested, and

	41 Felony Warrants were served during these shifts. Distracted driving high visibility enforcement was conducted statewide during National Distracted Driving Awareness Month in April. Results from the HVE period indicated strong statewide participation and public visibility. Media coverage and agency reports reflected increased citations and warning issued for mobile device use, heightened public awareness of Oregon's law and positive feedback from participating agencies.
--	--

Sub-Recipient	Organization Type
Oregon Impact	Non-Profit Organization

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Distracted Driving	DD-2025-20-90-00
Project Title	
Distracted Driving Program Management	
Countermeasure	
Program Management: NHTSA Uniform Guidelines for Highway Safety Program Management (Guidelines: 3,8,10,11,12,14,15,19,20,21)	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$71,413	\$48,382

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services and supplies, and office equipment will be funded for program management and coordination.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Efficient program and project management allowed for continual evaluation and improvement of the program, as needed; ensured fiscal and administrative policies were followed; kept SHSO current on data, countermeasures, and activities conducted throughout the state, all to reduce distracted driving-related fatalities and injuries. Funds allocated to each of the SHSO's program areas support the operating costs for that program during the grant year as described above.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Driver Education and Behavior	DE 2025-20-11-00
Project Title	
Afghan Driver Education Program	
Countermeasure	
Formal Courses for Older Drivers	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$143,129.89	\$135,807

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project had 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 DMV instructional permit test. Hands on Driver Education Classes for students with behind the wheel training. Fee assistance will to provide financial support for students to alleviate barriers associated with the cost of obtaining a drivers permit and license. In addition, funds were added to support two Driver Ed instructors trained as Child Passenger Safety Technicians.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This project served 331 participants, 201 of which were women. 38.4% of participants successfully obtained their licenses – 78 women and 51 men. Driver 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 since new drivers will be more familiar with the rules of the road.

Sub-Recipient	Organization Type
Afghan Support Network	Non-profit

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Driver Education and Behavior	DE-2025-20-15-00
Project Title	
OSAA Traffic Safety Messaging	
Countermeasure	
Page 104. – Education, outreach, communications and training	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$80,000	\$80,000

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided a visible messaging campaign promoting positive driving behaviors directed at high school students, families, coaches, school staff, and other high school activity participants through the Oregon Student Activities Association (OSAA) state tournaments and activities held statewide. These messages were 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 had over 225,000 attendees at state championship final locations.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	State Championship Assets: *Digital & Physical Signage at each State Championship - 225K *Crash Car: Cross Country, Soccer, Football, Basketball, and Dance/Drill – 28K *Public Address Announcement - 330K Digital Assets: *Digital Ads – 18M Impressions *Program – 249 Coaches & 15K Downloads *Email to Admin 3x – 13K Coaches & Administrators Social Media and Radio: *Radio: 74K+ *Social Media: 516K *Bonus (NFHS Network Streams): 120K

Sub-Recipient	Organization Type
Oregon Student Activities Association (OSAA)	Non-Profit

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Driver Education and Behavior	DE-2025-20-15-01
Project Title	
OR11 Safety Outreach	
Countermeasure	
Page 104. – Education, outreach, communications and training Page 270. – Visible enforcement	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$30,000	\$6,655

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided a visible messaging campaign to promote positive behaviors aiming to make OR11 safer and provided additional funds for the Umatilla County Sheriff's Office to increase their presence on/around the identified corridor. As part of the project, Umatilla County worked with an "OR11 Safety Focus Group" which included residents, business owners, and partnering agencies working to increase transportation safety awareness and outreach within the community surrounding the corridor with the goal of reducing fatal and injury crashes.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The Safety Focus Group met once a month with varying levels of participation each month based on member schedules. The Sheriff's Office had funds available to them but did not utilize them this year. The greatest success in the project was continued partnership with local businesses including the local drive-in theatre and the local transit company who promoted media messages. New radio and short social media messages were also created as part of this project.

Sub-Recipient	Organization Type
Umatilla County Board of Commissioners	Local Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Driver Education and Behavior	DE-2025-20-16-00
Project Title	
Safe Driving Statewide: Education and Media	
Countermeasure	
Initial Funding Source	Updated Funding Source
402	402
Amount Awarded	Amount Expended
\$220,000	\$46,353

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This funding initially provided 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. Early in the grant year a decision was made to reduce the covered issues to Lights and swipes. A media campaign was done for this program to promote awareness and education to change driver behavior with the objective of preventing motor vehicle crashes, fatalities, and injuries.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Due to a program need to increase the local expenditure ratio of the greater highway safety program, this program was narrowed to focus on visibility in inclement weather, and the need to use headlights when weather requires the use of wipers. Product was placed and was observable in the community. Improvements in driver visibility help Oregon reach crash and fatality targets.

Sub-Recipient	Organization Type
ODOT-DMV/TSO	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Statewide	DE-2025-20-90-00
Project Title	
Driver Education Program Management	
Countermeasure	
Program Management: NHTSA Uniform Guidelines for Highway Safety Program Management (Guidelines: 3,8,10,11,12,14,15,19,20,21)	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$76,639	\$3,451

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services and supplies, and office equipment will be funded for program management and coordination.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Efficient program and project management allowed for continual evaluation and improvement of the program, as needed; ensured fiscal and administrative policies were followed; kept SHSO current on data, countermeasures, and activities conducted throughout the state, all to reduce driver education-related fatalities and injuries. Funds allocated to each of the SHSO's program areas support the operating costs for that program during the grant year as described above.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	DUI_AL 2025-14-11-00
Project Title	
Support for the BSOBR Court	
Countermeasure	
Deterrence: Prosecution and Adjudication – DWI Court	
Initial Funding Source	Updated Funding Source
164	Choose an item.
Amount Awarded	Amount Expended
\$84,000	\$Round up to nearest whole dollar

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project had 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 were assessed for mental health treatment. • Ensure that 100% of BSOBR indigent participants who were recommended by a clinician to engage in mental health treatment engage in services.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This project assisted 49 participants by covering costs associated with mental health and substance use treatment, as well as expenses for alcohol monitoring and drug screenings. By alleviating these financial burdens, the grant enabled DUII offenders to access critical services essential to their recovery. This support fostered accountability and improved overall outcomes of participants, highlighting the project's role in enhancing their quality of life. In 2023, 66% of Oregon's fatalities were substance involved and 21% of all fatal and serious injury crashes in Oregon involved impairing substances. Addressing the underlying causes of impaired driving to decrease recidivism is a proven countermeasure to address impaired driving.

Sub-Recipient	Organization Type
---------------	-------------------

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	DUI_AL 2025-14-12-00
Project Title	
Springfield DUI Court	
Countermeasure	
Deterrence: Prosecution and Adjudication – DWI Court	
Initial Funding Source	Updated Funding Source
164	Choose an item.
Amount Awarded	Amount Expended
\$163,000	\$130,503

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This grant allowed the Springfield Municipal Adult Rehabilitation and Treatment (SMART) to expand from 20 offenders to 40. The funds allowed the SMART Court to pay the treatment provider, defense attorney, prosecutor, case manager, probation, and peer support to assist the Court in providing DUI offenders with intense probation and treatment services.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Over the course of the grant period, there were 24 total individuals with active DUI cases enrolled. 22 referrals were received for individuals with DUIs during the grant period. However, only 14 were enrolled. Reasons for non-entry included failure to appear, exclusionary prior offenses, or not meeting the high risk/high need qualifications as determined by validated assessment tools. 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 followed 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 strove to break the cycle of repeat offenses, promote behavioral change, and improve public safety on the roads.

	In 2023, 66% of Oregon’s fatalities were substance involved and 21% of all fatal and serious injury crashes in Oregon involved impairing substances. Addressing the underlying causes of impaired driving to decrease recidivism is a proven countermeasure to address impaired driving.
--	--

Sub-Recipient	Organization Type
Springfield Municipal Court	Municipal Court

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	DUI_AL 2025-14-16-00
Project Title	
Initial Drug and Alcohol Screening for Indigent DUI Offenders	
Countermeasure	
Alcohol Assessment and Treatment	
Initial Funding Source	Updated Funding Source
164	Choose an item.
Amount Awarded	Amount Expended
\$20,700	\$13,800

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to support the initial drug and alcohol evaluation for indigent DUI offenders in Multnomah County. DUI offenders were required to complete a screening interview in accordance with ORS 813.020. In Oregon, DUI offenders pay \$150 to the evaluation agency 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 promotes treatment opportunities that can mitigate or prevent DUI recidivism.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	114 low-income/indigent DUI offenders were able to have the initial barrier of the ADES evaluation removed so that they could move forward with being referred. Of the 114 offenders whose evaluations were supported, 28 have already completed their treatment. Most individuals should complete their training by 9/30/2026, which is one year from when the last individual was awarded funding. 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 removed 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 2023, 66% of Oregon's fatalities were substance involved and 21% of all fatal and serious injury crashes in Oregon involved impairing substances. Addressing the underlying causes of impaired driving to decrease recidivism is a proven countermeasure to address impaired driving.
--	---

Sub-Recipient	Organization Type
Oregon Judicial Department	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	EDU_DG-2025-14-00-00
Project Title	
Cannabis Impaired Driving Prevention Education and Media Campaign	
Countermeasure	
Outreach and Education	
Initial Funding Source	Updated Funding Source
164	Choose an item.
Amount Awarded	Amount Expended
\$94,140	\$71,429

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project aimed to develop a science/fact-based cannabis impaired driving prevention curriculum suitable for youth (8th -12th grade) and adults, available for use statewide. The program was to be developed utilizing content knowledge and best practices from certified prevention specialists, in combination with a 6-month targeted media campaign to raise overall awareness about cannabis impaired driving. 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 2015, instances of cannabis impaired driving have risen dramatically. 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." The purpose of this activity was to increase awareness of these facts, the risks associated with impaired driving specific to cannabis use, to educate all drivers about the rise of drug impaired driving in Oregon and reduce the number of fatal and serious injury crashes involving cannabis impaired driving.
Results: Describe how this project contributed to meeting	This project unfortunately was not 100% completed owing to the release of the executive director, and ongoing lawsuits that bankrupted the non-profit, forcing them to close the business. Four out of the five planned modules were

11/2025

the State's highway safety performance targets?	completed and provided to the Transportation Safety Office however. Educational Posters were printed and distributed, and the awareness campaign was run through September 2025. No final delivery of the educational product to the target audience of teen drivers indicates that this project did not fully contribute to meeting the state's performance targets to reduce impaired driving crashes.
---	--

Sub-Recipient	Organization Type
CLEAR Alliance	Non-Profit

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Emergency Medical Services	EM-2025-24-16-00
Project Title	
EMS Statewide	
Countermeasure	
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.	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$200,000	\$64,903

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Prevent loss of life through the provision of training related to trauma treatment and crash response activities by leveraging partnerships with EMS organizations and training groups.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Through the delivery of EMS training (at EMS facilities), and support for participants to attend EMS training conferences, EMS providers were able to access training locally and regionally. This access allowed providers to maintain or increase their knowledge on life-saving practices related to treatment of trauma and activities related to crash response. This training leads to more knowledgeable responders – which in turn is expected to lead to fewer lives lost in relation to victims involved in traffic crashes due to the delivery of competent and current trauma care practices.

Sub-Recipient	Organization Type
---------------	-------------------

ODOT-Transportation Safety Office	State Transportation Safety Office

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Statewide	EM-2025-24-90-00
Project Title	
Emergency Medical Services (EMS) Program Management	
Countermeasure	
Program Management: NHTSA Uniform Guidelines for Highway Safety Program Management (Guidelines: 3,8,10,11,12,14,15,19,20,21)	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$52,848	\$49,255

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services and supplies, and office equipment will be funded for program management and coordination.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Efficient program and project management allowed for continual evaluation and improvement of the program, as needed; ensured fiscal and administrative policies were followed; kept SHSO current on data, countermeasures, and activities conducted throughout the state, all to reduce emergency medical services-related fatalities and injuries. Funds allocated to each of the SHSO's program areas support the operating costs for that program during the grant year as described above.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	ENF_AL-2025-14-12-00
Project Title	
Sustained DUII Enforcement – Woodburn Police Department	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
164	Choose an item.
Amount Awarded	Amount Expended
\$180,000	\$98,178

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded police officer impaired driving enforcement activities, to include high visibility enforcement (HVE) and education efforts that facilitated compliance with Oregon's impaired driving laws. This project provided a heightened level of enforcement specific to impaired driving, particularly at times and locations most likely to experience increased DUII incidences in local communities. Woodburn Police also participated in law enforcement trainings and conferences on impaired driving topics.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	There were 220 DUII arrests during the grant period and 128 of those were made during dedicated DUII patrols. The agency participated in each of the national priority holiday/events. A schedule was determined for a full-time DUII officer and the agency conducted a comprehensive review of crash data and driver errors within the city. Their DUII enforcement officer attended the DUII Multi-Disciplinary Conference in April 2025 and attended additional Intoxylizer training in an effort to assist other officers in the agency. They had a 35% increase of DUII arrests from the prior fiscal year but still experienced an increase in overall serious injuries and fatalities.

Sub-Recipient	Organization Type
Woodburn Police Department	Local Government, Law Enforcement Agency

--	--

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	ENF_AL-2025-14-13-00
Project Title	
Sustained DUI Enforcement Jackson County Sheriff's Office	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
164	Choose an item.
Amount Awarded	Amount Expended
\$184,000	\$183,453

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The purpose of this project was to fund the hours necessary to conduct dedicated DUI enforcement and education activities. Additional DUI patrols were focused on rural areas, such as around campgrounds and lakes where data indicated DUI activity was more likely to occur. The Sheriff's Office provided public education and outreach to inform the community about the dangers of impaired driving and hosted/participated in regional law enforcement trainings on impaired driving topics.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	With the hours available to utilize a third full-time dedicated DUI deputy, the agency increased their weekly number of dedicated DUI enforcement to 120 hours. This also allowed them the ability to provide more education/training opportunities to both law enforcement and the public. The JCSO arrested 459 impaired drivers out of 12,711 traffic stops. They coordinated the HVE events on New Year's Eve and St. Patrick's Day for the county-wide LE agencies. They had 642 students attend their victim impact panel (VIP) class throughout the year. They also provided 2 SFST refresher courses to law enforcement, an ARIDE course, and a DUI case law training. They increased their social media presence (which was already outstanding) and anticipated a total reach of 678,250 views.

Sub-Recipient	Organization Type
---------------	-------------------

Jackson County Sheriff's Office	Local Government, Law Enforcement Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	ENF_AL-2025-14-19-00
Project Title	
Sustained DUI Enforcement – Yamhill County Sheriff's Office	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
405(d)	164
Amount Awarded	Amount Expended
\$160,000	\$109,963

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to fund staff costs for dedicated DUI enforcement activities in incorporated and unincorporated areas of Yamhill County. This county has numerous wineries and other alcohol-serving establishments, and it has seen a disproportionate number of serious DUI crashes in recent years based on its population. The project was intended to allow the Yamhill County Sheriff's Office to deploy dedicated patrols alone and in conjunction with other local law enforcement agencies as circumstances and data dictated.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The Yamhill County Sheriff's Office assigned one deputy to conduct DUI enforcement to provide dedicated coverage for half of the agency's patrol week. Additional deputies were also assigned as staffing and circumstances permitted, with increased coverage during summer months when increased travel and visits to area wineries were expected. YCSO saw 148 DUI arrestees booked into its correctional facility in FY2025, which represented a 10% increase over the prior year. Preliminary data indicates Yamhill County saw a significant reduction in substance-involved serious injury and fatal crashes during the project year.

Sub-Recipient	Organization Type
Yamhill County Sheriff's Office	Law Enforcement Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Traffic Records	F1906CMD-2025-54-00-00
Project Title	
STOP-Statistical Transparency of Policing	
Countermeasure	
Initial Funding Source	Updated Funding Source
1906	1906
Amount Awarded	Amount Expended
\$1,069,191	\$1,058,990

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The Oregon Department of Justice-Criminal Justice Commission (CJC) used 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 project instituted a statewide data collection system that: 1. Provided the public and policy makers with current data about who is being stopped, searched, and arrested at traffic stops. 2. Required law enforcement statewide to collect certain information about every discretionary traffic and pedestrian stop. 3. Contained all CJC findings, and aggregate data submitted by law enforcement, and be available to the public. For progress made to date, the grantee directs readers to the Statistical Transparency of Policing, or S.T.O.P. webpage and report. The project assisted local agencies to improve their dispatch and citation system locally and enhanced the accuracy and completeness of the STOP database.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The project published an annual STOP report in the fall of the grant period releasing on 10/27/2024 and 11/26/2025. The report can be located at: https://www.oregon.gov/cjc/stop/pages/default.aspx. The project hosted two meetings of the STOP stakeholder group to manage project outcomes and issues. The project prepared Harney County to go live with modernized technology to report stop data in 2026. In addition, other agencies modernized reporting systems allowing more accurate and timely data, with all agencies submitting before the deadline of Sept. 15, 2025. It is expected that access to

	improved racial information can lead to greater law enforcement trust, and increased effectiveness of enforcement activities which are effective at reducing serious injury and death on Oregon roadways.
--	---

Sub-Recipient	Organization Type
ODOT-DMV	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Community Traffic Safety	M1*CP-2025-45-11-00
Project Title	
Community Transportation Safety	
Countermeasure	
Communications, Education, Training and Outreach	
Initial Funding Source	Updated Funding Source
405(b)	Choose an item.
Amount Awarded	Amount Expended
\$138,943	\$128,838

Planned Activity Details:

Description: Describe the Planned Activity purpose.	With this project, the Ethiopian and Eritrean Cultural and Resource Center (EECRC) sought to address significant transportation safety challenges faced by Oregon's African immigrant and refugee communities. These challenges stem from a lack of awareness and education on safe road user behaviors, compounded by differences in transportation systems between their countries of origin and the U.S. This problem is further exacerbated by the underserved status of these communities, which includes newcomers, low-income individuals, single mothers, children, and seniors who lack access to culturally specific information and resources. This project provided culturally sensitive education and training in the communities' native languages on the following topics: Distracted Driving, Impaired Driving, Occupant Protection, Roadside Safety for First Responders and Stranded Drivers, and Child Safety in Vehicles.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This EECRC project: • Held 11 workshops • Administered 227 pre/post workshop surveys which showed that traffic safety knowledge among participants increased 41% • 181 unique participants learned about different traffic safety topics. • Participants reported an average 85% increase in confidence navigating roadways

	• Post-survey analysis showed that 89% of participants demonstrated improved understanding of traffic safety concepts. This included knowledge of laws, emergency protocols, safety tools, and available resources. Participants consistently expressed that the workshops were their first exposure to such information in a culturally relevant format. • In addition, four safety videos were filmed, in the three languages that the organization serves – <i>Biking 101</i>, <i>Walking 101</i>, <i>Common Signs and Traffic Laws</i>, and <i>Factors of Deadly Crashes</i>.
--	--

Sub-Recipient	Organization Type
Ethiopian and Eritrean Cultural Resource Center	Non-Profit

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Motorcycle Safety	M11MA-25-80-00-00
Project Title	
Motorcyclist Awareness	
Countermeasure	
Motorist Awareness of Motorcyclists – Communication and Outreach	
Initial Funding Source	Updated Funding Source
405(f)	Choose an item.
Amount Awarded	Amount Expended
\$55,174	\$45,069

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The purpose of this project was intended to increase motorist awareness of motorcycle riders in the top ten counties in Oregon with the highest number of multi-vehicle crashes involving a motorcyclist. The overall goal was to reduce the number of crashes involving riders and other vehicles. State Match included the development and delivery of a survey in those counties to determine media messaging efficacy and to assist in future plans related to future media and messaging for Motorist Awareness campaigns.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This project was intended to assist the State in meeting Performance Measure C-7 – Maintain or Reduce Motorcyclist Fatalities. The survey indicated some level of increased awareness by survey participants. Future data analysis of crash statistics (when they become available) for those specific counties will need to be evaluated to determine if crash reductions occurred between motorcycles and other vehicles.

Sub-Recipient	Organization Type
ODOT-Transportation Safety Office	State Transportation Safety Office

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Occupant Protection	M1HVE-2025-45-00-00
Project Title	
Statewide Safety Belt Enforcement, Oregon State Police	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
405(b)	Choose an item.
Amount Awarded	Amount Expended
\$90,000	\$89,157.01

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded administrative time and trooper overtime hours for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement “waves.” Expenses to undergo initial child passenger safety certification training were also eligible to be covered in this project (certification fee and/or necessary lodging and per diem expenses).
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Short term, high-visibility seat belt enforcement 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. Oregon State Police (OSP) sought to maintain the safety belt compliance rate with motorists in Oregon. OSP seat belt technicians also utilized the overtime at Child Seat Distribution Classes and Clinics to increase compliance with child safety seat systems as well as safety belt diversion classes. OSP Troopers worked 702 overtime hours and expended 99.1% of grant funds received. There were 150.5 overtime hours used by OSP CPS technicians, and 551.5 overtime hours used for enforcement. The results of these activities were 1 DUII arrest, 125 speed citations, 256 seat belt

	citations, 22 lane usage citations, 53 distracted driving citations, 307 other citations, 186 speed warnings, 352 seat belt warnings, 147 lane usage warnings, 44 distracted driving warnings, and 385 other warnings.
--	--

Sub-Recipient	Organization Type
Oregon State Police	State Law Enforcement Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Occupant Protection	M1OP-2025-45-00-00
Project Title	
Statewide Services – Occupant Protection – 405(b)	
Countermeasure	
Communications and Outreach	
Initial Funding Source	Updated Funding Source
405(b)	Choose an item.
Amount Awarded	Amount Expended
\$250,000	\$234,783

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded 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. Media topics included seat belt safety and child passenger safety.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Public education is necessary to educate motor vehicle occupants regarding the importance of vehicle restraint usage, Oregon laws, proper usage of restraint systems, consequences of non- or improper use and availability of resources to assist them. Accurate measurement of compliance with restraint laws is needed to establish program priorities and to evaluate program activities. This project funded the Seat Belt Use Observation Study in order to determine the seat belt usage rate for the state. In 2025, the statewide seat belt use study found 95.55% of drivers and 97.03% of right-front passengers were using seat belts. Based on the observations, the resulting statewide seat belt use rate for vehicle occupants is estimated to be 95.39%. This is a slight decrease from the 2024 seat belt usage rate of 95.53%.

	This project funded seat belt safety billboards “Somebody Loves You. Buckle Up” placed around the state, with an emphasis on high-density metro areas and Eastern Oregon. The billboard creatives were run in May to align with the Click It or Ticket national campaign. The Spanish PSA “De El Ejemplo” rereleased as a radio PSA and video PSA across streaming television and radio platforms in September to align with Child Passenger Safety Week. The radio PSA “One Easy Way” was released for the month of September as a podcast ad to reach the population that only listen to podcasts and streaming radio. The television PSA “The Date” and “Father Son Showdown” was aired across streaming platforms April through June to align with the Click It or Ticket campaign.
--	--

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Occupant Protection	M1PE-2025-45-17-00
Project Title	
Getting Parents Excited About Child Passenger Safety	
Countermeasure	
Inspection Stations & Communications and Outreach	
Initial Funding Source	Updated Funding Source
402	405(b)
Amount Awarded	Amount Expended
\$65,000	\$0

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project sought 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 was also to address the importance of upgrading child restraints as children grow. This educational workshop was intended for 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 was to be offered six times throughout the year and taught in both English and Spanish.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Chemeketa Community College (CCC) was unable to hold any parent education workshops or car seat clinics and did not purchase the child safety seats due to a lack of available car seat technicians to provide the clinics. Additionally, CCC was unable to send any employees through child passenger safety technician certification due to lack of training courses offered and courses being full.

Sub-Recipient	Organization Type
Chemeketa Community College	Higher Education

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Occupant Protection	M1PE-2025-45-18-00
Project Title	
Safe Rides for Kids: Enhancing CPS	
Countermeasure	
Child Restraint Inspection Stations	
Initial Funding Source	Updated Funding Source
402	405(b)
Amount Awarded	Amount Expended
\$122,000	\$103,638

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Through targeted outreach efforts and evidence-based interventions, this project aimed 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 was implemented through a series of coordinated activities: Car Seat Distribution: Distributed car seats to low-income and marginalized families through community events. Inspection Stations: Established 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 offered free inspections and hands-on assistance with car seat installation and included assessments for families of children with special needs. Outreach and Promotion: Developed a comprehensive outreach plan to promote the program through community events. Special attention was given to reaching underserved populations and non-English speaking communities.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	During the 2025 grant year, Randall Children's Hospital (RCH) conducted a total of 553 car seat checks and/or car seat distributions to families in the Portland metro area. On top of hosting weekly car seat clinics on the Legacy Emanuel campus for community members, RCH was able to partner with other agencies within Multnomah County like Head Start, Mother and Child, Pediatric Associates, Lake Oswego Police Department, Mt. Hood Community College Child

	Development & Family Support Program, and Adventist Women's Clinic, to hold car seat safety educational events and car seat clinics. Five of the car seat clinics that were held had translation services provided to assist with families where English is not their first language.
--	---

Sub-Recipient	Organization Type
Randall Children's Hospital Foundation	Non-Profit Organization

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Occupant Protection	M1PE-2025-45-19-00
Project Title	
Statewide Instructor Development & Technician Training	
Countermeasure	
Child Restraint Inspection Stations	
Initial Funding Source	Updated Funding Source
402	405(b)
Amount Awarded	Amount Expended
\$248,828	\$227,762

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded administration hours, instructor service hours, indirect costs, and equipment & supplies necessary to train and certify or 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 funded continuing education opportunities for current child passenger safety technicians as webinars or in-person training workshops.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	During the 2025 grant year, ten Child Passenger Safety Technician (CPST) certification trainings were held across the state with 98 new CPS technicians passing the training course. Mentorship was provided across the state by the Doernbecher Children's Hospital (DCH) training team to CPSTs around the state. This mentorship aided technicians in gaining needed continuing education units toward recertification, car seat check signoffs in-person and virtually, and offered hands-on activities and events to learn more about new car seats and child passenger safety innovations. Additionally, a Safe Travel for All Children training was offered to provide CEU opportunities and help technicians to understand challenges of conventional car seats and introduce adaptive seating options available for families. This course presents the options for seating systems and explains the process to obtain these needed resources for

	children with special health care needs. DCH worked with school districts in Oregon to complete a Safe Transportation on School Bus national training to techs and individuals responsible for transporting children in their communities. These achievements have allowed the DCH team to prepare Oregon technicians to be a better resource to families in their communities. Regional Child Passenger Safety Workshops were held around the state (Hillsboro, Keizer, Grants Pass, Sisters and Pendleton). 109 technicians attended the five CPS workshops receiving CEUs and car seat check signoffs.
--	---

Sub-Recipient	Organization Type
Oregon Health & Science University	Comprehensive Public Academic Health Center, for-profit organization

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	M5HVE-2025-12-00-00
Project Title	
Impaired Driving Enforcement – Oregon State Police	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
405(d)	Choose an item.
Amount Awarded	Amount Expended
\$420,000	\$372,507

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to fund Oregon State Police DUII enforcement activities that facilitate compliance with Oregon impaired driving laws, including participation in the Labor Day and Christmas/New Years National Campaigns. A significant amount of the work was performed by OSP's new High Visibility Enforcement Unit comprised of troopers from around Oregon. At least monthly, members of the team planned travel to an area where increased DUII activity was anticipated, such as fairs, festivals, rodeos, college sports matches, and other community events. The team planned to supplement local resources to create true high visibility enforcement operations. Travel and lodging expenses for these troopers was also expected to be funded as part of the project, in addition to wage and benefit expenses. This project was 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 was intended to provide a deterrent effect by creating a credible fear of arrest such that persons using intoxicants will consider alternatives to driving under the influence.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Oregon law enforcement agencies, led by the Oregon State Police, successfully conducted all of the project's planned activities. OSP conducted 2,453.75 hours of dedicated impaired driving patrols, which resulted in 4,868 traffic stops, 255 DUII arrests, more than 2,600 citations, and more than 4,000 warnings. Notably, at least 76 Ignition Interlock Device

	violation citations were issued by OSP or allied agencies during project activities, a 29% increase from last year's total.
--	---

Sub-Recipient	Organization Type
Oregon State Police	Law Enforcement Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	M5HVE-2025-12-16-00
Project Title	
DRE Evaluations	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
405(d)	Choose an item.
Amount Awarded	Amount Expended
\$95,000	\$85,213

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to fund wages and benefits for certified Drug Recognition Experts (DREs) to conduct drug influence evaluations that occur during their scheduled time off. Through mutual aid agreements, law enforcement agencies were able to summon off-duty DREs to participate in drug-DUI investigations when none were on duty or otherwise available in their area. These evaluations were expected to enhance impaired driving investigations and help secure appropriate accountability for offenders. The project was also intended to fund contractual costs related to use of a tablet-based DRE reporting and records management system.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	383 DRE requests were logged by the Oregon State Police, which administers Oregon's DRE program. Of those, at least 201 requests (52%) were responded to by a DRE. Additional requests made directly from officer to officer in lieu of contacting OSP also resulted in positive responses. Each fulfilled DRE request enhanced law enforcement's ability to gather the best evidence to secure an appropriate outcome for a DUI investigation, to include findings that a driver was impaired by something other than an intoxicant (such as a medical condition), or that they were not impaired.

Sub-Recipient	Organization Type
Oregon State Police	Law Enforcement Agency

Clackamas County Sheriff's Office	Law Enforcement Agency
Enterprise Police Department	Law Enforcement Agency
Grants Pass Police Department	Law Enforcement Agency
Jackson County Sheriff's Office	Law Enforcement Agency
Keizer Police Department	Law Enforcement Agency
King City Police Department	Law Enforcement Agency
Lincoln City Police Department	Law Enforcement Agency
McMinnville Police Department	Law Enforcement Agency
Portland Police Bureau	Law Enforcement Agency
Roseburg Police Department	Law Enforcement Agency
Springfield Police Department	Law Enforcement Agency
St. Helens Police Department	Law Enforcement Agency
University of Oregon Police Department	Law Enforcement Agency
Washington County Sheriff's Office	Law Enforcement Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Statewide	M5IDC-2025-12-90-00
Project Title	
Impaired Driving Program Management	
Countermeasure	
Program Management: NHTSA Uniform Guidelines for Highway Safety Program Management (Guidelines: 3,8,10,11,12,14,15,19,20,21)	
Initial Funding Source	Updated Funding Source
405(d)	Choose an item.
Amount Awarded	Amount Expended
\$280,000	\$83,641

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services and supplies, and office equipment will be funded for program management and coordination.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Efficient program and project management allowed for continual evaluation and improvement of the program, as needed; ensured fiscal and administrative policies were followed; kept SHSO current on data, countermeasures, and activities conducted throughout the state, all to reduce impaired driving-related fatalities and injuries. Funds allocated to each of the SHSO's program areas support the operating costs for that program during the grant year as described above.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	M5OT-2025-12-13-00
Project Title	
DUII Multi-Disciplinary Training Conference	
Countermeasure	
Training	
Initial Funding Source	Updated Funding Source
405(d)	Choose an item.
Amount Awarded	Amount Expended
\$295,000	\$190,903

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to fund expenses related to administration of a two-day multidisciplinary conference related to impaired driving, as well as a one-day conference/in-service training for Oregon's DRE cadre, to be held immediately preceding the DUII conference. The DUII conference was intended to include a mix of plenary sessions and discipline-specific breakout sessions to provide comprehensive and focused material to enhance each attendee's ability to combat impaired driving in their respective capacity. There was intentional planning to break down silos such that attendees at the conference could become more well-rounded in their understanding of overlapping DUII prevention processes. The DRE conference was intended to provide training and networking opportunities specific to drug impaired driving enforcement. The project's intent was to improve DUII-drug investigations, offense documentation, and testimony so as to improve prosecution outcomes to reduce recidivism.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The DUII conference was held in April and had 469 registrants, which filled the event to capacity. Attendees represented law enforcement, prosecution, treatment and recovery, prevention, corrections, probation, community partners, and other traffic safety professionals. This event continued to present significant opportunities for networking, and for learning between official sessions as attendees were able to discuss impaired driving prevention

	strategies with their peers and others who had varied experience from around the state. The DUII conference was immediately preceded by a one-day Drug Recognition Expert (DRE) conference which was also facilitated by the task force. This event allowed Oregon's DRE cadre to receive program updates, information about contemporary drug-impaired driving trends and enforcement strategies, and other continuing education required to maintain their certification with the International Association of Chiefs of Police.
--	--

Sub-Recipient	Organization Type
Oregon DUII Multidisciplinary Training Task Force	Non-profit

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Statewide	M8*CP-2025-25-13-00
Project Title	
Region 3 Program: Education and Outreach	
Countermeasure	
Communications, Training, Outreach and Education	
Initial Funding Source	Updated Funding Source
405(e) flex	Choose an item.
Amount Awarded	Amount Expended
\$25,000	\$14,449

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to fund 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. Additionally, the project focused on local media messaging in the US199 Safety Corridor. It was also intended to provide financial assistance to law enforcement and traffic safety partners to attend conferences and trainings to further their knowledge on traffic safety and traffic safety laws.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	One mini-grant was provided to the Sixes Rural Fire Protection District in Curry County for supplies needed to assist them in preventing roadside deaths, secondary crashes and emergency response needs. The US199 Safety Corridor was successfully decommissioned with an overall reduction in fatal crashes in both the 2023/24 and 2024/25 grant project years. The two remaining traffic safety committees (Douglas and Jackson Counties) invited the RTSC for presentations at their meetings. Safety information and items (banners, giveaways - provided by ODOT) were provided to 2 Trunk-or-Treat events (Jackson and Douglas Counties). Josephine County invited us (ODOT) to participate in their Safe Driving event in March. Resources were provided to a local law enforcement retiree to do Impaired Driving prevention presentations at 6 middle schools in the Region. We participated in the Kids Safety Day in Douglas County and promoted Go Orange Day in the

	Region. Preliminary data indicates that we will see a reduction in traffic related fatalities in Region 3.
--	--

Sub-Recipient	Organization Type
ODOT TSO Region 3	State Government
Sixes RFPD	Non-Profit, Emergency Response

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Distracted Driving	M8*CP-2025-25-14-00
Project Title	
Region 4 Program: Education and Outreach	
Countermeasure	
Initial Funding Source	Updated Funding Source
405(e)	Choose an item.
Amount Awarded	Amount Expended
\$41,000	\$26,195

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project delivered transportation safety coordination and services throughout ODOT Region 4 by providing information and education on a variety of transportation safety related issues, coordinating traffic safety activities and working with local traffic safety organizations and partner agencies aiding in the reduction of fatal and serious injury crashes. This project also established financial assistance opportunities for low-income teens living within Region 4 to complete driver education training, as well as for law enforcement, first responders, and other traffic safety partners to attend conferences or educational opportunities to further their knowledge regarding traffic safety and enforcement of traffic laws. In addition, this outreach and education program addressed all road users through different communication mediums such as social media, and PSAs to increase awareness on risk taking behaviors identified in trending crash data.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Reducing Fatal and Serious Injury crashes overall was the main objective of this project. Speed, alcohol, and roadway departure continue to rank the highest of all involved factors in Region 4. While the five-year average number of annual fatalities increased in 2023 by 8%, the same five-year average of serious injuries decreased by 7%. Below are some specific activity results based on the goals set for the FY25 grant year:

- Media Safe Travel Campaign: The objective of reaching a high number of resident viewers within Central Oregon as well as the difficult to capture tourists/visitors viewing was met by using strategically placed safety ads alongside popular local news and entertainment programming in combination with the Oregon Visitors Network, which plays inside local lodging facilities on closed circuit loops. Based on ODOT internal analytics of Tripcheck.com click-throughs, for the campaign months of April to September, of the top three external to ODOT websites that visitors use to access the traveler safety information, two of them are ktvz.com and kval.com – our campaign sources.
- Financial Assistance: Objectives were reached for transportation safety partners, sending 5 of the 5 intended agency partners to various training and educational opportunities. Driver education instruction for pre-licensure teen objectives were exceeded with 21 students receiving assistance, surpassing the goal set of 5 students.

Sub-Recipient	Organization Type
TS-ODOT Region 4	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Statewide	M8*CP-2025-25-15-00
Project Title	
Region 5 Program: Education and Outreach	
Countermeasure	
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	
Initial Funding Source	Updated Funding Source
405(e) flex	Choose an item.
Amount Awarded	Amount Expended
\$40,000	\$1,561

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided transportation safety coordination and services throughout ODOT Region 5 by providing information and education on a variety of transportation safety related issues, coordinating traffic safety activities, and working with local traffic safety organizations. Region 5 provides transportation facilities for the eight eastern Oregon counties: Morrow, Umatilla, Union, Wallowa, Baker, Grant, Harney, and Malheur.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	A total of 34 agencies were provided with equipment or other like resources. Support included use of the TSO Convincer, crash car displays, brochures/handouts, LATCH Manuals, and other items such as cups, keychains, etc. (latter items not funded by NHTSA funds). The RTSC attended 9 events in total throughout the grant year and as noted above, provided assistance to a total of 34 agencies. Events included safety fairs, mini training sessions, locally held training, bike rodeos, child passenger safety events, and more. This number does not include meetings attended or planning committees, only events. The in-person event number is much lower than in previous years, again due to the ODOT budget crisis in the 4th quarter and office staffing resources.

“The Fatal 5 and More” training opportunity included a DUII Legal Update from DOJ, a Vehicle vs. Pedestrian training from OSP, and a Deep Dive into the Fatal Five from DPSST. These training courses were held on Wednesday, February 1, 2025, in La Grande and then the last one on Thursday, February 20, 2025, in Baker City. This project required partnership with The Oregon State Police, the Baker County Sheriff's Office, The Oregon Department of Corrections, and the Baker City Police Department who were all involved and on the planning committee. The training courses were open statewide and had a total of 30 participants at the DUII Update, 19 at the Vehicle vs. Ped, and 23 at the Deep Dive into the Fatal Five.

Another large project coordinated was the annual Union County Safety Fun Fair which served 1,051 K-3rd graders over two days.

Sub-Recipient	Organization Type
ODOT TSO Region 5	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Statewide	M8*PM-2025-20-16-00
Project Title	
Statewide Services – Media Report	
Countermeasure	
Data and Program Evaluation	
Initial Funding Source	Updated Funding Source
405(e) flex	Choose an item.
Amount Awarded	Amount Expended
\$35,000	\$22,300

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project is the fiscal year report on grant funded media design, education material revisions, social media advertising, radio public service announcements and billboards; public attitude, and observed restraint use surveys; as well as TSO direct purchase, reproduction and distribution of educational and outreach materials.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Media contractor Gard Communications submitted the final annual report to the Transportation Safety Office. While TSO's total actual media expenditures for 2025 were \$1,938,044.00 it is estimated that the State received \$524,019.00 in added value. • \$115,807 for television streaming, cable and broadcast (PSAs). • \$102,938 for radio streaming and broadcast (PSAs). • \$164,447 for outdoor (airport, billboards, electronic signage, posters). • \$88,327 for sporting events (state universities and colleges) • \$300 for digital advertising (Google) • \$52,200 for theater (PSAs).

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Speed	M8*PT-2025-30-00-00
Project Title	
DPSST LE Training	
Countermeasure	
Communications, Training, Outreach, & Education	
Initial Funding Source	Updated Funding Source
405(e) flex	Choose an item.
Amount Awarded	Amount Expended
\$100,000	\$98,035

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to provide training for law enforcement in the use of speed measuring devices (RADAR/LIDAR). These instruments allow law enforcement to conduct effective speed management on Oregon highways to prevent, or at least mitigate, crashes.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Training was provided to: • 364 officers in use of RADAR • 342 officers in use of LIDAR • 307 officers trained in use of both instruments DPSST conducted a RADAR/LIDAR instructor development course which saw seven new instructors certified. Instruction was also provided at a traffic safety training in Baker City.

Sub-Recipient	Organization Type
Oregon Department of Public Safety Standards and Training	Government Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Speed	M8*SC-2025-35-00-00
Project Title	
Speed Public Information & Education	
Countermeasure	
Communications and Outreach Supporting Enforcement	
Initial Funding Source	Updated Funding Source
405(e) flex	Choose an item.
Amount Awarded	Amount Expended
\$75,000	\$75,000

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to provide media messaging to educate the public about the dangers of speeding. Planned activities included development and execution of a comprehensive media plan to provide meaningful information to communities throughout the state. Anticipated media types included tv, radio, billboard, social media, and others as determined in partnership with TSO's media contractor, Gard Communications.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	During the project year, TSO re-released a tv PSA which reminded drivers of the relationship between speed and stopping distances. A secondary message in this PSA demonstrated the danger to vulnerable road users such as pedestrians who encounter speeding vehicles. Speed education messaging was also deployed at DMV field offices in English and Spanish. A radio/podcast PSA was co-developed with TSO's Safe Driving program. It related dangers of speeding to those caused by following too closely, and by disregard of traffic signals.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Speed	M8*SC-2025-35-19-00
Project Title	
Speed and Aggressive Driving Enforcement – Oregon State Police	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
405(e) flex	Choose an item.
Amount Awarded	Amount Expended
\$140,000	\$124,377

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to fund law enforcement wages and benefits related to dedicated speed and aggressive driving enforcement activities. Emphasis was placed on highways and road segments identified as having a disproportionate number of speed-related crashes and enforcement activity, as well as around events known to cause increases in local traffic on state highways. Oregon State Police planned to conduct speed enforcement missions alone, and in cooperation with local law enforcement as circumstances and staffing allowed.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	OSP worked 988.25 hours of dedicated speed enforcement activities and conducted 2,333 enforcement stops throughout the year. Those stops included 1,880 for speeding, 68 for adult and child occupant protection violations, 38 for distracted driving, and 805 for other violations. OSP also arrested 6 drivers for DUII during these enforcement efforts. Selections for enforcement locations were based on specific OSP Area Commanders' knowledge of geographical need and data reported within OSP's records systems. Enhanced High Visibility Enforcement efforts were also planned by the agency's High Visibility Enforcement Unit (HVEU) to address local events and identified "fatal corridors" on state highways.

Sub-Recipient	Organization Type
Oregon State Police	Law Enforcement Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Distracted Driving	M8DDLE-2025-20-00-00
Project Title	
Distracted Driving Enforcement – Oregon State Police	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
405(e)	Choose an item.
Amount Awarded	Amount Expended
\$150,000	\$149,353

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to support salary and benefit expense for Oregon State Police Troopers to conduct education and enforcement activities related to distracted driving – specifically cell phone violations. These efforts were intended to be amplified during April’s National Distracted Driving Awareness Month, as well as during saturation patrols throughout the year. These enforcement efforts were intended to be conducted solely by OSP, and in conjunction with local law enforcement partners where applicable.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The Oregon State Police conducted 1,122.5 hours of enforcement activity related to distracted driving, and they made 2,431 total enforcement stops. OSP reported 304 cell phone citations and 312 warnings for that offense during project activities. They also cited 503 drivers for speeding, 45 for seat belt violation, and 86 for lane usage violations (often a byproduct of distraction). OSP issued 344 other citations and made 15 DUUI arrests during their enforcement efforts. OSP’s highly visible enforcement efforts served as a deterrent to other motorists who might otherwise have engaged in dangerous driving behaviors, to include distracted driving.

Sub-Recipient	Organization Type
Oregon State Police	Law Enforcement Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Distracted Driving	M8PE-2025-20-00-00
Project Title	
Distracted Driving Media	
Countermeasure	
Oregon 3HSP 2024-2026, p.146	
Initial Funding Source	Updated Funding Source
405(e)	Choose an item.
Amount Awarded	Amount Expended
\$500,000	\$372,218

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded contracted media design, education material, social media advertising, TV, and radio public service announcements, geofencing for events, and billboards, as well as TSO-direct purchase of or reproduction and distribution of educational and outreach materials. Media 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. During 2024, Oregon State University conducted a study: <u>The Impacts of Cell Phone Coverage Areas on Distracted Driving, Traffic Crashes, Fatalities, and Injuries</u>. Based on this study, we found higher incidences of distracted driving crashes are occurring along the entire coastline, Hwy.101, and metro areas; as a result, those areas were geofenced with the "Park Your Phone" campaign to reduce crashes.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	With the transition and resource staffing issues for TSO, the Distracted Driving program did a re-run of several campaigns to ensure continuity of programming and messaging. However, there were a series of new "Park Your Phone" graphics created for billboards and other digital media that featured slogans such as "Put Yourself in Safe Driving Mode;" "Don't Multitask. Drive.;" and "Ignore All the Buzz." The "Ignore All The Buzz." campaign won a bronze medal at the 2025 Summit Creative Awards.

	GARD ran a media campaign March 2025 – September 2025 utilizing OTT/Streaming, Meta, Billboard, Streaming Audio, Radio, Airport, Theaters, and Sports Events. Total impressions reported were 15,642,553. This project directly supported messaging at the Grand Prix of Portland event August 29-30. Sports event messaging at the college level continued throughout the year including OSU Baseball, and University of Oregon home football games including the UofO vs OSU Rival Football Game. Geofencing ads were focused on the four following events: Portland International Raceway (Grand Prix) August 29-30; Autzen Stadium (UofO Ducks home game) Sept 6; Pendleton Roundup (Rodeo) Sept 10-13; and Autzen Stadium (UofO vs OSU Rivalry Game) Sept 20.
--	---

Sub-Recipient	Organization Type
ODOT TSO	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Distracted Driving	M8PE-2025-20-16-00
Project Title	
Distracted Driving Statewide	
Countermeasure	
3HSP p.146. Communications and Outreach – CTW page 4-17	
Initial Funding Source	Updated Funding Source
405(e)	Choose an item.
Amount Awarded	Amount Expended
\$500,000	\$264,632

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded distracted driving awareness presentations and activities offered statewide to schools, local organizations and businesses. Oregon State University (OSU) completed a research project: DISTRACTED DRIVING IN YOUNG DRIVERS: BEHAVIOR ANALYSIS AND COUNTERMEASURE EFFECTIVENESS. Funds were also set aside for localized media.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	TSO's 2024 Oregon Public Opinion Survey Results applicable to Distracted Driving show a minor increase in the number of people who know it is illegal to hold and use a hand-held electronic device while driving from 91% surveyed in 2023 to 92% in 2024. There was also a small increase in percentage of people surveyed from 2023 to 2024 who believe that consequences for driving while holding and using an electronic device should include receiving a ticket, taking a distracted driving avoidance course, or even losing your license from 2023 to 2024. 'Hang Up and Drive' Distracted Driving presentations were conducted for a total of 72 presentations statewide and reached 9,510 participants. The Distracted Driving Crashed Car trailer was used at a total of four multi-day events this grant year, all at high

	school state athletic tournaments: Nov 8-10 Cross Country (5,600 attendees); November 15-18 Soccer (6,000); November 28-December 3 Football (6,975); March 20-24 Dance/Drill (4,050).
--	---

Sub-Recipient	Organization Type
ODOT TSO	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Motorcycle Safety	MC-2025-80-90-00
Project Title	
Motorcycle Safety Program Management	
Countermeasure	
Program Management: NHTSA Uniform Guidelines for Highway Safety Program Management (Guidelines: 3,8,10,11,12,14,15,19,20,21)	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$60,897	\$37,568

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services and supplies, and office equipment will be funded for program management and coordination.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Efficient program and project management allowed for continual evaluation and improvement of the program, as needed; ensured fiscal and administrative policies were followed; kept SHSO current on data, countermeasures, and activities conducted throughout the state, all to reduce motorcyclist-related fatalities and injuries. Funds allocated to each of the SHSO's program areas support the operating costs for that program during the grant year as described above.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Occupant Protection	OP-2025-45-16-00
Project Title	
Local Police Department Safety Belt HVE	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$417,200	\$314,061

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided grants to local police departments to conduct enforcement activities to maintain and increase compliance with safety belt/child restraint laws. Funding was for traffic enforcement during three (3) two-week blitzes, and during other times when additional traffic enforcement coverage is deemed appropriate by the local jurisdiction. Agencies were encouraged to issue a press release of their planned efforts and their purpose, with encouragement to follow up with results.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Short term, high-visibility seat belt enforcement 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. This project provided 74 Seat Belt HVE grants to local police departments to conduct enforcement towards maintaining and increasing compliance with safety belt/child restraint laws. Agencies were encouraged to provide grant funded traffic enforcement during three (3) two-week blitzes, and during other times when additional traffic enforcement coverage was deemed appropriate by the local jurisdiction. Agencies were strongly encouraged to garner local media coverage of their planned enforcement efforts, their purpose and the results of the enforcement period.

	There were 9,689 contacts made and 2,520 citations/warnings were issued for seat belt and child seat violations during the seat belt enforcement grant activities. The following contacts were made: 7 DUII, 2,074 speed, 1,693 distracted, 49 felony arrests and 4,381 all other.
--	--

Sub-Recipient	Organization Type
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 Enterprise 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 Hubbard-Donald 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 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	Local Law Enforcement Agencies

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, 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	

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Statewide	OP-2025-45-90-00
Project Title	
Occupant Protection Program Management	
Countermeasure	
Program Management: NHTSA Uniform Guidelines for Highway Safety Program Management (Guidelines: 3,8,10,11,12,14,15,19,20,21)	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$160,168	\$132,772

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services and supplies, and office equipment will be funded for program management and coordination.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Efficient program and project management allowed for continual evaluation and improvement of the program, as needed; ensured fiscal and administrative policies were followed; kept SHSO current on data, countermeasures, and activities conducted throughout the state, all to reduce occupant protection-related fatalities and injuries. Funds allocated to each of the SHSO's program areas support the operating costs for that program during the grant year as described above.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Statewide	PA-2025-91-90-00
Project Title	
Planning & Administration	
Countermeasure	
Program Management: NHTSA Uniform Guidelines for Highway Safety Program Management (Guidelines: 3,8,10,11,12,14,15,19,20,21)	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$1,300,000	\$753,823

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The project will fund planning and administrative costs for the SHSO including salaries, benefits, travel, services, supplies, and office equipment for program management and coordination. Project was amended during the FY to include development of an updated Transportation Safety Action Plan.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Salaries, benefits, travel, services, supplies and office equipment needs were funded for administrative and operating personnel and services for the following programs: • Community Safety • Distracted Driving • Driver Education • Emergency Medical Services • Judicial • Motorcycle Safety • Non-Motorized • Occupant Protection • Roadway Safety • Speed Management • Traffic Records • Traffic Services • Vehicle Equipment

	The following SHSO operating staff salaries were paid, in part, from 402 P&A funds: • Fiscal Specialist – vouchers, accounting, claims • Office Manager – SHSO Manager • Operations Manager – SHSO Operations & Policies • Budget & Finance Manager – SHSO NHTSA grants budgets • Data & Evaluation Specialist – HSP, Annual Report, data Finally, costs related to development of the updated Transportation Safety Action Plan were also paid, in part, with 402 P&A funds.
--	---

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Traffic Records	PA-2025-91-90-01
Project Title	
Safe Systems Research Roadmap	
Countermeasure	
Data and Program Evaluation	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$88,000	\$70,037

Planned Activity Details:

Description: Describe the Planned Activity purpose.	During this year long project the research team: - met 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. - engaged stakeholders through three focus groups and interviews. Stakeholder engagement will include focus groups, a workshop, and interviews. - performed a literature review to establish the evidence base for traffic injury inputs and magnitude of injury prevention potential for various interventions. At the end of the project results from engagement were used to identify more than 100 potential research topics. The final report includes a review of the process, findings of each task, and prioritized opportunities to support development of the 2026 TSAP. In addition, the final report established traffic safety related problem statements requiring research attention and preparing those ideas for consideration in ODOT Research Unit research development process.
Results: Describe how this project contributed to meeting	These grant funds enabled the Oregon Department of Transportation to establish a five-year traffic safety research roadmap that prioritizes the research concepts ODOT will fund in the coming years. This longer-term approach to traffic

the State's highway safety performance targets?

safety research and evaluation positions ODOT to be more strategic in its project and program investments, helping make delivery of a safe transportation system more achievable. Through this grant, traffic safety practitioners from law enforcement, transportation planning and engineering were engaged through an online survey and through three focus groups where traffic safety challenges and research needs were discussed. The final product of this research includes a prioritized list of research needs based around the Safe System Approach.

The grant funds support ODOT's Strategic Highway Safety Plan by identifying research needs within existing programs, projects, and policies that are effective—and directing investments toward those efforts—while allowing the agency to pivot away from strategies that do not demonstrate results.

Sub-Recipient	Organization Type
ODOT Research	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Impaired Driving	PM_AL-2025-14-15-00
Project Title	
Region 5 Impaired Driving Education and Outreach	
Countermeasure	
Page 196. – Mass Media Campaigns Page 200. – Outreach and Education	
Initial Funding Source	Updated Funding Source
164	Choose an item.
Amount Awarded	Amount Expended
\$25,000	\$14,960

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project focused on local, Region 5, media messaging for impaired driving prevention and education during identified times and associated behavior that lend to impaired driving crashes (holidays, rodeos, music and beer fests, graduations, proms, sporting events, etc.). Funds were 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.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This project was able to facilitate 11 different radio scripts with multiple versions based on the community the spot was being played in, with a total of 2,184 radio spots aired in the region during the grant year. Media campaigns reached all eight counties in Region 5 in one way or another and nearly monthly emails were sent to partner agencies with other toolkits or messaging available for use. There were no DUII-prevention specific events or activities that were requested this year outside of some materials and a crashed car display for Umatilla Sheriff's Dept. and impairment goggles used by the Union County Sheriff's Office.

Sub-Recipient	Organization Type
ODOT TSO Region 5	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Pedestrians and Bicyclists (Non-Motorized)	PS-2025-68-11-01
Project Title	
Community Bike and Pedestrian Safety Courses and Events	
Countermeasure	
Communications, Training, Outreach and Education	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$10,000	\$10,000

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided pedestrian and cycling safety courses for two cohorts and three community pedestrian and cycling safety events to the underserved and over-represented Latine/Hispanic Community.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This project reached 82 people and accomplished the following: • 78.15% of participants reported increased understanding of traffic laws, signs and best practices for driving safely. • 97.93% of participants showed a high understanding of bike safety and bike laws after receiving program training and on-site training on May 31, 2025 at Hagg Lake. • 82.52% of program participants increased their understanding of traffic laws, signs and best practices for driving safely around bicyclists and pedestrians. This project will help meet the state's safety performance target 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.

Sub-Recipient	Organization Type
Adelante Mujeres	Non-Profit

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Pedestrians and Bicyclists (Non-Motorized)	PS-2025-68-11-03
Project Title	
Advancing Bicycle and Pedestrian Safety Education for Historically Marginalized Portlanders	
Countermeasure	
Communications, Training, Outreach and Education	
Initial Funding Source	Updated Funding Source
402	402
Amount Awarded	Amount Expended
\$56,586	\$41,801

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided Commuter Safety Rides for adults with a focus on engaging marginalized New Columbia's Black community as well as Cully's Spanish-speaking Latine community in Portland- ODOT Region 1. All activities focused on enhancing safety by providing helmet use education, instruction on navigating intersections and right-of way as cyclists, and 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.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This project completed 10 Commuter Safety Clinic events and rides where participants learned basic rider and commuting skills to be more confident and safer while riding with other traffic. Since these education events happened in underserved communities in Portland, this helps to contribute to meeting Oregon's performance measures by educating underserved vulnerable road user populations in Portland where the highest bicyclist serious injuries and fatalities occur.

Sub-Recipient	Organization Type
Community Cycling Center	Non-Profit

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Pedestrians and Bicyclists (Non-Motorized)	PS-2025-68-13-00
Project Title	
Region 3 Bike/Ped Safety Education and Outreach	
Countermeasure	
Pedestrian and Bicycle Safety; Communications, Outreach and Media	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$10,000	\$0

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to focus on local, Region 3 media messaging for bicycle and pedestrian safety, during transitional times and identifying associated behavior that led to crashes (daylight savings time changes; back to school; summer; dark winter days; etc.).
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This project was not completed and there were no problems impacted. It started out strong with the idea of using local media messaging with ODOT staff and voices from local agency partners. There is a strong need for this type of education in all five of the Region 3 counties. However, with ODOT's current budget issues, layoffs, and uncertainty of the future of the agency, we were not able to see the project through to fruition.

Sub-Recipient	Organization Type
ODOT TSO Region 3	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Pedestrians and Bicyclists (Non-Motorized)	PS-2025-68-14-01
Project Title	
Pathways to Independence	
Countermeasure	
Communications, Outreach, and Media Pedestrian and Bicycle Safety Prog. Guide No. 14	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$124,978	\$95,048

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The Pathways to Independence program was intended to address significant barriers preventing students from safely walking, biking, or using public transit to get to school and around their communities via a community-based bicycle and pedestrian safety education program, specifically serving school aged children. Planned activities included; • Conducting a survey of community interest in priorities, and utilizing results to develop a work plan, education curriculum, and promotion strategy to launch programming • Utilizing Bike buses at interested schools to teach active transportation safety best practices and facilitate an adult led opportunity for student participation were the starting activities. • RidersEd bicycle education camp to be held during the first week of summer, serving students under 18 years of age in preparation for safe, wider community exploration and travel during the out of school months.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The program activities directly contribute to meeting the performance targets of Oregon's SHSO by aligning with the stated goals and Program Guidelines (No. 14) of the Pedestrian and Bicycle Program. Section 6 specifically recommends topics such as:

- Visibility, or conspicuity, in the traffic system;
- Correct use of facilities and accommodations;
- Proper street-crossing behavior;
- Safe practices near school buses, including loading and unloading practices;
- Rules of the road;
- Proper selection, use, fit, and maintenance of bicycles and bicycle helmets;
- Skills training of bicyclists;

Cascadia Mobility reported that each of these topics were addressed throughout student participation in all programming.

The bike buses launched the week of April 7th, 2025, and ran until the end of the school year in early June 2025. Bike buses resumed with school starting during the first week of September 2025 at all four elementary schools listed above. Bike bus leaders conducted bike safety checks and gave a traffic safety overview at the beginning of each bike bus and safety gear (safety vests and helmets as needed) was distributed for use. Bike bus leaders modeled safe riding behavior. The bike buses were operated for 15 weeks with zero safety incidents.

102 students participated in the bike bus program across four bike buses in the Eugene-Springfield area:

1. Springfield Elizabeth Page Elementary
2. Springfield Two Rivers – Dos Rios Elementary
3. Eugene 4J Adams Elementary
4. Eugene 4J Charlemagne Elementary

The RidersEd camp worked to use a combination of non-profit organizations, volunteers, and trained instructors across the metropolitan Eugene-Springfield area. Three 4-day camps were held in June 2025. 34 youth ages 11-14 participated in and completed the RidersEd camp at the following locations:

1. Eugene Sheldon Community Center
2. Eugene Amazon Community Center
3. Springfield Adult Activity Center

Section 7 was also addressed by Cascadia Mobility ensuring their “Outreach efforts should include a focus on reaching vulnerable road users, such as older pedestrians, young children, and new immigrant populations.”

	Lastly, this project worked to help the state meet highway safety performance targets through the countermeasure Communications, Training, Outreach and Education through collaboration with communities and non-profits to address traffic safety issues via grassroots efforts.
--	---

Sub-Recipient	Organization Type
Cascadia Mobility	Non-Profit

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Pedestrians and Bicyclists (Non-Motorized)	PS-2025-68-16-00
Project Title	
Statewide Services-Bicyclist and Pedestrians	
Countermeasure	
Communications, Outreach and Media	
Initial Funding Source	Updated Funding Source
402	402
Amount Awarded	Amount Expended
\$500,000	\$461,342

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project updated/reprinted pedestrian and bicycle safety resource and educational materials and online listing of these education materials; developed annual statewide media campaign with TSO media contractor and work with statewide partners to complete outreach and engagement on topics Locations and affected communities are both vulnerable road users walking, rolling and bicycling as well as all people who drive in Oregon.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Statewide public education materials, media outreach and awareness safety messaging focused on streaming OTT/Cable video PSAs and social media ads, radio PSA and Podcast commercial PSA's, and Google Ads. The safety messaging cast statewide included: safe passing on double yellow, stop as yield law, sharing the road, fall/winter visibility for pedestrians, and White Cane Safety awareness as well as highlighting pedestrian and bicycle safety month. For Bicycle Safety messaging in English and Spanish: • Streaming Video PSAs had 2,636,311 impressions in the fall and 6,368,349 in the spring • Social Media ads had 1,754,383 impressions • Radio PSAs had 751,322 impressions For Pedestrian Safety messaging in English and Spanish

	• Video streaming PSAs in various points of time throughout the year had a total of 4,435,890 impressions • Streaming radio including podcasts had a total of 4,664,378 Impressions • Social media ads at various times throughout the year had a total of 5,837,021 impressions • Google ads had a total of 5,254,839 impressions The project contributes to meeting Oregon's performance targets by providing awareness and education outreach to multiple communities across the state via differing mediums to complete outreach to various demographics. Education materials and safety knowledge and awareness campaigns promote safe behaviors while walking, riding and driving to aid in decreasing vulnerable road user serious injury and fatality crashes.
--	--

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Pedestrians and Bicyclists (Non-Motorized)	PS-2025-68-17-00
Project Title	
Aging Pedestrian and Traffic Safety	
Countermeasure	
Communications, Training, Outreach and Media	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$24,750	\$18,872

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The project implemented a series of coordinated activities to improve pedestrian and transportation safety for older adults (age 65 and older) across 11 counties. Key activities included: • Listening Sessions: Conducted community listening sessions in 11 counties to gather feedback from older adults on pedestrian and motor vehicle safety concerns. Input from these sessions guided program development and ensured the curriculum addressed real-world needs. • Curriculum Development: Designed and produced a comprehensive Older Pedestrian and Transportation Safety Workshop focused on increasing awareness of pedestrian rights, safe mobility practices, age-related physical changes, and informed decision-making. • Program Pilot: Piloted the workshop across 11 counties, partnering with community organizations, retirement communities, and senior programs to reach the target population of adults aged 65 and older. • Participant feedback was collected to refine and strengthen the workshop content.
Results: Describe how this project contributed to meeting the	The project successfully developed and piloted a Traffic and Pedestrian Safety Program for Older Adults across multiple communities in 11 counties. To inform program content, 25 listening sessions were conducted with 480 participants. These sessions provided valuable insights

State's highway safety performance targets?	into older adults' concerns about pedestrian and motor vehicle safety, including challenges related to mobility, signage visibility, and roadway crossings. Using the findings from these sessions, a comprehensive workshop curriculum was designed to address identified knowledge gaps and safety needs. The curriculum covered pedestrian rights and responsibilities, transportation safety, age-related physical limitations, impairment awareness, and safe decision-making. Implementation exceeded expectations. A total of 26 older pedestrian workshop sessions were held in 11 counties. The workshops were well received, with participants reporting increased awareness of pedestrian safety and confidence in applying practical safety strategies. Ongoing feedback was used to refine and strengthen the program for future use. These activities established a strong foundation for expanding the program statewide and demonstrated significant engagement among older adults and community partners. This project contributes to Oregon's countermeasures by reaching a vulnerable at-risk population with tools and knowledge to drive and walk safely to reduce pedestrian serious injuries and fatalities.
---	--

Sub-Recipient	Organization Type
Legacy Emmanuel Hospital	Non-Profit

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Pedestrians and Bicyclists (Non-Motorized)	PS-2025-68-18-00
Project Title	
Oregon Friendly Driver	
Countermeasure	
Share the Road Awareness Programs, Driver Training	
Initial Funding Source	Updated Funding Source
402	402
Amount Awarded	Amount Expended
\$330,000	\$328,537

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The Oregon Friendly Driver (OFD) course was implemented to educate motor vehicle drivers about safe interactions while sharing the road with people riding bikes, rolling, and walking in Oregon. The courses were offered in-person and online via webinar or self-paced class. This program was promoted to all people who drive in Oregon.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The OFD program has been implemented in Oregon since 2017. In 2025, the OFD Program expanded by implementing targeted marketing strategies, developing bilingual and accessible materials, and introducing the program to schools, higher education, and new communities. Curriculum updates addressed pedestrian and micromobility safety, while program growth was tracked and increased by at least 10% annually through contractor support, training, and data analysis. Partnerships with state agencies, regional organizations, and new collaborators were leveraged to broaden reach, with ongoing outreach, events, and quarterly coordination to sustain and evolve the program. - Website visits went up 296% (from 5,700 to 22,800 users). - Reached new audiences including older drivers and schools.

	• Sent bilingual mailers, taught classes at senior centers, and added OFD to college and school programs. • Updated all training materials with new photos and slides on e-bikes and pedestrian safety. • Taught 63 classes to 1,347 people, up from 45 classes and 884 people last year. • Average test scores improved from 66% to 88%. • Worked closely with partners— Commute Options, The Street Trust, and Lane Council of Governments to grow the program statewide. • Exhibited at six conferences and added OFD training to Portland General Electric and ODOT online employee training systems. This project contributes to Oregon's performance measures by direct supplemental driver education to increase safe driving and decrease vulnerable road user serious injuries and fatalities.
--	---

Sub-Recipient	Organization Type
Commute Options	Non-Profit

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Statewide	PS-2025-68-90-00
Project Title	
Bicycle and Pedestrian Safety Program Management	
Countermeasure	
Program Management: NHTSA Uniform Guidelines for Highway Safety Program Management (Guidelines: 3,8,10,11,12,14,15,19,20,21)	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$62,000	\$0

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services and supplies, and office equipment will be funded for program management and coordination.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Efficient program and project management allowed for continual evaluation and improvement of the program, as needed; ensured fiscal and administrative policies were followed; kept SHSO current on data, countermeasures, and activities conducted throughout the state, all to reduce non-motorized (bicycle and pedestrian)-related fatalities and injuries. Funds allocated to each of the SHSO's program areas support the operating costs for that program during the grant year as described above.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Traffic Enforcement Services	PT-2025-30-11-00
Project Title	
Financial Assistance for Portland Police Bureau Training	
Countermeasure	
Communications, Training, Outreach and Education	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$92,000	\$42,020

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided financial assistance for conference registration, lodging, and 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.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	133 Portland Police Officers were able to participate in trainings and conferences through this grant. The trainings provided by this project allowed 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 were able to network 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.

Sub-Recipient	Organization Type
Portland Police Department	Law Enforcement Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Driver and Officer Safety Education	PT-2025-30-11-01
Project Title	
Financial Assistance for LE/Partner Training	
Countermeasure	
Communications, Training, Outreach and Education	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$15,000	\$14,962

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided 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.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Eight total LE partners were able to participate in trainings and conferences through this grant. Additionally, PPB provided advanced crash training to a member of its crash reconstruction team, which was incredibly important as the City of Portland accounts for anywhere from 30% to more than 50% of all Region 1 fatalities. The trainings provided by this project allowed 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 were able to network 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.

Sub-Recipient	Organization Type
West Linn Police Department	Law Enforcement Agency
Forest Grove Police Department	Law Enforcement Agency
Washington County Sheriff	Law Enforcement Agency

Portland Police Bureau	Law Enforcement Agency
------------------------	------------------------

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Traffic Enforcement Services	PT-2025-30-13-00
Project Title	
Coos County Sustained Traffic Enforcement	
Countermeasure	
Communications, Training, Outreach and Education; Visible Enforcement	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$63,636	\$57,088

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded the hours necessary to conduct dedicated traffic enforcement and related educational activities. The Sheriff's Office also provided public education and outreach to inform the community about traffic safety education and crash prevention.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The Coos Co. Sheriff's Office observed a reduction of injury-related traffic crashes, with no fatalities occurring on county roads during the grant year. From 10/1/24 to 9/30/25, there were 210 motor vehicle crashes reported which resulted in 12 with injury to the operator or passenger, a 62% reduction from the prior year. There were no fatal crashes during this timeframe. They saw a 72% decrease in costs associated with traffic crashes county-wide.

Sub-Recipient	Organization Type
Coos County Sheriff's Office	Local Government, Law Enforcement Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Pedestrians and Bicyclists (Non-Motorized)	PT-2025-30-17-00
Project Title	
Vulnerable Road User Enforcement and Education	
Countermeasure	
Enforcement Strategies	
Initial Funding Source	Updated Funding Source
402	402
Amount Awarded	Amount Expended
\$138,000	\$63,420.43

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded pedestrian safety law enforcement operations and education of vulnerable road user laws to law enforcement. This is administered in partnership with a non-profit who subgrant to law enforcement agencies to complete pedestrian safety enforcement operations.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	In 2025, 30 agencies were awarded funds and 452.5 hours of overtime were reimbursed. Agencies from all five ODOT regions were awarded funds; however, only agencies from regions 1, 2 and 3 were able to spend funds (21 of 38 total counties). There were a total of 1,313 law enforcement contacts (combined citations/arrests/warnings) during the grant year. This project successfully trained officers in 8 agencies through the updated online course, improving consistency in enforcement practices. This project funded operations in high-risk pedestrian areas, including school zones and downtown districts. It also increased communication among agencies and TSO RTSCs, improving coordination and shared accountability for enforcement results. This project also reinforced Oregon's commitment to protecting its most vulnerable road users through education and data-driven enforcement; and contributed to meeting

	Oregon's performance targets by triangulating countermeasure activities to increase safe driving behaviors and decrease risky driving behaviors that impact pedestrian safety.
--	--

Sub-Recipient	Organization Type
Oregon Impact	Non-Profit

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Statewide	PT-2025-30-90-00
Project Title	
Traffic Services Program Management	
Countermeasure	
Program Management: NHTSA Uniform Guidelines for Highway Safety Program Management (Guidelines: 3,8,10,11,12,14,15,19,20,21)	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$34,066	\$8,189

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services and supplies, and office equipment will be funded for program management and coordination.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Efficient program and project management allowed for continual evaluation and improvement of the program, as needed; ensured fiscal and administrative policies were followed; kept SHSO current on data, countermeasures, and activities conducted throughout the state, all to reduce traffic services-related fatalities and injuries. Funds allocated to each of the SHSO's program areas support the operating costs for that program during the grant year as described above.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Roadway Safety	RS-2025-77-16-00
Project Title	
Safety Corridor Education and Enforcement	
Countermeasure	
Visible enforcement	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$25,000	\$22,955

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The purpose of the Safety Corridor Education and Enforcement planned activity is to reduce fatal and serious injury crashes on designated safety corridors by implementing high-visibility traffic enforcement in locations with a demonstrated history of elevated crash risk. Safety corridors are segments of the state highway system identified as having a fatal and serious injury crash rate at or above 150 percent of the statewide average for similar roadway types. Grant funds were used to support overtime and straight-time patrol enforcement focused on the State's Fatal-5 priority behaviors: speeding, occupant safety violations, lane usage violations, impaired driving, and distracted driving. Enforcement activities were strategically deployed to priority corridors using data-driven analysis of crash trends and corridor risk factors. The project also emphasized coordination with local law enforcement partners and corridor stakeholders, consistent data collection, and public information efforts to increase driver awareness and deterrence. These activities were designed to increase visible enforcement presence, encourage safer driver behavior, and reduce the frequency and severity of traffic crashes in Oregon's highest-risk corridors. <i>*Note: In the Oregon 2025 Legislative Session, House Bill 3213 (2019) established a pilot program for county safety corridors.</i>
---	--

Results:

Describe how this project contributed to meeting the State's highway safety performance targets?

This project contributed to progress toward the State's highway safety performance targets by directly addressing behaviors most strongly associated with fatal and serious injury crashes. Enforcement activities were concentrated in safety corridors where reductions in high-risk driving behaviors have the greatest potential to impact statewide fatality and serious injury outcomes.

Throughout the grant year, funded enforcement resulted in a high volume of traffic stops and citations targeting speeding, occupant protection, lane usage, impaired driving, and distracted driving. These enforcement actions supported statewide performance targets by increasing compliance with traffic laws, reducing exposure to high-risk behaviors, and reinforcing deterrence through sustained high-visibility enforcement. The project also met its objective of conducting saturation enforcement on funded safety corridors and supported the State's broader strategy to reduce fatal and serious injury crashes through evidence-based enforcement countermeasures. Collectively, these efforts advanced Oregon's progress toward achieving its highway safety performance targets.

Documented enforcement outputs that support target achievement:

Across the grant year, quarterly statistics show substantial enforcement activity in the funded safety corridors, including:

- **Total stops: 621**
- **Speed enforcement: 220** speed citations + **262** warnings
- **Occupant protection: 2** seat belt citations + **30** warnings
- **Lane usage: 6** citations + **26** warnings
- **Distracted driving (mobile device): 3** citations + **2** warnings
- **DUII: 1** DUII
- **Other citations/warnings: 94** citations + **155** warnings

Speed and occupant protection enforcement supports lowering the severity and likelihood of fatal/serious injury outcomes (key statewide performance outcomes).

	Impaired and distracted enforcement supports reductions in high-risk driving behaviors that are strongly associated with fatal and serious injury crashes. The project's objective explicitly ties implementation to an intended outcome: reducing crashes in funded corridors by 2% and conducting visible saturations on each corridor.
--	--

Sub-Recipient	Organization Type
Oregon State Police	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Statewide	RS-2025-77-90-00
Project Title	
Roadway Safety Program Management	
Countermeasure	
Program Management: NHTSA Uniform Guidelines for Highway Safety Program Management (Guidelines: 3,8,10,11,12,14,15,19,20,21)	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$47,517	\$46,617

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services and supplies, and office equipment will be funded for program management and coordination.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Efficient program and project management allowed for continual evaluation and improvement of the program, as needed; ensured fiscal and administrative policies were followed; kept SHSO current on data, countermeasures, and activities conducted throughout the state, all to reduce roadway safety/departure-related fatalities and injuries. Funds allocated to each of the SHSO's program areas support the operating costs for that program during the grant year as described above.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Speed	SC-2025-35-11-00
Project Title	
Supplies for Speed Enforcement Activities for Forest Grove Police Department	
Countermeasure	
High Visibility Enforcement for Speed	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$8,138	\$7,548.00

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to support speed enforcement efforts conducted by the Forest Grove Police Department.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	FGPD traffic stops for speeding violations increased by 13% and the speed citations increased by 36.5%. From 2018 – 2022 Forest Grove experienced seven serious injury crashes related to speed. From 2019 – 2023, serious injuries due to speed related crashes remained at seven. As of 2025, Forest Grove reported one fatal crash related to speed and one speed-related crash that caused serious injuries. These figures represent significant decreases in both categories compared to previous years. In Oregon, crashes involving speed accounted for 23 percent of all 2023 fatal and serious injury crashes. In 2023, 29 percent of all fatalities and serious injuries in Region 1 occurred in Washington County, and 21% of those were attributed to speed. From 2019-2023 Forest Grove experienced 87 fatal and injury crashes of which 69% involved speeding. Of the 39 fatal and serious injury crashes from 2019-2023, 18% (7 serious injury crashes) involved speed. This project helped meet the state's safety performance targets of reducing the number of fatalities and serious injuries.

Sub-Recipient	Organization Type
Forest Grove Police Department	Law Enforcement Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Statewide	SC-2025-35-13-00
Project Title	
Region 2 and 3 Speed Enforcement Outreach and Education	
Countermeasure	
High Visibility Enforcement for Speed	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$119,907	\$105,382

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided 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 also provided 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 ODOT Regions 2 and 3.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Eight agencies received supplies to enhance traffic safety within their communities. Speed enforcement can lead to "bigger" traffic stops including distracted driving and impaired driving violations. It also greatly reduces the chance of fatal and serious injury crashes. The majority of the agencies that were part of this project are small with minimal operating budgets. These mini-grants provided assistance that allows agencies to do traffic safety enforcement in a more efficient manner than without it, which saves time and allows greater focus on actual enforcement.

Sub-Recipient	Organization Type
ODOT TSO Region 3	State Government
(8) County/City Agencies in Regions 2 & 3	Local Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information

Program	Federal Project Number
Speed	SC-2025-35-14-00
Project Title	
Region 4 Speed Enforcement Outreach and Education	
Countermeasure	
High Visibility Enforcement for Speed Communications and Outreach Supporting Enforcement Dynamic Speed Display/Feedback Signs for Behavior Change	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$136,100	\$133,391

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided funding to local law enforcement jurisdictions and other government entities who were awarded ODOT-TSO speed enforcement HVE grants for enforcement, and/or outreach and education funds in FFY25 to address community-identified behaviors that have been contributing to the increase in speeding traffic fatalities and serious injuries in Region 4. This project aided 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. The following amounts were expended by each of the following partner agencies: Redmond School Zone Safety & Driver Compliance Initiative SC-2025-35-14-01 - \$116,100 Madras Police Dept. Speed Enforcement Outreach and Education SC-2025-35-14-00-001 - \$17,291
Results: Describe how this project contributed to meeting	This project supported Law Enforcement Agencies and local governments in Region 4 to enhance their in-progress speed enforcement outreach and education activities by providing necessary equipment and project supplies of a variety of types, to change driver behavior. This contributed to meeting

the State's highway safety performance targets?

the state's safety performance targets of reducing or maintaining the number of speeding-related fatalities (FARS) and utilizing countermeasures with proven effectiveness in addressing identified safety problems involving speeding.

Comparative citation and crash data were not provided by Madras PD, owing to a transition in leadership and citation software, as well as loss of data previously prepared during that unexpected change. However, current records indicate 204 citations for excessive speed were issued between July and September, after the deployment of radar and lidar speed measuring instruments in most patrol units. This change reportedly makes enforcement more easily accomplished in a jurisdiction with two major highways and high traffic volumes through downtown areas where speed is a known issue.

The School Zone Safety & Driver Compliance Initiative project provided the City of Redmond with the funding to reduce the identified problem of drivers speeding within school zones for launching an education and outreach campaign, preventing and reducing fatal and serious injuries involving pedestrians and bicyclists. This project allowed targeted messaging and enforcement where vulnerable road users are walking and cycling, as well as of drivers within school zones in the city of Redmond.

Project accomplishments in Redmond include the observed and confirmed reduction of drivers in school zones driving over the posted speed for both the average and 85th percentile. Additionally, a 94% community support rate for this project was confirmed through survey and is strongly favored by residents.

Sub-Recipient	Organization Type
City of Redmond	Local Government
Madras Police Department	City Law Enforcement Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Speed	SC-2025-35-15-00
Project Title	
Region 5 Speed Enforcement Outreach and Education	
Countermeasure	
Page 283. - High Visibility Enforcement for Speed Page 282. – Communications and Outreach Supporting Enforcement 3HSP Speed Chapter Update: Dynamic Speed Display/Feedback Signs for Behavior Change	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$40,000	\$30,098

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided funding to local law enforcement jurisdictions and other government entities who have been awarded ODOT-TSO speed enforcement HVE grants, and/or outreach and education funds to address community-identified behaviors that have been contributing to the increase in speed-related traffic fatalities and serious injuries in Region 5. This project also provided assistance to government agencies in acquiring necessary equipment and/or supplies that support enforcement, outreach, and/or education.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	A total of three agencies received funds this year. Malheur County Sheriff's Office received funds to support the purchase of a radar trailer, Hines Police Dept. received funds to support the purchase of three vehicle mounted radars, and Enterprise Police Dept. received funds to support the purchase of a radar trailer and two vehicle mounted radars. All agencies provided straight-time speed enforcement and completed the "Speed Kills" Webinar from Oregon Impact/TSO. MCSO reported a total of 60 speed citations including 2 truck speed citations with one additional speed warning; over 60 straight-time enforcement hours were conducted with 65 vehicles stopped in the second quarter. HPD reported a total of 13 speed citations, one truck speed citation, and 43 speed

	warnings with over 36.5 straight-time enforcement hours with 76 vehicles stopped. EPD reported a total of 46.5 hours of straight-time enforcement hours that resulted in 14 speed citations and 25 speed warnings from stopping 45 vehicles.
--	--

Sub-Recipient	Organization Type
ODOT TSO Region 5	State Government
Malheur County Sheriff's Office	Local Government, Law Enforcement
Hines Police Department	Local Government, Law Enforcement
Enterprise Police Department	Local Government, Law Enforcement

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Speed	SC-2025-35-16-00
Project Title	
HVE Speed Enforcement – Oregon Impact	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$602,500	\$565,292

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded police officer straight time and overtime hours for focused speed enforcement efforts and activities by city, county, and tribal law enforcement agencies throughout Oregon. Funding was also 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.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Oregon Impact administered the Speed High Visibility Enforcement grant to 87 agencies across Oregon. This grant enabled agencies to conduct targeted Speed enforcement, backed by additional resources. Participating agencies did contribute to Oregon’s goals to decrease speed related fatalities with additional OT enforcement shifts provided by this grant statewide. This year, 6,650 hours of speed enforcement with 15,059 stops during the grant period resulted in: • 5,570 speed citations issued • 5,232 speed warnings issued • 422 distracted driving citations issued • 312 distracted driving warnings issued • 153 seat belt citations issued • 148 seat belt warnings issued • 6 child restraint citations issued

	• 5 child restraint warnings issued • 2 crosswalk violation warning/citation issued • 18 arrests made for DUII • 67 other arrests made
--	---

Sub-Recipient	Organization Type
Oregon Impact	Non-Profit Organization

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Statewide	SC-2025-35-90-00
Project Title	
Speed Program Management	
Countermeasure	
Program Management: NHTSA Uniform Guidelines for Highway Safety Program Management (Guidelines: 3,8,10,11,12,14,15,19,20,21)	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$41,098	\$12,283

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services and supplies, and office equipment will be funded for program management and coordination.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Efficient program and project management allowed for continual evaluation and improvement of the program, as needed; ensured fiscal and administrative policies were followed; kept SHSO current on data, countermeasures, and activities conducted throughout the state, all to reduce speed-related fatalities and injuries. Funds allocated to each of the SHSO's program areas support the operating costs for that program during the grant year as described above.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Judicial Outreach	TC-2025-24-00-00
Project Title	
Judicial Education Conference	
Countermeasure	
Communications, Training, Outreach and Education	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$40,000	\$20,053

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The project was intended to ensure judges developed and/or maintained knowledge related to traffic safety issues, updated case law, legislative changes, traffic crash information, and to support their ongoing engagement in the partnership with ODOT-TSO to address crash causing behaviors, injuries and deaths. This project was intended to support 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 provided traffic safety related education to Oregon municipal, and circuit court judges and justices of the peace via a statewide training conference. Court staff were also eligible to attend as space permitted. This project funded instructors, facility rentals, training materials/supplies, training expenses, per diem travel costs, and conference registration assistance. This project funded continuing education opportunities for current prosecutors, judges, and justices for in-person training workshops.
Results: Describe how this project contributed to meeting	The project provided judicial members with continuing education and addressed the need for keeping them abreast of statutory and case law updates. The project also allowed for ODOT-TSO and two judicial associations to work together to develop and maintain a working and current understanding of topics related to traffic safety.

the State's highway safety performance targets?	
---	--

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Transportation Safety Office

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Statewide	TC-2025-24-90-00
Project Title	
Judicial Education Program Management	
Countermeasure	
Program Management: NHTSA Uniform Guidelines for Highway Safety Program Management (Guidelines: 3,8,10,11,12,14,15,19,20,21)	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$89,798	\$38,779

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services and supplies, and office equipment will be funded for program management and coordination.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Efficient program and project management allowed for continual evaluation and improvement of the program, as needed; ensured fiscal and administrative policies were followed; kept SHSO current on data, countermeasures, and activities conducted throughout the state, all to reduce fatalities and injuries. Funds allocated to each of the SHSO's program areas support the operating costs for that program during the grant year as described above.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Traffic Records	TR-2025-54-00-00
Project Title	
Madras Local E-Cite/E-Crash	
Countermeasure	
Initial Funding Source	Updated Funding Source
402	402
Amount Awarded	Amount Expended
\$5,000	\$75

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project allowed 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 was 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.
Results: Describe how this project contributed to meeting	This project wrapped up implementation of a local ecitation/ecrash record system, with some expenses occurring outside the open period of the grant. The project experienced staff turnover and other headwinds. The increased information at the local level, and the more timely

the State's highway safety performance targets?

submission of crash data is expected to reduce serious injury and fatal crash events in the City of Madras and statewide.

Sub-Recipient	Organization Type
Madras Police Dept., City of Madras	City Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Traffic Records	TR-2025-54-02-00
Project Title	
Redmond Local E-Cite/E-Crash	
Countermeasure	
Initial Funding Source	Updated Funding Source
402	402
Amount Awarded	Amount Expended
\$29697.00	\$8366

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project allowed for the expansion of electronic citation and crash reporting by Oregon law enforcement agencies through the purchase of software and equipment an addition 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 proce and analysis, thereby improving/reducing the amount of time it takes to enter data into 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 aside 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; improve the data quality control program for the Citation and Adjudication systems.
Results: Describe how this project contributed to meeting the State's highway safety performance	Not all objectives completed within the grant period, but all steps related to the deployment of new software are complete and go-live is scheduled for 11/12/2025. Officers were being trained just beyond the grant period and are becoming familiar with the new software. Difficulties with vendor provided resources delayed the project in unanticipated ways. It is anticipated that once officers begin reporting using the software, that better enforcement will occur in Redmond, and that crash data will be transmitted more timely, resulting in reduced severe and fatal crashes through more timely access to more accurate information.

ce targets?	
----------------	--

Sub-Recipient	Organization Type
Redmond Police Dept., City of Redmond	City Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Statewide	TR-2025-54-90-00
Project Title	
Traffic Records Program Management	
Countermeasure	
Program Management: NHTSA Uniform Guidelines for Highway Safety Program Management (Guidelines: 3,8,10,11,12,14,15,19,20,21)	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$85,286	\$39,792

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services and supplies, and office equipment will be funded for program management and coordination.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Efficient program and project management allowed for continual evaluation and improvement of the program, as needed; ensured fiscal and administrative policies were followed; kept SHSO current on data, countermeasures, and activities conducted throughout the state, all to reduce fatalities and injuries. Funds allocated to each of the SHSO's program areas support the operating costs for that program during the grant year as described above.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Statewide	TSP-2025-20-16-00
Project Title	
Trauma Nurses Talk Tough – Train the Trainer	
Countermeasure	
NHTSA Uniform Guidelines 4	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$30,000	\$25,079

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The project provided • training sessions for network members addressing traffic safety; • conduct traffic safety education events for youth (K-12) and adults • provide traffic safety data to network members and the public
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The Trauma Nurses Talk Tough program was used to educate the public about the benefits of traffic safety, bicycling and other wheeled sport safety, and the effects of traumatic brain injury. Using education to inform youth about enjoying sports safely, as well as safe behavior in and around motor vehicles created the potential for early behavior change when it came to traveling Oregon roadways. During the grant year, 4 training events were held, and 95 individuals were trained to deliver this traffic safety education. Eighty-three members were contacted with updated traffic safety data.

Sub-Recipient	Organization Type
Legacy Emanuel Hospital–Trauma Services	Non-Profit Trauma Center

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2025

Project Information:

Program	Federal Project Number
Occupant Protection	UNATTD-2025-45-00-00
Project Title	
Statewide Services – Occupant Protection - 402	
Countermeasure	
Communications and Outreach	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$15,000	\$15,000

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded 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 started May 1 and ran through the summer to align with the warmest weather. The goal for this planned activity was to reach as many parents and caregivers as possible statewide. Funding was provided to allow for campaigns statewide.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Public education is necessary to educate motor vehicle occupants regarding the importance of vehicle restraint usage, Oregon laws, proper usage of restraint systems, consequences of non- or improper use and availability of resources to assist them. Accurate measurement of compliance with restraint laws is needed to establish program priorities and evaluate program activities. This project funded the creation of a new radio public services announcement (PSA) in both English and Spanish focused on messages to parents and caretakers to build habits to double check their vehicle, especially in the backseat, before locking and leaving their vehicle. The PSA was run during the month of May to align with National Child Heatstroke Awareness Day. This project also funded the release of a heatstroke awareness social media ad across Facebook and Instagram during the month of May.

	In 2024, 39 children died because of vehicular heatstroke in the United States, and zero of those deaths occurred in Oregon.
--	--

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

PUBLIC PARTICIPATION & ENGAGEMENT

Public participation and engagement (PP&E) is a proactive process designed to seek full representation from communities, consider public feedback, and incorporate those insights into projects, programs, and plans. In alignment with federal guidance, ODOT-TSO defines PP&E not merely as informing the public, but as a practice of consulting, deliberating, and co-creating traffic safety projects based on the needs of identified populations and problem areas.

Following the last FFY 2024 Annual Report, ODOT-TSO had initially planned to submit a 3HSP update to expand the identified / affected communities for further engagement. However, due to a change in approach, ODOT-TSO did not pursue this amendment and focused on the identified/affected communities in the FFY 2023-2026 3HSP.

Change in Approach

In FFY 2025, the ODOT-TSO recognized the need for a more comprehensive strategy and approach to its PP&E processes, including its data foundation in identifying and engaging with target communities. To that end, the ODOT-TSO paused the 3HSP amendment in order to develop a comprehensive strategy. In June 2025, the ODOT-TSO contracted with a team from Portland State University's Center for Public Service and Transportation Research and Education Center to support the development of best practices to better align the Annual Report, Annual Grant Application, and 3HSP with PP&E. From June 2025 to October 2025, a best practices report and Public Engagement Plan were developed. However, due to the timing of the agreement, the FFY2025 engagement does not reflect the newly aligned processes.

Public Engagement in FFY 2025

Public engagement in FFY 2025 focused on the identified/affected communities in the FFY 2023-2026 3HSP. These communities were defined as follows:

- Region 1 Hispanic Community
- Region 1 Asian Community
- Statewide Tribal Communities

Region 1 Hispanic Community

As discussed later in the lessons learned section, the ODOT-TSO understands that PP&E is best conducted where people and participants already engage. As a result, the Region 1 Hispanic community was engaged in the following key activity. In addition, see the Region 1 Traffic Safety Priorities & Grant Meeting listed below that also involved members of the Hispanic community.

Event: Slavic Community NW Multicultural Kids Festival

- Date: September 7, 2025 12pm-6pm
- Description of Event: This was a local multi-cultural and cross-cultural event where a safety dialogue was hosted by the Slavic Community Northwest. While

hosted by a Slavic organization, ODOT-TSO staff engaged with Hispanic and Asian attendees (in Region 1) to document traffic safety concerns directly on feedback logs.

- Accessibility Measure 1: ODOT staff attended the community event to address barriers to engagement, collecting feedback verbally and in writing.
- Accessibility Measure 2: ODOT-TSO staff incorporated engagement with the Hispanic community members in conjunction with an event that was physically accessible, taking place during non-working hours, and in a location to maximize participants.
- Accessibility Measure 3: Attending staff provided some Spanish language translation; Distributed “Slow Down” signs translated in Vietnamese, Spanish, and Chinese; Distributed brochures in Spanish, English, Vietnamese, Chinese (traditional and simplified), Russian, and Ukrainian.
- Impacts:
 - Adjustments to projects: No specific projects or countermeasures warrant amendment as a result of this engagement
 - Adjustment to processes: Attended a partner-led event (Slavic Community) to reach community groups (Hispanic/Asian) rather than hosting a standalone ODOT event, overcoming trust/attendance barriers. Provided a model for future PP&E.

Region 1 Asian Community

The Asian community was engaged in the following activities as well as at the Slavic Community NW Multicultural Kids Festival (noted above):

Event: Traffic Safety Priorities & Grant Meeting

- Date: February 20, 2025
- Description of Event: This was a listening session hosted by ODOT-TSO. The meeting highlighted communication barriers and the need for technical assistance in a workshop and listening session hosted by ODOT-TSO, Portland Bureau of Transportation, Multnomah County, and the Portland Police Bureau. Participants included APANO (Asian Pacific American Network of Oregon), Division Midway Alliance (place-based grassroots nonprofit dedicated to revitalizing the commercial district and improving the community along outer SE Division Street from 117th to 148th Avenues. It serves diverse populations in that area, to include Asian and Hispanic community members), NAYA (NAYA is a regional center for Native resilience and self-determination), and the Slavic Community Center.
- Accessibility Measure 1: The meeting was held in an accessible building near public transportation to reduce transportation barriers.
- Accessibility Measure 2: Meeting was conducted in-person to ensure greater access and relationship building.
- Accessibility Measure 3: Attending staff provided some Spanish language translation.
- Impacts:
 - Adjustments to projects: No specific projects or countermeasures warrant amendment as a result of this engagement

- Adjustment to processes: Following a 60-minute Q&A session, seven of the eight organizations invited successfully applied for and received traffic safety grants that will lead to meaningful increases in traffic safety. Future PP&E events may be modeled using these lessons learned.
- Adjustment to processes: Community leaders requested earlier notification of grant opportunities and assistance in navigating bureaucratic language and matching fund requirements.

Statewide Tribal Communities

Statewide Tribal communities were engaged in the following key activities. Please also see the Region 1 Asian Community activity that involved members of tribes through NAYA.

Event: Safe Kids Portland Public Meeting for Child Passenger Safety Technicians

Dates: Monthly

Description of Event: This is a monthly meeting which is attended by NATIVE CARS, who provided resources on Child Passenger Safety to Native Americans

Accessibility Measure 1: No notable accessibility measures, as the audience is providers, including Native American child passenger safety technicians.

Impacts:

- Adjustments to projects: No specific projects or countermeasures warrant amendment as a result of this engagement
- Adjustment to processes: Consideration and relationship building related to how ODOT-TSO can reach out to the public through intermediary organizations.

Event: Tribal Public Safety Cluster Meetings

- Dates: November 2024, April 2025, and August 2025
- Description of Event: ODOT-TSO engaged with tribal partners through Tribal Public Safety Cluster Meetings (November 2024, April 2025, and August 2025) and Transportation Safety Action Plan (TSAP) public involvement. TSO emphasized its commitment to partnering with Tribal nations to address behavioral traffic safety concerns specific to tribal lands.
- Accessibility Measure 1: Meetings were conducted in a hybrid format (virtual and in-person) to ensure that statewide tribal representatives could participate without location being a barrier and to increase accessibility.
- Accessibility Measure 2: To respect the time and capacity constraints of tribal partners, ODOT leveraged existing “Safety Cluster” meetings rather than creating new, separate engagement obligations.
- Impacts:
 - Adjustments to projects: No specific projects or countermeasures warrant amendment as a result of this engagement
 - Adjustment to processes: The tighter integration of PP&E processes with input from the Tribal Public Safety Cluster positions ODOT-TSO to treat PP&E as an integrated process where past lessons learned can inform the

future. Therefore, and as a result of this FFY 2025 PP&E, the Tribal Public Safety Cluster is gathering feedback on current countermeasures, but is also being used to directly shape the Transportation Safety Action Plan outcomes, which, in turn, inform the FFY 27-29 3HSP and future Annual Grant Applications (AGA).

Other Involvement Activities

The ODOT-TSO engagement strategy in FFY 2025 included creating spaces for broad input, building long-term relationships, and co-creating solutions beyond those communities identified in the 3HSP. This expansion revealed that specific underserved groups not included in the 3HSP face unique barriers to accessing safety resources, such as African and Black immigrant communities in Region 1 and rural populations in Regions 2, 4, and 5.

Key activities included:

- African Leader Transportation Forum
- Transportation Safety Action Plan (TSAP) Public Involvement
- Yamhill County Listening Session
- Central Oregon Safe Kids
- Bike and Helmet Safety Sessions.

African Leader Transportation Forum: Identified critical concerns regarding infrastructure, transit, and safety culture in a 40-minute listening session with leaders representing Black and African immigrant communities in Multnomah and Clackamas Counties. Participants included the United Congolese Community Organization, HAKI Community Organization, NW Sierra Leone Association, IRCO (Immigrant and Refugee Community Organization), Sparks Behavioral Health, and the Ethiopian and Eritrean Cultural Resource Center.

Impact: Participants identified concerns with: infrastructure (unpaved roads causing vehicle damage; a lack of crosswalks and sidewalks), transit (better lighting, restrooms, and digital displays at bus stops; prohibitive commute times), safety culture (high concern regarding speeding and red-light running; specific fears expressed by Muslim women regarding harassment on public transport), and workforce (immigrant farmworkers lack transportation to worksites, and the cost of vehicle ownership remains a barrier).

Yamhill County: A virtual brainstorming session with Willamette Valley Medical Centre staff regarding car seat resources for low-income families was held in Region 2.

Impact: This meeting resulted in a catalyst for a new Child Passenger Safety grant project for 2026.

Central Oregon Safe Kids: Facilitated a multi-county coalition of various public health departments and branches of medical clinics and professionals, school district employees, law enforcement, medic and fire personnel, family advocacy professionals,

and non-profits in Region 4.

Impact: This coalition has led to “Safe Kids Central Oregon,” which became a funded project for FY25.

Bike and Helmet Safety Sessions: Bike and helmet safety sessions were held at county fairs in Harney, Union, and Wallowa counties in Region 5.

Impact: Enhanced relationship and trust building with rural residents through additional safety sessions.

Challenges and Lessons Learned

Barriers to Engagement

A primary challenge of PP&E involves navigating the inherent constraints of virtual engagement. A persistent trade-off exists between in-person and digital formats. While in-person meetings facilitate more robust dialogue and relationship-building, virtual platforms offer more reach and are more cost-effective.

Furthermore, engaging overrepresented populations remains a priority that necessitates long-term trust-building. In the absence of established relationships, the efficacy of “cold outreach” is notably limited. Consequently, ODOT is prioritizing the cultivation of new partnerships and the enhancement of existing ones to ensure more inclusive and effective community engagement.

Capacity Constraints

Institutional impediments have become an additional barrier to engagement. Specifically, administrative workloads and staffing vacancies in Region 4 and Region 5 constrain the capacity for strategic, relationship-based outreach. ODOT acknowledges these operational challenges and is implementing proactive measures to mitigate these barriers and stabilize staffing levels.

Leveraging Existing Resources and Meeting

Impactful outreach does not rely solely on large-scale events; rather, effective outreach is maximized when it can be integrated into existing community events or aligned with grant funding opportunities, both of which generate higher participation rates. ODOT is committed to leveraging these opportunities while remaining sensitive to diverse cultural norms and local sensibilities. The FFY25 engagement activities illustrate the integrated nature of PP&E involvement.

Conclusion

ODOT-TSO is engaging in continuous improvement related to public participation and engagement. The goal is to ensure processes that are designed to seek full representation from communities, consider public feedback, and incorporate those

insights into projects, programs, and plans. In FFY26, the ODOT-TSO will be utilizing its best practices assessment and its Public Involvement Plan to plan, structure, and document its engagement efforts.

COMMUNITY COLLABORATION EFFORTS

Law enforcement agencies in Oregon actively collaborate with communities to identify and address traffic safety concerns. This engagement occurs through a variety of forums such as public advisory committees, quarterly meetings, and community events like the National Night Out. TSO also initiates collaboration by facilitating periodic community events and extending invitations to Law Enforcement agencies. These events are an opportunity for our Law Enforcement partners to share information with attendees, hear directly from communities about their traffic safety concerns, and confer on possible solutions.

The table below describes some of the forums that occurred across the state in 2025. An example of these forums is the City of Reedsport's Traffic Safety Advisory Committee, which gathers citizen feedback during quarterly meetings, and the police department implements feasible suggestions to improve safety. Similarly, Ashland's Transportation Advisory Committee brings together city staff, council members, and residents to discuss transportation issues, resulting in changes to traffic patterns, signage, and targeted enforcement. These collaborative efforts ensure that enforcement strategies are both data-driven and community-informed.

Date Month/Year	LEA Agency	Community Members Involved (i.e. Salem community, SE Portland community)	Description	Results
March 31, 2025	Portland Police Bureau	Portland Safe Routes to School, Multnomah Neighborhood Association, Hayhurst Neighborhood Association, and Portland City Council	The event was a Traffic Safety Event sponsored by multiple agencies along with PPB. The goal of the event was to spread awareness of school zones pertaining to speed, crosswalk awareness, and distracted driving.	Law enforcement conducted numerous traffic stops, primarily for speeding and distracted driving. Volunteers in high-visibility apparel displayed signs urging drivers to slow down.
Quarterly 2025	Reedsport Police Department	City of Reedsport community members	A quarterly traffic safety meeting is held by the City of Reedsport Traffic Safety Advisory Committee. Citizens can come to these meetings and provide comments of their traffic safety concerns.	Reedsport PD is a part of the Advisory Committee, and they take the citizen comments and implement the ones they are able to.

Monthly 2025	Yamhill County Sheriff's Office	Yamhill County community members	Yamhill County holds a monthly public meeting of the Road Improvement Advisory Committee.	Citizen comments are taken into consideration when making traffic enforcement and roadway improvement decisions.
August 2025	Coos County Sheriff's Office	City of Bandon community members	Coos County participated in the National Night Out held in the city of Bandon.	Citizens were able to attend the National Night Out event and talk directly to law enforcement about their concerns about safety and traffic safety in their community.
July 2025	Stayton Police Department	City of Stayton community members	The City of Stayton hosted a Transportation Safety Action Plan, Kittleson was contracted for the project. There were meetings with the city planning, public works, police and Kittleson. This progressed to several city open houses where citizens could provide input. Public open houses were held on April 3, 2025 and July 23, 2025.	The results of the TSAP report will help direct the city and police department with what the transportation safety priorities are for the city.
Monthly 2025	Marion County Sheriff's Office	Marion County community members	Monthly meetings are held at the East Salem Service District Office for Marion CSO. The public is invited to these monthly meetings. There is always an agenda item at these meetings for traffic related concerns, which always generates lots of discussion.	The traffic safety items that are brought up during these monthly meetings provide areas for the traffic team to focus on.
Monthly 2025	Washington County Sheriff's Office	Washington County community members	Washington County holds monthly CPO (Community	WCOS uses these meetings to help educate the

			Participation Organization) Meetings. At these meetings it is the communities time to bring up issues or concerns regarding public safety and traffic safety.	community on trends and/or misconceptions they may have about a concern.
Monthly 2025	Ashland Police Department	City of Ashland community members	The Ashland Police Department participates in the Ashland Transportation Advisory Community (TAC). The TAC is a committee comprised of a City Council liaison, staff from Ashland Public Works Department, nine community members and the APD Traffic Officer. This committee meets monthly and provides a forum for Q&A, issues to be brought to the City's attention, and various discussion on transportation related issues specifically as they relate to safety, planning, funding and advocacy for bicycles, transit, parking, pedestrian and all other modes of transportation.	These meetings have resulted in changes to traffic patterns, signage, speed zones, and added target-specific enforcement.
Monthly 2025	Ashland Police Department	City of Ashland community members	The See Click Fix portal on the City of Ashland's website allows community members to report safety or quality-of-life issues. Ashland PD responds to police-related concerns such as abandoned vehicles, graffiti, parking violations, and traffic issues.	Community reports through the portal resulted in increased enforcement, radar trailer placement, and removal of abandoned vehicles.
July 2025	Gresham Police Department	SW Neighborhood Association Meeting	This meeting was attended by Gresham PD officers, and the public had the	Traffic issues and priorities were taken back to Gresham PD and

			opportunity to discuss traffic safety concerns, neighborhood issues and community priorities	helped to decide enforcement areas.
August 2025	Gresham Police Department	City of Gresham community members	City of Gresham National Night Out. Community members attended and had the opportunity to discuss traffic safety concerns with law enforcement.	Feedback was taken back to Gresham PD and helped them to decide enforcement priorities.
Monthly 2025	Malheur County Sheriff's Office	Malheur County partners including LEAs, local businesses, community members, state and local government – Chaired by MCSO	Malheur County Traffic Safety Commission Meeting where community partners gather to discuss priorities in regard to traffic safety. The meeting is open to the public and they frequently bring concerns and questions.	Feedback from the meeting often results in patrol updates and enforcement priorities in addition to public education as needed.
August 5, 2025	Baker County Sheriff's Office, Baker City Police Department, Oregon State Police	Baker County community members	All county LEAs participate in Community Night Out which is held annually giving LE and other partner agencies the opportunity to meet with citizens regarding their concerns.	LEAs answered questions, provided resources when appropriate, and took community feedback back to their agencies to influence future enforcement and patrol activities.
August 20, 2025	La Grande Police Department, Union County Sheriff's Office, and Oregon State Police	Union County LEAs, ODOT, and Emergency Management	ODOT Reduction in Services Meeting offered partners the opportunity to discuss traffic safety concerns if there was a reduction in force within ODOT.	Communication, transparency, and public awareness was cited as the priority of the meeting.
Monthly 2025	Oregon State Police, Hermiston Police Department, Boardman Police Department, Milton-	Chiefs of Eastern Oregon (Morrow and Umatilla Counties)	Each agency can bring local concerns and issues forward from citizens and partners to discuss in a comprehensive meeting considering local trends, budgets, challenges,	Encourages collaboration across boundaries.

	Freewater Police Department, Stanfield Police Department, Pendleton Police Department, Pilot Rock Police Department, Umatilla Police Department, and CTUIR Police Department		and other department situations.	
--	---	--	----------------------------------	--

EVIDENCE-BASED ENFORCEMENT

In 2017, Oregon enacted House Bill 2355, which required all law enforcement agencies in the state to collect information on officer-initiated traffic and pedestrian stops. To implement this statute, the state established the Statistical Transparency of Policing Program (STOP), which is a partnership between the Criminal Justice Commission (CJC), Oregon State Police, and the Department of Public Safety Standards and Training.

The core purpose of the STOP partnership is to ensure transparency and accountability by analyzing stop data amongst racial and ethnic groups using rigorous statistical methods. A critical component of the program was the development of a single standardized data set. CJC researchers utilize this uniform data set and employ multiple statistical analyses to evaluate traffic and pedestrian stop data from over 150 law enforcement agencies across Oregon. These analyses assess various decision points before and during each stop for race-related variability while ensuring significant thresholds are used in identifying disparities.

Implementation of the STOP partnership has had a notable impact on traffic enforcement. Agencies must document officer-initiated traffic and pedestrian stops with details such as race, gender, age, reason for the stop, and stop outcome. The annual STOP reports serve as a resource for law enforcement, policymakers, researchers, and community members to guide training and develop technical assistance to agencies where data indicates disparities in officer-initiated stops involving minority groups.

In the 2025 report, data show that most drivers stopped were white and male. All minority races combined accounted for almost 30% of stops by larger (tier 1) agencies and a smaller portion, just over 20%, for smaller agencies, reflecting differences in urban and rural driving populations. A majority of stops (61% - 71%) resulted in warnings with no further law enforcement action, while 24% - 36% resulted in a citation.

Oregon's 2025 STOP report can be found in the Appendix.

MOBILIZATION PARTICIPATION

In FY25, Oregon continued the use of HVE. As in prior years, HVE programming centered around Speed, Restraint Use, and Driver Impairment. Oregon's HVE program is rooted in data analysis. It begins with an assessment of crash statistics to verify traffic safety challenges, and culminates with a review of each project's results.

CRASH DATA

Crash data analysis starts with a yearly crash data review of both FARS and the Oregon crash data system. As demonstrated in the table below, speed, lack of proper restraint use, and impaired driving continue to be prevalent factors in Oregon fatalities. Over the most recent 5 years of FARS data, Alcohol Impaired drivers were involved in 36% of fatalities, Speed was involved in 31% of fatalities, and 19% of fatalities were unrestrained occupants.

Performance Measures	2019	2020	2021	2022	2023
C-1) Number of traffic fatalities	493	507	599	602	587
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions	87	98	118	108	111
% of Total Fatalities	18%	19%	20%	18%	19%
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above	171	184	217	236	200
% of Total Fatalities	35%	36%	36%	39%	34%
C-6) Number of speeding-related fatalities	154	135	161	215	190
% of Total Fatalities	31%	27%	27%	36%	32%

Source: FARS

RESULTS

Oregon's Occupant Protection High Visibility Enforcement program involved over 70 law enforcement agencies within the state. The primary emphasis of the program is 3 separate two-week blitz sessions combined with local media coverage. Starting in FY26, Occupant Protection HVE will also be moving to be administered by Oregon Impact to maintain consistency amongst the other HVE programming in the state.

Oregon's Speed High Visibility Enforcement program involved over 80 law enforcement agencies within the state, resulting in over 6,000 hours of speed enforcement for the year.

Oregon's Impairment High Visibility Enforcement program involved over 70 law enforcement agencies within the state, with required impaired driving patrols during the Christmas/New Years and Labor Day national mobilization periods.

Please refer to the table below for detailed citation, warning, and arrest data associated with each of the three areas.

Program	Oregon Impact / Local LEAs		Oregon State Police		Totals	
	Citations/ Arrests	Warnings	Citations/ Arrests	Warnings	Citations/ Arrests	Warnings
Speed	5,570	5,232	794	1,086	6,364	6,318
Occupant Protection	1,352	1,168	257	352	1,609	1,520
Impaired Driving	629	-	255	-	884	-

PAID & EARNED MEDIA

Campaign	Fund	Media Budget	Results
Excessive Speed June 23 to September 8, 2025 Education and Culture		\$ 48,000.00	:30 TV PSA English/Spanish run on Streaming Channels (89% view thru rate), :30 Radio Spot English/Spanish run on Streaming Channels (98% listen thru rate) -,3,709,598 digital impressions total
Occupant Protection February 3-28, 2025 National HVE		\$ 12,100.00	:30 TV PSAs ("The Date"/"Father Son Showdown") 502,103 impressions delivered on Streaming TV (91.8% view thru rate)
Occupant Protection April 28-June 29, 2025 National HVE - Click it or Ticket		\$ 82,059.00	:30 TV PSAs ("The Date"/"Father Son Showdown") 1,033,954 impressions delivered on Streaming TV (93.9% view thru rate), 13,362,697 impressions delivered across Billboard
Occupant Protection May 1-15,2025 Child Heatstroke Awareness		\$ 3,700.00	1,031,489 impressions delivered across META (social media networks) - 0.44% click thru rate
Occupant Protection September 15-28 Child Safety Seat Awareness		\$ 11,699.24	1,216,244 impressions delivered on Meta, :30 Radio PSA ("One Easy Way"/"De El Ejemplo") 624,867 impressions delivered on Streaming Radio (98.3% listen thru rate)
Impaired Driving April 15-May 12, 2025 June 30-August 30, 2025 Education and Culture - Marijuana Impairment		\$ 103,027.50	24 posts - dispensary locations for marijuana impairment, 14,924,050 impressions (17 postings) delivered on billboards, :30 TV PSA delivered 494,320 impressions on OTT/Streaming TV, :30 TV PSA delivered 456,757 impressions on Cable TV
Impaired Driving June 30 - September 30, 2025 State Education -100 Deadliest Days		\$ 42,300.50	:30 TV PSA delivered 678,540 impressions on OTT/Streaming TV, :30 TV PSA delivered 456,757 impressions on Cable TV
Impaired Driving May 4-June 30, 2025 State Education - Impaired Riding (Motorcycle Safety)		\$ 21,000.00	:30 Radio PSA (English/Spanish) delivered 1,164,142 impressions on streaming radio, 24 placements in water closets
Impaired Driving July 1, 2024-June 30, 2025 Education Culture - University Sports		\$ 114,225.00	7,055,780 impressions across radio, digital, eblasts (student body, alumni, fans) location signage, stadium program - accrued \$23,468 of added value

SPEED

OTT/CTV					Campaign dates:
Creative: "Second Chances" (English & Spanish)					06/23/25-09/08/25
Market	Targeting	Impressions	VCR	Media Cost	Added Value
State of Oregon	A 18-44; 14% delivered to Spanish speakers	2,192,819	89.0%	\$ 30,000.00	\$ 7,500.00

Streaming Audio/Podcasts					Campaign dates:
Creative: "Is It Worth It?" (English & Spanish)					06/23/25-09/08/25
Market	Targeting	Impressions	LTR	Media Cost	Added Value
State of Oregon	A 18-44; 14% delivered to Spanish speakers	1,516,239	98.0%	\$ 18,000.00	\$ 3,600.00

OCCUPANT PROTECTION

OTT/CTV					Campaign dates:
Creative: "The Date" (:15) / "Father Son Showdown" (:15)					02/03/25-02/28/25
Market	Targeting	Impressions	VTR	Media Cost	Added Value
Oregon	Drivers; M 18-54; M 45+	502,103	91.8%	\$ 12,100.00	\$ 1,936.00
OTT/CTV					Campaign dates:
Creative: "The Date" (:15) / "Father Son Showdown" (:15)					4/28/25-6/29/25
Market	Targeting	Impressions	VTR	Media Cost	Added Value
Oregon	Drivers; M 18-54; M 45+	1,033,954	93.9%	\$ 24,200.00	\$ 4,840.00
Streaming Audio/Podcasts					Campaign dates:
Creative: "One Easy Way"					09/15/25-09/28/25
Market	Targeting	Impressions	LTR	Media Cost	Added Value
Oregon	Parents of children under age 10; 14% Spanish Speaking	624,867	98.3%	\$ 8,000.00	\$ 1,760.00

Billboards				Campaign dates:	
Creative: "Somebody Loves You"				04/28/25-06/01/25	
County	Postings	Impressions	Media Cost	Market value	
Multomah	8	6,461,640	\$16,450	\$17,650	
Marion	4	2,983,400	\$8,300	\$8,625	
Lane	3	1,073,560	\$5,250	\$5,850	
Jackson	3	1,139,700	\$7,356	\$14,026	
Josephine	2	1,038,872	\$3,256	\$3,256	
Douglas	3	665,525	\$8,302	\$15,337	
Deschutes	3	n/a	\$8,945	\$8,945	
TOTAL:	26		\$57,859	\$73,689	
Added Value:				\$15,830	

Meta					Campaign dates:	
Creative: Child Heat Stroke Awareness					05/01/25 - 5/15/25	
Market	Targeting	Impressions	CTR	Clicks	Media Cost	
Oregon	A 18-54,	1,031,489	0.44%	4565	\$ 3,700.00	
Totals		1,031,489	0.44%	4565	\$ 3,700.00	

Meta					Campaign dates:	
Creative: Child Safety Seat Awareness "What to do"					9/21-9/27/25	
Market	Targeting	Impressions	CTR	Clicks	Media Cost	
Oregon	A 18-54,		0.42%	805	\$596.23	
Creative: Child Safety Seat Awareness "Little one's back"						
Oregon	A 18-54, Parents, Child Caretakers, Au Pairs	348,285	0.44%	1,519	\$1,047.48	
Creative: Child Safety Seat Awareness "Give them a boost"						
Oregon	A 18-54, Parents, Child Caretakers, Au Pairs	676,210	0.39%	2639	\$2,055.53	
Totals		1,216,244	0.41%	4963	\$3,699.24	

IMPAIRED

OTT/CTV					Campaign dates:
Creative: "Make the Right Choice" / "In Your Hands" / "En Sus Manos"					6/30/25-09/01/25
Market	Targeting	VTR	Impressions	Media Cost	Added Value
Oregon	A 21-54; Sports and Entertainment; 14% Spanish Speaking	98.2%	988,641	\$ 20,400.00	\$ 3,264.00

Cable TV					Campaign dates:
Creative: "Make the Right Choice" / "In Your Hands"					7/7/25-8/24/25
Market	Demo	Spots	Impressions	Media Cost	Added Value
Portland	Adults 21-54	368	644,346	\$19,633.30	\$3,926.66
Eugene	Adults 21-54	336	123,048	\$4,080.00	\$816.00
Bend	Adults 21-54	348	70,884	\$4,620.60	\$924.12
Medford	Adults 21-54	212	62,873	\$4,246.60	\$849.32
Pendleton	Adults 21-54	423	6,844	\$518.50	\$103.70
Hermiston	Adults 21-54	411	5,519	\$502.35	\$100.47
TOTAL:		2,098	913,514	\$33,601.35	\$6,720.27

Streaming Audio/Podcasts					Campaign dates:
Creative: "Keep the Shiny Side Up" English/Spanish					5/5/25-6/30/25
Market	Targeting	Spots	IMP	Media Cost	Added Value
State of OR	Adults 21-54; Motorcycle Riders; 11% Spanish Speakers	n/a	1,164,142	\$14,000.00	\$2,660.00

Billboard					Campaign dates:
Creative: "None for the Road"					6/30/25-8/30/25
County	Postings	Impressions	Media Cost	Market value	
Multnomah	5	3,653,361	\$7,550	\$11,225	
Western Washington	1	583,308	\$4,500	\$6,750	
Lane	1	3,130,614	\$6,525	\$9,800	
Benton	1	701,595	\$4,480	\$6,280	
Linn	1	1,212,921	\$7,755	\$11,017	
Lincoln	1	369,369	\$3,705	\$5,168	
Polk	1	493,317	\$2,700	\$4,050	
Clackamas	1	1,343,584	\$4,000	\$6,500	
Marion	2	1,866,960	\$6,750	\$10,276	
Columbia	3	1,569,021	\$9,970	\$12,839	
TOTAL:	17	14,924,050	\$57,935	\$83,905	
Added Value:				\$25,970	

Dispensary Signage					Campaign dates:
Creative: "DUI Ditto"					4/15/25-5/12/25
Market	Postings	Media Cost		Market value	
Albany	3	\$15,378		\$18,092	
Ashland	1				
Astoria	1				
Aurora	1				
Beaverton	1				
Bend	2				
Brownsville	1				
Corvallis	1				
Eugene	2				
Keizer	1				
Lebanon	1				
Medford	1				
Phoenix	1				
Portland, OR	2				
Roseburg	1				
Salem	1				
Tangent	1				
White City	1				
Willamina	1				
TOTAL:	24	\$15,378		\$18,092	
Added Value:				\$2,714	

Water Closet					Campaign dates:
Creative: "Motorcycle WC"					5/5/25-7/31/25
Market	Postings	Media Cost		Market value	
Aloha	1	\$7,000		\$10,500	
Beaverton	2				
Gladstone	1				
Gresham	1				
Lake Oswego	1				
Oregon City	1				
Portland	16				
Tualatin	1				
TOTAL:	24	\$7,000		\$10,500	
Added Value:				\$3,500	

Cable/Streaming					Campaign dates:
Creative: "In Your Hands"					8/23/25-9/30/25
Market	Placement	VTR	Impressions	Media Cost	Added Value
Portland DMA	College Football Streaming Package	99.0%	184,220	\$ 15,300.00	\$ -

University of Oregon - Ducks Nation Media (Impaired Driving 2025)				Campaign dates:	
Creative: "Drive Sober"				07/01/24 -06/30/25	
				11/21/24 - 01/01/25	
Market	Targeting	Media Type	Impressions	Cost	Added Value
Oregon	College Sports Enthusiasts	Game Broadcast Spot (:30 Radio)	unrated (616 spots aired)	\$64,000.00	\$11,200 worth of added value, 12,500 impressions bonused
Oregon	College Sports Enthusiasts	eBlast - Oregon Athletics	1,050,000		
Oregon	College Sports	Ducks Rec Center	1,035,000		
Oregon	College Sports Enthusiasts	East Videoboard	414,178		
Oregon	College Sports Enthusiasts	Fan 365	262,500		
Oregon	College Sports Enthusiasts	Post season radio	unrated (616 spots aired)	\$3,000.00	\$6,000 of added value, 4 total bonused spots
TOTAL:			2,761,678	\$67,000.00	\$17,200.00

OSU Beaver Nation Media (Impaired Driving 24/25)				Campaign dates:	
Creative: "Pass the Keys"				10/1/24-6/30/25	
Market	Targeting	Media Type	Impressions	Cost	Added Value
Oregon	College Sports	Fan 365 Digital	262,495	\$36,225.00	additional 12,495 digital impressions,
Oregon	College Sports	Tail Mail Banner	843,000		
Oregon	College Sports Enthusiasts	OSU Beaver Store Signage	1,744,630		
Oregon	College Sports Enthusiasts	Baseball Outfield Wall Signage	897,244		
TOTAL:			3,747,369	\$36,225.00	\$599.00

PSU Vikings Media (Impaired Driving 24/25)				Campaign dates:	
Creative: "Pass the Keys"				10/1/24-6/30/25	
Market	Targeting	Media Type	Impressions	Cost	Added Value
Portland	College Sports	Game Broadcast	103,950	\$ 11,000.00	Added value calculated based on impressions. This value is representative of the total value over initial spend.
Portland	College Sports	GoViks.com	228,690		
Portland	College Sports	Viking Pavilion -	97,350		
Portland	College Sports Enthusiasts	Viking Pavilion - Video Board	48,345		
Hillsboro	College Sports Enthusiasts	FB Homecoming Game	5,038		
Portland		eBlast - VikMail	63,360		
TOTAL:			546,733	\$11,000.00	\$5,669.18

APPENDIX

Statistical Transparency of Policing (S.T.O.P.)

December 1, 2025



Oregon Criminal Justice Commission

Ryan Keck
Interim Executive Director

The mission of the Oregon Criminal Justice Commission is to improve the legitimacy, efficiency, and effectiveness of state and local criminal justice systems.

Acknowledgements

The Oregon Criminal Justice Commission (CJC) would like to acknowledge and thank Oregon's law enforcement agencies, whose continued commitment is crucial to the success of the S.T.O.P. program, and the Oregon Department of Public Safety Standards and Training (DPSST) for providing support to agencies and to the CJC to continuously improve the program.

Authors:

Kelly Officer, Research Director

Emma Dunn, Research Analyst

Paige Frye-Holcomb, PhD, Senior Research Analyst

Carrie Glaser, Senior Research Analyst

Angel Pairan, STOP Program Liaison

Katherine Tallan, Senior Research Analyst

Michael Weinerman, PhD, Economist

Table of Contents

Acknowledgements	1
Executive Summary.....	4
1. Background	6
2. Characteristics of Year 7 Stop data	7
2.1 General Characteristics.....	7
2.2 Trends & Significant Events	13
3. Decision to Stop Analysis	15
3.1 Description of Decision to Stop Analysis	15
3.2 Decision to Stop Results.....	16
4. Stop Outcomes Analysis.....	17
4.1 Description of Stop Outcomes Analysis	17
4.2 Stop Outcomes Results.....	18
5. Search Findings Analysis	20
5.1 Agency-Level Search Findings Results	20
6. Conclusions	22
7. Oregon Law Enforcement Contacts and Data Review Committee Report	23
7.1 LECC Background	23
7.2 Summary of 2023 & 2024 LECC Reports.....	23
Works Cited.....	26
Appendix A List of Law Enforcement Agencies by Tier	28
Appendix B Background	30
Appendix C Stop Characteristics for Tier 3 Agencies	40
Appendix D Decision to Stop Technical Appendix	46
Appendix E Stop Outcomes Technical Appendix	48
Appendix F Search Findings Technical Appendix.....	56

Data Tables

Table 2.1.1. Tier 1 Agency Stops by Stop Type.....	7
Table 2.1.2. Tier 2 Agency Stops by Stop Type.....	8
Table 2.1.3. Demographics of Stopped Drivers & Pedestrians	9
Table 2.1.4. Tier 1 Race/Ethnicity by Agency.....	10
Table 2.1.5. Tier 2 Race/Ethnicity by Agency.....	11
Table 2.1.6. Disposition by Stop Type and Agency Size (Tier).....	12
Table 2.1.7. Search Results by Stop Type & Agency Size (Tier).....	12
Table 2.2.1. Search Rates Before & After 1510.....	14
Table 3.2.1. Decision to Stop Results	16
Table 4.2.1. Stop Outcome Analyses - Search & Arrest	18
Table 4.2.2. Stop Outcome Analyses – Citation & Any Non-Warning Outcome	19
Table 5.1.1. Search Findings Analysis	20
Table 7.2.1. Law Enforcement Reporting Compliance.....	23
Table 7.2.2. Reported Complaints by Disposition	24
Table 7.2.3. Complaints by Agency.....	25

Figures

Figure 2.2.1. Monthly Stops by Tier	13
Figure 2.2.2. Percentage of Stops by Month for Lighting Violations.....	14

Appendix Tables & Figures

Table A.1. Tier 1 Agencies	28
Table A.2. Tier 2 Agencies	28
Table A.3. Tier 3 Agencies	29
Table B.1. Three-Tier Reporting Approach in HB 2355 (2017)	31
Table B.2. Sample Size Thresholds for Conducting Statistical Analyses	37
Table B.3. Bonferroni Adjustment by Analysis	38
Table C.1. Race/Ethnicity Reporting for Tier 3 Agencies.....	40
Table C.2. Tier 3 Agency Stops by Stop Type	43
Figure E.1. Overlap Example	50
Figure E.2. Weighting Example	52
Figure E.3. Confounding Variable Balance Example.....	53

Executive Summary

House Bill 2355 (2017) mandates all Oregon law enforcement agencies to submit officer-initiated traffic and pedestrian stop data to the Oregon Criminal Justice Commission (CJC). The resulting Oregon Statistical Transparency of Policing (STOP) Program, housed at the CJC, was created with assistance from the Oregon State Police (OSP) and the Oregon Department of Public Safety Standards and Training (DPSST). This is the seventh annual report to the Oregon Legislature by the STOP Program examining data submitted by law enforcement agencies.

Table 0.1 reports descriptive statistics for Tier 1 (100+ officers), Tier 2 (25 – 99 officers), and Tier 3 (<25 officers) agency stops. Most drivers stopped were white and male. All minority races combined accounted for almost 30% of stops by larger (tier 1) agencies and a smaller portion, just over 20%, for smaller agencies, reflecting differences in urban and rural driving populations.

Table 0.1 Aggregate Year 7 Stop Data

Variable	Tier 1	Tier 2	Tier 3
Traffic Stop	98.4%	98.6%	98.9%
Race/Ethnicity			
Asian or PI	3.6%	2.9%	2.5%
Black	5.3%	3.2%	2.2%
Hispanic	17.8%	17.2%	15.2%
Middle Eastern	1.8%	1.2%	0.9%
Native	0.6%	0.3%	0.3%
White	70.4%	75.2%	78.3%
Gender			
Female	32.3%	35.6%	34.8%
Male	67.2%	64.2%	64.4%
Nonbinary	0.4%	0.2%	0.7%
Age			
Under 21	10.4%	12.3%	12.3%
21-29	21.6%	21.1%	18.9%
30-39	24.4%	23.3%	22.3%
40-49	18.6%	18.9%	18.4%
50+	24.3%	24.4%	28.0%
Disposition			
None	1.8%	3.7%	3.2%
Warning	60.8%	64.8%	71.1%
Citation	35.7%	28.5%	23.6%
Juv Summons	0.0%	0.0%	0.0%
Arrest	1.8%	1.5%	1.2%
Search Conducted	1.2%	0.9%	0.6%
Agencies with predominantly unreported values are excluded from the summaries shown here.			

A majority of stops (61% - 71%) resulted in warnings with no further law enforcement action, while 24% - 36% resulted in a citation. Only a small fraction resulted in more serious law enforcement action including arrest, in part because the data does not include calls for service such as 911 calls.

STOP Program researchers use three analytical methods to examine traffic and pedestrian stop data for evidence of racial/ethnic disparities. The first method, the ‘Decision to Stop’ analysis, takes advantage of natural variations in daylight and darkness throughout the year to determine if minority individuals are more likely to be stopped when race/ethnicity is easier to detect because it is light out.

The second is the ‘Stop Outcomes’ analysis, which examines whether, after matching on all available stop characteristics (e.g., time of day and day of the week the stop was made, reason for the stop, gender, age), minority individuals are cited, searched, or arrested more often than similarly situated white individuals.

Finally, the ‘Search Findings’ analysis compares relative rates of successful searches (i.e., those resulting in the discovery of contraband) across racial/ethnic groups. This analysis works off the assumption that if search decisions by officers are made based on race/ethnicity neutral criteria, then success rates should be similar across different racial/ethnic categories.

For each of these analyses, any different outcomes by racial/ethnic group must meet the 95 percent confidence level for it to be statistically significant. Further, following best practices, for a law enforcement agency to be identified as one requiring further analysis as well as DPSST technical assistance, it must be identified as having a statistically significant difference in at least two of the three analytical tests performed on the STOP data. However, DPSST has and will continue to provide technical assistance to any agency upon request, regardless of the number of analyses that are statistically significant.

In this reporting year, Oregon State Police showed statistically significant differences in two analytical tests. Regardless of whether an agency is officially referred to DPSST, the CJC urges each agency to scrutinize their full set of results¹ and engage with DPSST on any results that show a statistically significant difference.

¹ The dashboard can be found here:

https://public.tableau.com/app/profile/cjcdashboards/viz/S_T_O_P_StatisticalTransparencyofPolicing/Introduction

1. Background

In 2017, the Oregon Legislature mandated that by July 2020 all Oregon law enforcement agencies would collect data during officer-initiated traffic and pedestrian stops. The law required the Oregon Criminal Justice Commission (CJC) to analyze the data to determine whether evidence of racial disparities exists in officer-initiated stops or stop outcomes.

CJC, in collaboration with Oregon State Police (OSP), DPSST, and the STOP Steering Committee, developed a data collection strategy and free software for all state law enforcement agencies. The resulting data is one of the most robust traffic stop data sets in the United States; however, there are key limitations to note. First, the analyses presented here can only identify differences in police/citizen interactions during discretionary stops. Second, the data and analyses are only reported at the agency level. HB 2355, which created the STOP program, expressly forbids the collection of data that identifies either stopped individuals or officers. Taken together, this means that the analyses contained in this report cannot and do not address the personal experience of any individual who believes they may have been subjected to biased treatment, nor attribute a motivation of bias to any particular stop, officer, or agency.

STOP program researchers have selected highly respected, thoroughly vetted, and peer-reviewed methods for analyzing these stop data. Due to the rigor of these analyses, a statistically significant difference in stops made by a particular agency in at least two of the three tests indicates a need for that agency to engage with CJC and DPSST to identify the cause(s) of the statistically significant difference and seek to address them through technical assistance. The STOP program believes that the results presented herein can contribute to open and transparent dialogue between Oregonians inside and outside of law enforcement.

2.Characteristics of Year 7 Stop data

The data and analyses presented in this report have been compiled by CJC researchers from stop reports submitted by individual agencies. The data may not match other figures or reports of police activity due to different definitions, queries, time periods presented, and/or changes in availability and accuracy of records. For example, STOP program data generally excludes stops or activities made in response to a call for service such as a 911 call or an accident report.

For the current reporting period, Multnomah County Sheriff’s Office and Springfield Police Department reports have been omitted from all tables, figures, and analyses due to data repository errors. An updated report will be provided in early 2026 with amended data and analyses for these agencies.

2.1 General Characteristics

While the analyses contained in sections 3, 4, and 5 of this report utilize two years of submitted data, the general characteristics described in this section are only for the most recent fiscal year, which includes stops made between July 1, 2024, and June 30, 2025. During that period, a total of 624,255 stops were made by 139 agencies. Over a third of all stops (219,443) were made by Oregon State Police.

Table 2.1.1, Table 2.1.2, and Appendix Table C.2 present the number of traffic and pedestrian stops for each tier 1, tier 2, and tier 3 agency, respectively. The 12 agencies in tier 1, the largest agencies in the state, accounted for 58% of all stops; the 39 tier 2 agencies accounted for 25% of all stops while the 90 tier 3 agencies made the remaining 17% of stops.

Table 2.1.1. Tier 1 Agency Stops by Stop Type

Agency	Traffic		Pedestrian		Total
	Count	Pct	Count	Pct	
Beaverton PD	12,500	93.6%	855	6.4%	13,355
Clackamas CO SO	27,601	95.6%	1,258	4.4%	28,859
Eugene PD	11,701	90.0%	1,307	10.0%	13,008
Gresham PD	4,464	99.3%	32	0.7%	4,496
Hillsboro PD	12,043	98.9%	131	1.1%	12,174
Marion CO SO	15,261	99.2%	116	0.8%	15,377
Medford PD	3,530	86.1%	570	13.9%	4,100
Oregon State Police	218,702	99.7%	741	0.3%	219,443
Portland PB	25,918	99.5%	138	0.5%	26,056
Salem PD	6,183	94.7%	345	5.3%	6,528
Washington CO SO	25,025	99.2%	205	0.8%	25,230
Tier 1 Total	362,928	98.5%	5,698	1.5%	368,626

Table 2.1.2. Tier 2 Agency Stops by Stop Type

Agency	Traffic		Pedestrian		Total
	Count	Pct	Count	Pct	
Albany PD	7,067	99.1%	62	0.9%	7,129
Ashland PD	2,347	93.0%	178	7.0%	2,525
Bend PD	3,539	99.7%	10	0.3%	3,549
Benton CO SO	8,622	99.8%	17	0.2%	8,639
Canby PD	3,920	97.9%	84	2.1%	4,004
Central Point PD	2,129	99.3%	16	0.7%	2,145
Corvallis PD	6,272	99.2%	50	0.8%	6,322
Deschutes CO SO	5,190	99.0%	50	1.0%	5,240
Douglas CO SO	1,215	99.9%	1	0.1%	1,216
Forest Grove PD	3,923	99.7%	11	0.3%	3,934
Grants Pass PD	1,880	95.0%	98	5.0%	1,978
Hermiston PD	9,033	98.8%	111	1.2%	9,144
Hood River CO SO	1,853	99.8%	4	0.2%	1,857
Jackson CO SO	11,261	98.7%	151	1.3%	11,412
Keizer PD	1,056	100.0%	0	0.0%	1,056
Klamath CO SO	84	100.0%	0	0.0%	84
Klamath Falls PD	1,138	99.9%	1	0.1%	1,139
Lake Oswego PD	6,575	99.0%	67	1.0%	6,642
Lane CO SO	5,533	98.7%	71	1.3%	5,604
Lebanon PD	1,687	100.0%	0	0.0%	1,687
Lincoln CO SO	1,840	99.9%	2	0.1%	1,842
Lincoln City PD	2,568	99.7%	7	0.3%	2,575
Linn CO SO	5,226	98.7%	68	1.3%	5,294
McMinnville PD	2,100	99.4%	13	0.6%	2,113
Milwaukie PD	5,576	97.9%	120	2.1%	5,696
Newberg-Dundee PD	5,161	99.9%	7	0.1%	5,168
OHSU PD	86	97.7%	2	2.3%	88
Oregon City PD	5,739	91.8%	510	8.2%	6,249
Polk CO SO	3,133	99.8%	7	0.2%	3,140
Port of Portland PD	803	94.7%	45	5.3%	848
Redmond PD	6,259	99.7%	18	0.3%	6,277
Roseburg PD	1,025	95.6%	47	4.4%	1,072
Tigard PD	7,917	98.4%	132	1.6%	8,049
Tualatin PD	5,124	99.8%	11	0.2%	5,135
UO PD	314	90.2%	34	9.8%	348
West Linn PD	3,646	99.6%	16	0.4%	3,662
Woodburn PD	1,481	99.8%	3	0.2%	1,484
Yamhill CO SO	5,859	99.8%	11	0.2%	5,870
Tier 2 Total	148,181	98.6%	2,035	1.4%	150,216

The demographic profile (race/ethnicity, gender, and age) of drivers and pedestrians stopped by agencies in each tier are shown in Table 2.1.3. Across all agency and stop types, the majority of those stopped were perceived as white. Males accounted for between 67.0 – 81.2% of stops depending on the group. The rates of stops by age group varied by category, with some agency groups skewing younger and others older.

Table 2.1.3. Demographics of Stopped Drivers & Pedestrians

	Tier 1		Tier 2		Tier 3	
	Traffic	Ped	Traffic	Ped	Traffic	Ped
Race/Ethnicity						
Asian or PI	3.7%	1.5%	2.9%	1.8%	2.5%	2.2%
Black	5.3%	7.8%	3.2%	4.7%	2.2%	4.4%
Hispanic	18.0%	11.2%	17.3%	10.7%	15.2%	10.8%
Middle Eastern	1.8%	0.5%	1.2%	0.6%	0.9%	0.2%
Native	0.6%	0.4%	0.3%	0.4%	0.3%	3.0%
White	70.3%	78.6%	75.1%	81.8%	78.3%	79.1%
Gender						
Female	32.5%	18.5%	35.8%	22.8%	34.3%	27.7%
Male	67.0%	81.2%	64.1%	76.7%	63.0%	72.0%
Nonbinary	0.4%	0.3%	0.2%	0.5%	2.6%	0.3%
Age						
Under 21	10.5%	5.5%	12.3%	8.0%	12.3%	17.7%
21-29	21.7%	13.4%	21.1%	15.2%	18.9%	15.5%
30-39	24.3%	33.9%	23.2%	29.2%	22.3%	24.8%
40-49	18.5%	26.1%	18.9%	24.0%	18.4%	20.1%
50+	24.3%	20.3%	24.4%	23.6%	28.1%	21.8%
Agencies with predominantly unreported values are excluded from the summaries shown here.						

Table 2.1.4, Table 2.1.5, and Appendix Table C.1 present stops by race/ethnicity for each tier 1, tier 2, and tier 3 agency, respectively.

Table 2.1.4. Tier 1 Race/Ethnicity by Agency

Agency	Asian or PI	Black	Hispanic	Middle Eastern	Native	White
Beaverton PD	699	1,265	3,375	431	104	7,481
Clackamas CO SO	1,381	1,761	4,656	446	145	20,470
Eugene PD	321	836	1,228	0	0	10,535
Gresham PD	208	671	1,256	73	27	2,261
Hillsboro PD	824	759	3,798	398	55	6,340
Marion CO SO	330	456	4,114	156	17	10,304
Medford PD	83	179	836	30	4	2,968
Oregon State Police	5,949	6,926	33,282	3,308	1,445	167,010
Portland PB	1,514	5,039	4,540	552	129	14,282
Salem PD	202	309	1,914	63	29	4,151
Washington CO SO	1,825	1,425	6,813	1,064	107	13,996
Total Tier 1	13,336	19,626	65,812	6,521	2,062	259,798

Table 2.1.5. Tier 2 Race/Ethnicity by Agency

Agency	Asian or PI	Black	Hispanic	Middle Eastern	Native	White
Albany PD	126	176	978	24	16	5,809
Ashland PD	89	86	205	29	1	2,115
Bend PD	21	20	128	9	0	3,371
Benton CO SO	294	238	972	147	17	6,971
Canby PD	90	102	956	30	2	2,824
Central Point PD	55	44	336	9	0	1,701
Corvallis PD	359	243	640	141	45	4,894
Deschutes CO SO	97	83	655	30	5	4,370
Douglas CO SO	15	23	67	6	0	1,105
Forest Grove PD	108	132	1,231	41	12	2,410
Grants Pass PD	27	32	143	7	1	1,768
Hermiston PD	83	194	4,410	8	65	4,384
Hood River CO SO	71	25	432	32	0	1,297
Jackson CO SO	192	271	1,878	79	3	8,989
Keizer PD	34	51	352	13	0	606
Klamath CO SO	6	3	10	0	0	65
Klamath Falls PD	44	45	181	9	6	854
Lake Oswego PD	311	350	798	169	43	4,971
Lane CO SO	73	192	413	28	7	4,891
Lebanon PD	23	27	85	4	0	1,548
Lincoln CO SO	86	24	182	22	15	1,513
Lincoln City PD	110	59	391	23	0	1,992
Linn CO SO	69	84	446	31	27	4,637
McMinnville PD	44	39	460	10	1	1,559
Milwaukie PD	219	411	788	130	26	4,122
Newberg-Dundee PD	148	149	981	38	0	3,864
OHSU PD	9	12	11	2	0	54
Oregon City PD	148	278	676	57	24	5,066
Polk CO SO	104	82	637	34	17	2,266
Port of Portland PD	62	113	145	32	1	495
Redmond PD	139	79	948	28	1	5,108
Roseburg PD	10	20	58	5	0	979
Tigard PD	541	604	1,650	344	37	4,873
Tualatin PD	227	208	920	127	5	3,648
UO PD	22	22	30	2	0	272
West Linn PD	178	157	416	85	19	2,807
Woodburn PD	27	25	909	4	1	536
Yamhill CO SO	130	134	1,314	47	20	4,225
Total Tier 2	4,391	4,837	25,832	1,836	417	112,959

Table 2.1.6 displays the most serious disposition (i.e., outcome) of stops reported by law enforcement. Most stops result in a warning, with no further law enforcement action against the stopped individual. Arrests are more common outcomes for pedestrian stops than for traffic stops.

Table 2.1.6. Disposition by Stop Type and Agency Size (Tier)

	Tier 1		Tier 2		Tier 3	
	Traffic	Ped	Traffic	Ped	Traffic	Ped
None	1.6%	11.6%	3.5%	21.1%	3.2%	11.7%
Warning	60.8%	56.9%	65.9%	60.2%	71.8%	60.5%
Citation	36.0%	12.5%	29.2%	8.7%	23.9%	6.2%
Juv Summons	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
Arrest	1.5%	19.0%	1.4%	10.0%	1.1%	21.5%

Table 2.1.7 provides information about searches resulting from traffic and pedestrian stops. Pedestrians are more likely to be searched than drivers, although they are still only searched 13% of the time. Overall, just over half of all pedestrian searches and about 42% of searches at traffic stops resulted in discovery of contraband, which most often consisted of illegal drugs.

Table 2.1.7. Search Results by Stop Type & Agency Size (Tier)

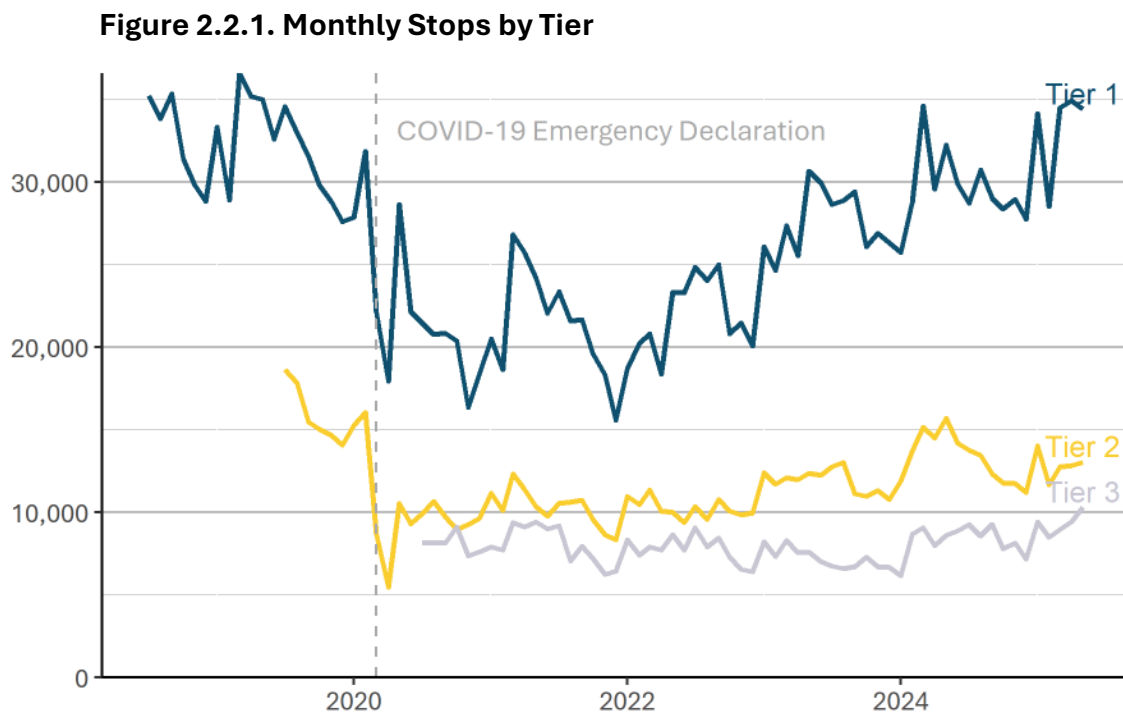
	Traffic	Ped
Percent of Stops with Search Conducted	0.9%	12.4%
Type of Search*		
Consent Search	33.6%	29.8%
Consent Search Denied	0.4%	0.2%
Other	66.0%	70.0%
Percent of Searches with Contraband	40.8%	52.2%
Percent of Searches with Item Seized**		
Alcohol	10.9%	1.9%
Drugs	19.3%	38.4%
Weapons	7.0%	6.6%
Stolen Property	1.2%	3.0%
Other Evidence	7.5%	6.1%
Other Non-Evidence	3.9%	5.9%
Nothing	59.2%	47.8%

*Officers may indicate multiple types; percentages may add to more than 100%.

**Multiple items may be seized; percentages may add to more than 100%.

2.2 Trends & Significant Events

Figure 2.2.1 displays all stops made by law enforcement agencies by tier since the beginning of data collection in 2018. Tier 1 agencies, the largest 12 agencies in the state, began reporting in July 2018, while medium-sized agencies (tier 2) began in 2019, and the smallest (tier 3) agencies began reporting in 2020. COVID-19 caused a significant drop in stops in 2020; from that time until the current reporting year, stops have steadily increased.



In March 2022, the Oregon legislature passed SB 1510², making several changes to public safety law. Sections 1 and 2 of the bill require officers to inform a person when they have the right to refuse a search request. Table 2.2.1 shows the impact of this on search rates.

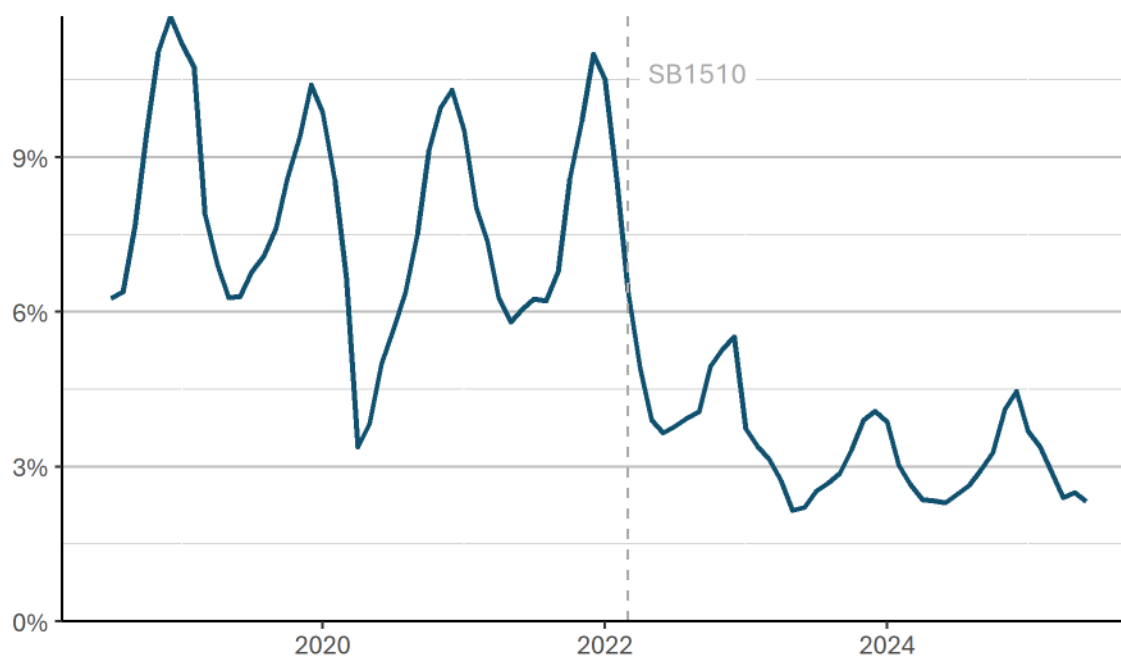
² The full text of SB 1510 can be found here:
<https://olis.oregonlegislature.gov/liz/2022R1/Downloads/MeasureDocument/SB1510/Enrolled>

Table 2.2.1. Search Rates Before & After 1510

	Tier 1	Tier 2	Tier 3
Prior to SB1510			
Year 1 (18-19)	2.9%	-	-
Year 2 (19-20)	2.6%	2.8%	-
Year 3 (20-21)	2.5%	1.9%	1.4%
Year 4 (21-22)	2.2%	1.6%	0.9%
After SB1510			
Year 5 (22-23)	1.5%	1.3%	0.7%
Year 6 (23-24)	1.5%	1.2%	0.5%
Year 7 (24-25)	1.2%	0.9%	0.6%

Section 6 of SB 1510 prevents law enforcement officers from initiating a traffic stop solely because of lighting violations unless certain additional criteria are met. Figure 2.2.2 shows the percentage of traffic stops made for lighting violations since the beginning of the STOP program through the current year. Seasonal peaks during the winter and troughs during the summer are apparent for all years; since the passage of SB 1510, the overall percent of stops for lighting violations has declined from about 7% to about 3%, and seasonal peaks have become less pronounced.

Figure 2.2.2. Percentage of Stops by Month for Lighting Violations



3. Decision to Stop Analysis

Often referred to as the “gold standard” of statistical analyses examining the initial law enforcement decision to stop an individual³, the Decision to Stop (DTS) analysis compares stops made by law enforcement officers during the day when it is light to those made at night when it is dark. The DTS analysis is built on the assumption that officers can better detect the race/ethnicity of an individual in daylight as compared to darkness and takes advantage of natural variations in daylight over the course of the year. A key advantage of this approach is that it does not require an estimated composition of the driving or residential population; however, it does assume that populations, driving behaviors, and commuting patterns are relatively consistent over the course of a year. To address potential weaknesses in these assumptions, the analysis incorporates additional control variables, such as age, gender, reason for stop, day of week, time of day, quarter or season, county stop volume, and agency stop volume.

3.1 Description of Decision to Stop Analysis

The DTS analysis compares the racial composition of people stopped during a combined inter-twilight window, which occurs during morning and evening commute times. The morning twilight window is defined as the earliest start of civil twilight to the latest sunrise, while the evening twilight window is defined as the earliest sunset to the latest end of civil twilight. Visibility during this time will vary throughout the course of the year, which makes it possible to compare stop decisions at the same time of day but in different lighting conditions. For example, the DTS analysis can compare stops made on January 10 when it was dark at 5:00pm to stops made two months later at the same time on March 10, when it was still light outside. Assuming that these two points in time should capture substantially similar driving populations, comparisons made between the race/ethnicity of stopped drivers in the light and darkness will detect whether stops are being made in a disparate fashion when race/ethnicity is visible.

The results of this analysis are presented as a ratio of the odds of a stop for a non-white driver during daylight to the odds for a similar stop in darkness compared to white drivers. If the odds ratio is not statistically different from 1.0, then the test finds no difference in stops made during daylight and darkness. If the odds ratio is greater than 1.0 and is statistically significant after accounting for additional control variables, the test concludes the odds of non-white drivers being stopped in daylight is higher than in darkness, which is taken as evidence of a racial disparity. Following best practices, the STOP Program identifies all agencies with odds ratios above 1.0 that are statistically significant at the 95 percent confidence level in any minority group at the agency level.

³ See Barone et al. (2018) under Veil of Darkness analysis.

3.2 Decision to Stop Results

As shown in Table 3.2.1, three agencies (Philomath PD, The Dalles PD, and Brookings PD) showed statistically significant differences in the odds for stops of Hispanic drivers in daylight compared to darkness⁴.

Table 3.2.1. Decision to Stop Results

Agency	Race/ Ethnicity	Odds Ratio
Brookings PD	Hispanic	2.29
Philomath PD	Hispanic	2.22
The Dalles PD	Hispanic	2.14
Only statistically significant results are shown.		
For full results, please visit CJC's STOP dashboard.		

⁴ The odds ratio for Oregon State Police for Native American drivers (1.31) shows a p-value of 0.017. The odds ratio for Hispanic drivers (1.06) shows a p-value of 0.014. With the Bonferroni adjustment for five tests, these do not show statically significant differences. However, without the adjustment, the p-values are below the 0.05 threshold. For more information on the Bonferroni adjustment see Appendix B.

4. Stop Outcomes Analysis

The Stop Outcomes Analysis (SOA) determines what demographic and stop factors were statistically associated with citations, searches, and/or arrests resulting from a traffic or pedestrian stop. The analysis estimates whether each race/ethnic group is more likely than the white group to have a stop end in each type of outcome when controlling for all other measurable stop and demographic factors.

HB 2355 requires all law enforcement agencies to collect data regarding the disposition of stops. Because stops can have multiple dispositions (i.e., an individual could be both cited for a traffic violation and arrested for a crime) the STOP Program collects data on the most serious disposition that occurred within a single stop⁵. This means that if an individual was stopped for speeding, received a citation, and was subsequently arrested on a preexisting warrant, this individual would be recorded in the stop data as only having been arrested. This most serious disposition is the outcome used in the SOA for each stop.

4.1 Description of Stop Outcomes Analysis

Variation in enforcement outcomes could be due to time of day, day of the week, the conduct that led to the stop, or many other factors. During rush hour on a weekday, for instance, heavy traffic flows may prevent drivers from exceeding the speed limit which would reduce the likelihood of receiving a citation for speeding relative to other infractions. Variation could also be attributed to demographic factors including age or gender of the driver. The SOA uses propensity score and regression analysis to account for as many of these differences as possible and to isolate the effect, if any, of race on the disposition of the stop.

The SOA uses propensity score methods to “balance” the data before conducting statistical analyses. Propensity score methods use the estimated tendency to be included in the group of interest, or propensity score, to make that group and the comparison group look as similar as possible except for the characteristic in question, i.e., “balanced.” This approach enables STOP Program researchers to make the white comparison group statistically identical across all measured factors compared to the non-white group of interest. If all other measured variables (i.e., time of day, day of the week, gender, age, stop reason, disposition reason, and stop volume) are identical or “balanced” across the two groups then the remaining difference in outcomes is evidence of a disparity due to racial/ethnic differences (Ridgeway, 2006).

The SOA includes up to twenty sub-analyses for each agency: each possible outcome (citation, search, arrest, or any non-warning disposition) across each racial/ethnic group

⁵ See Appendix E for more details on how the STOP Program research team determines the most serious disposition and the appropriate comparison outcomes for each type of disposition.

(Asian/PI, Black, Hispanic, Middle Eastern, and Native American). The comparison group is drawn from the group of white stops for the agency in question, balanced by propensity score as described above. Bonferroni adjustments are applied at the agency level based on the number of analyses completed for that agency.⁶ For the prior 2024 report, two sets of analyses were conducted, one that accounted for the reason for disposition and one that did not, depending on the quality of data submitted by the agency. Starting this year, one set of analyses is conducted that includes the reason for the disposition if the agency submitted the additional data.

4.2 Stop Outcomes Results

As with the Decision to Stop analysis in the previous section, the SOA conducted here includes two years of data for all agencies. Table 4.2.1 reports agency-level results for agencies where a statistically significant difference is found for either a search or arrest outcome. These agencies may also have statistically significant differences for the citation and any non-warning outcomes tests, the results of which are presented in Table 4.2.2.

Three agencies (Gilliam CO SO, Morrow CO SO, and Portland PB) had statistically significant differences for searches of Hispanic drivers. Portland PB also showed a statistically significant difference for searches and arrests for Black drivers; Oregon State Police had a statistically significant difference for searches of Black drivers.

Table 4.2.1. Stop Outcome Analyses - Search & Arrest

Agency	Race/ Ethnicity	Search		Arrest	
		Actual	Pred	Actual	Pred
Gilliam CO SO	Hispanic	2.3%	0.5%	-	-
Morrow CO SO	Hispanic	1.1%	0.2%	-	-
Oregon State Police	Black	1.5%	1.1%	-	-
Portland PB	Black	6.8%	4.1%	5.2%	3.7%
Portland PB	Hispanic	5.7%	4.1%	-	-

Only statistically significant results are shown.
For full results, please visit CJC's STOP dashboard.

Table 4.2.2 reports agency-level results for agencies where a statistically significant difference is found for a citation or any non-warning disposition. Many agencies had statistically significant differences for Hispanic drivers, reflecting, in part, the fact that a larger number of Hispanic people in the driving population allows more agencies to meet

⁶ Low sample sizes for certain groups or a lack of comparability between groups for a given agency could prevent some of these sub-analyses from being completed. In these cases, the Bonferroni adjustment is changed accordingly. For more details on the Bonferroni adjustment see Appendix B.

the sample-size threshold for the analysis. Clackamas CO SO, Oregon State Police, and Tigard PD also had statistically significant differences for Asian or Pacific Islander drivers. Oregon State Police also had a statistically significant difference for Middle Eastern drivers.

Table 4.2.2. Stop Outcome Analyses – Citation & Any Non-Warning Outcome

Agency	Race/ Ethnicity	Citation		Any Outcome	
		Actual	Pred	Actual	Pred
Astoria PD	Hispanic	33.6%	21.8%	34.1%	22.3%
Beaverton PD	Hispanic	28.8%	26.7%	-	-
Canby PD	Hispanic	36.8%	32.8%	38.7%	34.8%
Cannon Beach PD	Hispanic	25.4%	13.5%	25.4%	13.7%
Clackamas CO SO	Asian or PI	36.7%	31.6%	38.3%	34.0%
Deschutes CO SO	Hispanic	15.6%	12.1%	17.7%	14.3%
Eugene PD	Hispanic	44.2%	39.7%	46.4%	42.7%
Gilliam CO SO	Hispanic	69.6%	60.6%	70.3%	61.2%
Hermiston PD	Hispanic	28.3%	23.5%	29.8%	25.1%
Linn CO SO	Hispanic	45.6%	39.1%	43.5%	37.9%
Medford PD	Hispanic	22.8%	18.8%	25.0%	21.7%
Ontario PD	Hispanic	52.0%	36.4%	52.0%	36.5%
Oregon City PD	Hispanic	39.1%	34.8%	41.3%	36.6%
Oregon State Police	Asian or PI	38.0%	31.4%	38.4%	31.8%
Oregon State Police	Black	41.7%	38.8%	42.4%	39.4%
Oregon State Police	Hispanic	42.8%	39.2%	43.7%	39.8%
Oregon State Police	Middle Eastern	41.4%	31.5%	41.6%	31.8%
Phoenix PD	Hispanic	45.7%	38.3%	46.4%	39.2%
Seaside PD	Hispanic	15.5%	11.3%	15.8%	11.5%
Sutherlin PD	Hispanic	60.9%	49.0%	61.1%	49.3%
Talent PD	Hispanic	43.0%	34.9%	44.0%	36.2%
Tigard PD	Asian or PI	27.0%	21.5%	28.5%	23.6%
Tigard PD	Hispanic	33.8%	29.3%	35.9%	31.9%
Tualatin PD	Hispanic	50.2%	41.2%	51.1%	42.1%
Umatilla CO SO	Hispanic	25.0%	17.9%	27.2%	20.4%
Washington CO SO	Hispanic	22.9%	21.4%	25.6%	24.1%

Only statistically significant results are shown.

For full results, please visit CJC's STOP dashboard.

5. Search Findings Analysis

The Search Findings analysis (SFA) is based on a hit-rate model originally developed in the field of economics to study discrimination in mortgage loan decision making⁷. These models have been adapted to analyses of law enforcement for decades; the most common adaptation, and the one used in this report, is the KPT Hit-Rate model⁸.

In this section, we refer to a search conducted by a law enforcement officer during a traffic or pedestrian stop that results in discovery of contraband as a “successful” search. The SFA examines whether the likelihood of a successful search differs across racial/ethnic groups. The model assumes that officers decide to conduct a search based on visual and other contextual clues (e.g. location, furtive movements, odors, etc.). The model further assumes that drivers will tend to decide whether or not carrying contraband is worth the risk based on their perceived likelihood of being searched. The model does not assume that all groups are equally likely to carry contraband; rather, if one group is particularly likely to carry contraband, then officers are more likely to search them. Collectively, members of that group will perceive a higher risk and will respond by reducing the rate at which they carry contraband until an equilibrium is reached. However, if officers are basing their decision to search on race/ethnicity and not consistent with the actual rate at which the group carries contraband, then their rate of successful searches will decrease; this is interpreted as evidence of a disparity due to racial/ethnic differences.

5.1 Agency-Level Search Findings Results

As in the previous two sections, analyses in this section utilized two years of data for all agencies. The Search Findings analyses were performed for each agency for up to five minority racial/ethnic groups (Black, Hispanic, Asian or PI, Middle Eastern, and Native), comparing the successful search rate of each to that of the white majority group. Significant results for these analyses are presented in Table 5.1.1.

Table 5.1.1. Search Findings Analysis

Agency	White	Asian or PI	Black	Hispanic	Middle Eastern	Native
Marion CO SO	13.6%	-	-	6.2%	-	-
Oregon State Police	61.3%	-	-	50.5%	-	-
Only statistically significant results are shown.						
For full results, please visit CJC's STOP dashboard.						

⁷ See Becker (1957), Becker (1993)

⁸ See Knowles, Persico, and Todd (2001)

While all agencies have differences in search success rates across racial/ethnic groups, most of these small differences can be attributed to random chance rather than policies or practices leading to disparate treatment of different groups. The Search Findings analyses for Marion CO SO and Oregon State Police found statistically significant differences in the success rate of searches conducted with Hispanic drivers compared to white drivers.

6. Conclusions

The data contained in this report are intended to be used as a tool for law enforcement, community members, researchers, policy makers, and others to focus training and provide technical assistance to agencies found to have evidence of disparities in stops for minority groups. As described previously, STOP program researchers utilized three rigorous statistical analyses, consistent with best practices, to identify differences in the treatment of drivers during police stops in Oregon. The use of these three tests allows the STOP program researchers to evaluate numerous decision points before and during a stop.

To determine if statistically significant results require further analysis and support from the STOP Program and its partners at the Department of Public Safety Standards and Training (DPSST), the following criteria must be met: (1) A difference in an individual analysis must have met the 95 percent confidence level for it to be statistically significant. This means STOP program researchers must be at least 95 percent confident that differences identified by the analyses were not due to random chance. And (2) following best practices, for a law enforcement agency to be identified as one requiring further analysis as well as DPSST technical assistance, it must be identified as having a statistically significant difference in two of the three analytical tests performed on the STOP data. However, DPSST has and will continue to provide technical assistance to any agency, regardless of the number of analyses that are statistically significant.

Using the above-mentioned analyses and thresholds, Oregon State Police had statistically significant results in two tests. This agency, as well as several other agencies with a statistically significant result in one test of this report, have initiated additional analysis of the STOP data. Regardless of whether an agency is officially referred to DPSST, the CJC urges each agency to scrutinize their full set of results⁹ and engage with DPSST on any results that show a statistically significant difference.

⁹ Full results may be found on the CJC's dashboards here:

https://public.tableau.com/app/profile/cjcdashboards/viz/S_T_O_P_StatisticalTransparencyofPolicing/Introduction

7. Oregon Law Enforcement Contacts and Data Review Committee Report

7.1 LECC Background

The Oregon Law Enforcement Contacts and Data Review Committee (LECC) is a statewide committee tasked with assisting Oregon law enforcement agencies in creating equitable outcomes for Oregonians. The LECC was initially created in 2001 with the passage of SB 415. In 2015, HB 2002 created a standard definition of profiling¹⁰, required agencies to adopt procedures for submitting copies of racial profiling complaints to the LECC, and tasked the LECC with establishing policies for receiving and forwarding profiling complaints to the general public (see ORS 131.915, ORS 131.920, and ORS 131.925). The administration of the LECC was transferred to Portland State University in 2007, where it remained until 2019 when it was transferred to the CJC by order of HB 5050, Section 13.

This report summarizes the information found in the profiling complaints the LECC received from Oregon law enforcement agencies in calendar years 2023 and 2024. This information is provided to meet the reporting requirements described above and is not used to refer an agency to DPSST for technical assistance.

7.2 Summary of 2023 & 2024 LECC Reports

Table 7.2.1 summarizes law enforcement agency reporting for 2023 and 2024. In 2023, 116 of 154 (76.0%) law enforcement agencies reported the number of profiling complaints they received and in 2024, 122 of 154 (79.2%) law enforcement agencies reported the number of profiling complaints they received for each respective calendar year. Of those agencies that reported in 2024, 29 (18.8%) reported at least one complaint, and across those 29 agencies there were a total of 84 complaints, compared to 75 complaints reported across 22 agencies in 2023.

Table 7.2.1. Law Enforcement Reporting Compliance

	2023	2024
Agencies Reporting	116	122
Total Reported Complaints	75	84
Agencies Reporting No Complaints	94	93
Agencies Reporting 1+ Complaints	22	29

¹⁰ The law defines profiling as when “a law enforcement agency or a law enforcement officer targets an individual for suspicion of violating a provision of law based solely on the real or perceived factor of the individual’s age, race, ethnicity, color, national origin, language, gender, 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.”

Table 7.2.2 shows the dispositions of complaints that were reported in 2023 and 2024. The most common disposition in both years was “unfounded”, followed by “not sustained” in 2024 and “no basis for further investigation” in 2023. The disposition of one complaint in 2023 was unknown/not provided and is therefore excluded from the following table. Total dispositions per year may not be equal to total number of complaints per year, as agencies have the option to select more than one disposition per complaint.

Table 7.2.2. Reported Complaints by Disposition

Disposition	2023	2024
Exonerated	8	11
Not Sustained	4	6
Unfounded	43	50
Administrative Closure	7	7
No Basis for Further Investigation	11	6
Other	4	7

Table 7.2.3 shows the number of complaints reported by agency in 2023 and 2024. Across those two years, Oregon State Police had the highest complaint volume with 22 complaints, which is consistent with their position as the largest law enforcement agency by employed officers in the state. The agencies with the next highest report volume over that period were Portland PB with 19 reported complaints and Bend PD with 17 reported complaints.

Table 7.2.3. Complaints by Agency

Agency	2023	2024
Albany PD	1	1
Ashland PD	0	3
Beaverton PD	5	2
Bend PD	7	10
Canby PD	0	1
Clackamas CO SO	6	3
Corvallis PD	2	2
Deschutes CO SO	1	0
Eagle Point PD	1	0
Eugene PD	3	6
Hillsboro PD	4	7
Jackson CO SO	2	1
Keizer PD	1	2
Klamath CO SO	0	2
Lake Oswego PD	2	2
Lane CO SO	6	0
Marion CO SO	1	1
Medford PD	2	2
Milwaukie PD	0	1
Multnomah CO SO	2	1
Newberg-Dundee PD	0	2
Ontario PD	0	1
Oregon City PD	0	2
Oregon State Police	11	11
Portland PB	10	9
Rainier PD	0	1
Redmond PD	1	0
Salem PD	0	1
Springfield PD	4	4
The Dalles PD	0	3
Tigard PD	1	1
Washington CO SO	2	0
Woodburn PD	0	1
Yamhill CO SO	0	1
Total	75	84

Works Cited

- Austin, Peter C. "Balance Diagnostics for Comparing the Distribution of Baseline Covariates between Treatment Groups in Propensity-Score Matched Samples." *Statistics in Medicine* 28, no. 25 (2009): 3083–3107. <https://doi.org/10.1002/sim.3697>.
- Austin, Peter C. "Using the Standardized Difference to Compare the Prevalence of a Binary Variable Between Two Groups in Observational Research." *Communications in Statistics - Simulation and Computation* 38, no. 6 (September 2009): 1228–34. <https://doi.org/10.1080/03610910902859574>.
- Austin, Peter C., and Elizabeth A. Stuart. "Moving towards Best Practice When Using Inverse Probability of Treatment Weighting (IPTW) Using the Propensity Score to Estimate Causal Treatment Effects in Observational Studies." *Statistics in Medicine* 34, no. 28 (March 2015): 3661–79. <https://doi.org/10.1002/sim.6607>.
- Gary S. Becker, *The Economics of Discrimination*. Chicago: University of Chicago Press, 1957.
- Gary S. Becker, "The Evidence against Banks Doesn't Prove Bias." *Business Week*, April 19, 1993.
- Beninati, Nancy A., Tiffany Jantz, et al. "Racial and Identity Profiling Advisory Board Report.", 2022. <https://oag.ca.gov/system/files/media/ripa-board-report-2022.pdf>
- Engel, Robin S., Rob Tillyer, Jennifer Calnon Cherkauskas, and James Frank. 2007. *Traffic Stop Data Analysis Study: Year 1 Final Report*. November 1, 2007.
- Fazzalaro, J., Ken Barone, et al. "Connecticut Racial Profiling Prohibition Project: State of Connecticut Traffic Stop Data Report October 1, 2013 – May 31, 2014." Institute for Municipal and Regional Policy Central Connecticut State University (2014). <https://www.ctrp3.org/analysis-reports/reports>.
- Grogger, Jeffrey, and Greg Ridgeway. "Testing for Racial Profiling in Traffic Stops From Behind a Veil of Darkness." *Journal of the American Statistical Association* 101, no. 475 (2006): 878–87. <https://www.rand.org/pubs/reprints/RP1253.html>.
- "Racial Profiling in Decisions to Search: a Preliminary Analysis Using Propensity-Score Matching." *Policing: An International Journal of Police Strategies & Management* 36, no. 4 (April 2013). <https://doi.org/10.1108/pijpsm-07-2013-0074>.
- Higgins, George E., Wesley G. Jennings, et al. 2011. "Racial Profiling in Decisions to Search: A Preliminary Analysis Using Propensity-Score Matching." *International*

- Journal of Police Science & Management* 13 (4): 336–47.
<https://doi.org/10.1350/ijps.2011.13.4.232>.
- Higgins, George E., Melissa L. Ricketts, et al. “Race and Juvenile Incarceration: A Propensity Score Matching Examination.” *American Journal of Criminal Justice* 38, no. 1 (2013): 1–12. <https://doi.org/10.1007/s12103-012-9162-6>.
- Niel, Roland, and Christopher Winship. “Methodological Challenges and Opportunities in Testing for Racial Discrimination in Policing.” *Annual Reviews of Criminology* 12 (October 2018). <https://doi.org/10.1146/annurev-criminol-011518-024731>.
- Knowles, John, Nicola Persico, and Petra Todd. “Racial Bias in Motor Vehicle Searches: Theory and Evidence.” *Journal of Political Economy* 109, no. 1 (2001): 203–29. <https://doi.org/10.1086/318603>.
- Persico, Nicola. “Racial Profiling? Detecting Bias Using Statistical Evidence.” *Annual Review of Economics* 1, no. 1 (February 2009): 229–54. <https://doi.org/10.1146/annurev.economics.050708.143307>.
- Ridgeway, Greg. “Assessing the Effect of Race Bias in Post-Traffic Stop Outcomes Using Propensity Scores.” *Journal of Quantitative Criminology* 22, no. 1 (March 2006): 1–29. <https://doi.org/10.1007/s10940-005-9000-9>.
- Simoiu, Camelia, Sam Corbett-Davies, and Sharad Goel. “The Problem of Infra-Marginality in Outcome Tests for Discrimination.” *The Annals of Applied Statistics* 11, no. 3 (2017): 1193–1216. <https://doi.org/10.1214/17-aos1058>.
- “Stata Treatment-Effects Reference Manual: Potential Outcomes/Counterfactual Outcomes.” 2019. StataCorp. <https://www.stata.com/manuals16/te.pdf>.
- Stringer, Richard J., and Melanie M. Holland. “It’s Not All Black and White: A Propensity Score Matched, Multilevel Examination of Racial Drug Sentencing Disparities.” *Journal of Ethnicity in Criminal Justice* 14, no. 4 (2016): 327–47. <https://doi.org/10.1080/15377938.2016.1187239>.
- “The Stanford Open Policing Project.” openpolicing.stanford.edu.
<https://openpolicing.stanford.edu/>.
- Vito, Anthony G., Elizabeth L. Grossi, and George E. Higgins. “The Issue of Racial Profiling in Traffic Stop Citations.” *Journal of Contemporary Criminal Justice* 33, no. 4 (2017): 431–50. <https://doi.org/10.1177/1043986217724537>.
- Wooldridge, Jeffrey M. 2010. *Econometric Analysis of Cross Section and Panel Data*. Second. MIT Press.

Appendix A List of Law Enforcement Agencies by Tier

Table A.1. Tier 1 Agencies

Beaverton PD	Hillsboro PD	Oregon State Police
Clackamas CO SO	Marion CO SO	Portland PB
Eugene PD	Medford PD	Salem PD
Gresham PD	Multnomah CO SO***	Washington CO SO

*No stops submitted in current report period.

**Agency no longer exists or staffed.

***Final data for current year is unavailable.

Table A.2. Tier 2 Agencies

Albany PD	Jackson CO SO	OHSU PD
Ashland PD	Keizer PD	Oregon City PD
Bend PD	Klamath CO SO	Polk CO SO
Benton CO SO	Klamath Falls PD	Port of Portland PD
Canby PD	Lake Oswego PD	Redmond PD
Central Point PD	Lane CO SO	Roseburg PD
Corvallis PD	Lebanon PD	Springfield PD***
Deschutes CO SO	Lincoln CO SO	Tigard PD
Douglas CO SO	Lincoln City PD	Tualatin PD
Forest Grove PD	Linn CO SO	UO PD
Grants Pass PD	McMinnville PD	West Linn PD
Hermiston PD	Milwaukie PD	Woodburn PD
Hood River CO SO	Newberg-Dundee PD	Yamhill CO SO

*No stops submitted in current report period.

**Agency no longer exists or staffed.

***Final data for current year is unavailable.

Table A.3. Tier 3 Agencies

Astoria PD	Hubbard PD	Powers PD*
Aumsville PD	Independence PD	Prineville PD
Baker CO SO	Jacksonville PD	Rainier PD
Baker City PD	Jefferson CO SO	Reedsport PD
Bandon PD	John Day PD**	Rockaway Beach PD**
Black Butte Ranch PD	Josephine CO SO	Rogue River PD
Boardman PD	Junction City PD	Sandy PD
Brookings PD	King City PD	Scappoose PD*
Burns PD	La Grande PD	Seaside PD
Butte Falls PD*	Lake CO SO*	Sherman CO SO
Cannon Beach PD	Madras PD	Sherwood PD
Carlton PD	Malheur CO SO	Silverton PD
Clatsop CO SO	Malin PD	St. Helens PD*
Coburg PD	Manzanita PD	Stanfield PD
Columbia CO SO	Merrill PD*	Stayton PD
Columbia City PD	Milton-Freewater PD	Sunriver PD
Coos Bay PD	Molalla PD	Sutherlin PD
Coos CO SO	Monmouth PD	Sweet Home PD
Coquille PD	Morrow CO SO	Talent PD
Cottage Grove PD	Mt. Angel PD	The Dalles PD
Crook CO SO	Myrtle Creek PD	Tillamook CO SO
Curry CO SO	Myrtle Point PD	Tillamook PD
Dallas PD	Newport PD	Toledo PD
Eagle Point PD	North Bend PD	Turner PD
Enterprise PD	Nyssa PD*	Umatilla CO SO
Florence PD	OSU PD	Umatilla PD
Gearhart PD	Oakridge PD	Union CO SO
Gervais PD*	Ontario PD*	Union Pacific Railroad PD
Gilliam CO SO	PSU CPS*	Vernonia PD
Gladstone PD	Pendleton PD	Wallowa CO SO
Gold Beach PD	Philomath PD	Warrenton PD
Grant CO SO*	Phoenix PD	Wasco CO SO
Harney CO SO	Pilot Rock PD	Wheeler CO SO
Hines PD*	Port Orford PD	Winston PD
Hood River PD	Portland FB*	Yamhill PD

*No stops submitted in current report period.

**Agency no longer exists or staffed.

***Final data for current year is unavailable.

Appendix B Background

B.1. House Bill (HB) 2355 (2017)

Efforts by the State of Oregon to collect data regarding stops of individuals made by law enforcement began with the passage of HB 2433 in 1997, which mandated that law enforcement agencies develop written policies related to traffic stop data collection. Following the passage of HB 2433, the Governor’s Public Safety Policy and Planning Council recommended that a full statewide data collection effort be initiated legislatively. It was not until 2001, however, that the Legislature again considered the collection of police stop data. In Senate Bill (SB) 415 (2001), the Legislature created the Law Enforcement Contacts Policy & Data Review Committee (LECC), which provided for the voluntary collection of stop data by law enforcement agencies, and for analysis of collected data by the LECC.

Apart from a brief hiatus from 2003 to 2005, the LECC engaged with law enforcement agencies throughout the 2000s and 2010s to examine stop data. During this period, however, challenges were encountered related to the creation of a comprehensive database of stops, given that few agencies in Oregon collected stop data and/or elected to partner with the LECC for data analysis. As a remedy, the Legislature passed HB 2355 in 2017, which led to the creation of the STOP Program. The STOP Program represents the culmination of the process started in 1997 and is the first statewide data collection and analysis program focused on traffic and pedestrian stops in Oregon.

HB 2355, which is codified in ORS 131.930 et seq., created a statewide data collection effort for all officer-initiated traffic¹¹ and pedestrian¹² stops that are not associated with calls for service. The aim of HB 2355 was to collect data regarding discretionary stops, as opposed to stops where discretion was absent. The CJC, in partnership with the Oregon State Police and the Department of Justice, worked to develop a standardized method for collecting the data elements required by statute, which include data regarding both the stop itself as well as demographic characteristics of the stopped individual (for a description of the STOP Program data elements utilized in this report, see Section 2.3.1.).

¹¹ Officer initiated traffic stops are defined as any “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” (ORS 131.930 § 4). Included with traffic stops are stops made of individuals operating bicycles. Stops involving operators of watercraft, however, are not included in the stop database, as watercraft violations fall outside the Oregon Vehicle Code (see ORS Chapter 830).

¹² Officer initiated pedestrian stops are defined as “a detention of a pedestrian by a law enforcement officer that is not associated with a call for service. The term does not apply to detentions for routine searches performed at the point of entry to or exit from a controlled area” (ORS 131.930 § 3).

To implement the STOP Program, HB 2355 established a three-tiered approach, whereby the largest law enforcement agencies in the state would begin to collect data and report in the first year, followed by medium and small agencies in the next two years, respectively. Table B.1 reports the inclusion criteria for each tier as well as the data collection and reporting dates. A full list of agencies broken down by tier can be found in Appendix A.

Table B.1. Three-Tier Reporting Approach in HB 2355 (2017)

Tier	Officers per Agency	Data Collection Began	Reporting Began
Tier 1	100+	July 1, 2018	July 1, 2019
Tier 2	25 - 99	July 1, 2019	July 1, 2020
Tier 3	1 - 24	July 1, 2020	July 1, 2021

In the development of the standardized data collection method, the primary goals of the STOP Program were to ensure that (1) all data collected are as accurate and complete as possible, (2) data collection methods are minimally impactful to each agency's workload and free or affordable for each agency, and (3) data collection methods are minimally impactful on law enforcement personnel to ensure that officer safety is not negatively impacted during the data collection process. As such, the STOP Program contracted with a technology vendor to develop software that could both collect and receive stop data via multiple submission methods.

The STOP Program software solution includes three methods of data collection/input. First, the software can receive data from local agencies' records management systems. Under this approach, an agency with the ability to collect stop data through its own preexisting systems can integrate stop data collection requirements into their in-car or e-ticketing system, recording the data internally before submitting the required data fields to the STOP Program in electronic format via a secure data connection. Second, for agencies that either cannot or choose not to integrate the required stop data fields into their preexisting systems, the STOP Program provides a free web application that can be loaded on officers' in-car computers (or other similar devices, like iPads) and used when a stop is made that requires data collection under the requirements of HB 2355. Third, the STOP Program provides mobile applications free of charge for both iPhones and Android phones through which officers can submit stop data for qualifying police-citizen interactions under HB 2355.

B.2. Methodological Approach

Background

The formal examination of police traffic and pedestrian stop data began in the U.S. in the mid-1990s. Advocacy groups have long cited anecdotal evidence supporting the notion that law enforcement applies different standards to minority drivers and pedestrians. Specific and systematic measurement of police practices during citizen stops, however, did not occur until court cases alleging racial bias in policing were filed (see *Wilkins v. Maryland State Police* (1995) and *State of New Jersey v. Soto et al.* (1996)). Building on this foundation, the US Department of Justice and several other organizations began hosting conferences related to the improvement of police-community relationships with a specific focus on the collection, analysis, and public reporting of traffic and pedestrian stop data. In response, many states mandated the collection of traffic stop data. In states that had yet to require data collection, many local jurisdictions and departments started collecting and analyzing stop data on their own.

During the approximately three decades that stop data have been studied, the majority of analyses have relied on population-based benchmarks. This approach compares the demographic breakdown of stopped individuals to residential census data. Benchmarks are both intuitive and relatively simple to calculate, but the comparisons that result are overly simplistic and often biased or invalid (see Neil and Winship 2018). The concerns regarding population-based benchmarks are many and discussed at length in academic research as well as in a companion research brief released by the STOP Program in 2018¹³. The central thrust of these critiques is that the driving population in a given area (which forms the pool of individuals at risk for being stopped) is often unrelated to the residential population of that area. There are myriad reasons for this (e.g., commuting patterns and tourism), all of which lead to a disjuncture between residential demographics and driving population demographics in a given area.

Oregon STOP Program Analyses

To address the shortcomings of population-based benchmark analyses, researchers and statisticians have developed several statistical approaches that allow for more precise and less biased estimates of differential outcomes in stop data. The STOP Program relies on three of these analyses. The decision to utilize multiple tests was based on two factors.

First, there are multiple opportunities within a police-community member interaction where disparate treatment may be present. Initially, it is tempting to view a stop as a single instance of law enforcement-citizen contact that can be assessed for the presence or

¹³ See STOP Program Research Brief: Analytical Approaches to Studying Stops Data (October 2018), which can be found at https://www.oregon.gov/cjc/stop/Documents/Traffic_Stop_Research_Memo_Final_Draft-10-16-18.pdf

absence of discriminatory behavior by a law enforcement agent. Race/ethnicity could be a factor in each decision to stop, search, cite, and/or arrest an individual. This distinction is critical, because both the data and analytical techniques required to analyze the various decision points found in a single stop differ. STOP Program researchers address each of these decision points separately.

Second, while the statistical tests utilized by the STOP Program represent the gold standard¹⁴ in law enforcement stop data analyses, the application of multiple tests is also necessary to address the possibility that any single analysis could produce false positives or false negatives. Statistics are estimates and some degree of error could influence results, whether stemming from data collection practices, errors in reporting, or the like. The three analyses utilized by the STOP Program are¹⁵:

Decision to Stop Analysis. The Decision to Stop analysis takes advantage of natural variations in daylight and darkness throughout the year to examine the initial decision to stop an individual. Based on the assumption that it is easier for an officer to discern race/ethnicity during the day when it is light than during the night when it is dark, this analysis compares stop rates for minority individuals to those for white individuals during the time windows surrounding sunrise and sunset. If, as demonstrated by the statistics that result from the Decision to Stop analysis, minority individuals are more likely to be stopped in the daylight when race/ethnicity is easier to detect, then there is evidence of a disparity.

Stop Outcomes Analysis. The Stop Outcomes analysis examines matched groups using a statistical technique called propensity score analysis to explore whether disparities exist in stop outcomes (i.e., citations, searches, or arrests). This test matches stop data between two groups based on all available characteristics, only allowing race/ethnicity to vary between the two groups being compared. This means that the analysis compares white and Black groups, for example, who have identical proportions of gender, age, stop time of the day, stop day of the week, reason for the stop, season of the year, whether the stop was made in the daylight, and agency and county stop volumes. The test determines whether one group is cited more often, searched more often, or arrested more often. If, after matching on all the factors listed above and further controlling for these factors with regression analysis, minority individuals are either cited, searched, or arrested more often than similarly situated white individuals, then there is evidence of a disparity.

Search Findings Analysis. The Search Findings analysis compares relative rates of successful searches (i.e., those resulting in the seizure of contraband) across racial/ethnic

¹⁴ The analytical approach utilized by the STOP Program is based on the work conducted by the Connecticut Racial Profiling Prohibition Project, which employs research and analytical techniques that have been peer reviewed by academics who specialize in the study of racial/ethnic disparities in law enforcement contacts.

¹⁵ More detailed and technical descriptions of these analyses can be found in Appendices E, F, and G.

groups. It is based on the assumption that if search decisions by officers are based on race/ethnicity neutral criteria, then search success rates should be similar, if not identical, across different racial/ethnic categories. If, however, search success rates differ and the search success rates for minority individuals are significantly lower than those reported for white individuals, then there is evidence of a disparity.

Analytical Sample

A total of 624,255 records were submitted by 139 tier 1, tier 2, and tier 3 agencies during the seventh year of data collection. As required by HB 2355 (2017), agencies submit numerous data points, including information regarding the stop itself as well as information regarding the stopped individual. While HB 2355 is clear regarding the data elements the STOP Program is required to collect, it did not define these elements. To fill this gap, the Oregon State Police assembled a group of stakeholders, which included representatives from law enforcement, community groups, state agencies, and the Oregon Legislature, to formally define the following data elements required for submission by the statute:

Date and Time the Stop Occurred. Law enforcement personnel are required to record the date (month/day/year) and time that the stop occurred. The data is further categorized into day of the week and season. Stop times are recorded on a 24-hour clock (“military time”) and converted to 12-hour clock time for this report.

Type of Stop. As required by HB 2355, both traffic and pedestrian stops are reported by law enforcement. Included in the database is a binary variable denoting whether the record is for a traffic or pedestrian stop. During the analysis of this data element, it was discovered that in a number of cases, stops were coded as “pedestrian” that were clearly for moving or other traffic violations. Similarly, some stops were coded as “traffic” that were clearly violations by pedestrians. These stops were recoded by STOP Program researchers to the appropriate categories¹⁶.

Perceived Race/Ethnicity of Subject. Law enforcement officers are required by HB 2355 to record their perception of a subject’s race/ethnicity (only the perceived race/ethnicity of the driver, not the passenger(s), is reported for traffic stops). The categories included in the data collection are: white, Black, Hispanic, Asian or Pacific Islander (hereinafter, Asian/PI), Native American, and Middle Eastern. The STOP data solution combines race and ethnicity into a single variable, and allows for one option to be selected. This differs from defined Census categories¹⁷, and doesn’t account for the additional nuance of multiple races and

¹⁶ For instance, 212 Year 6 stops were labeled as traffic stops, but the citation code was ORS 814.070, which refers to a pedestrian improperly proceeding along a highway. These stops were reclassified by CJC researchers as pedestrian stops.

¹⁷ See U.S. Census Bureau at <https://www.census.gov/topics/population/race/about.html> and <https://www.census.gov/topics/population/hispanic-origin/about.html>

individuals who are not white and Hispanic. However, to simplify the data collection process and in recognition of the challenges for law enforcement officers to record perceived race/ethnicity, a single combined variable is available.

Perceived Gender of Subject. Law enforcement officers are required by HB 2355 to record their perception of a subject's gender (for traffic stops, only the perceived gender of the driver, not the passenger(s) is reported). The categories included in the data collection are male, female, and nonbinary.

Perceived Age of Subject. Law enforcement officers are required by HB 2355 to record their perception of a subject's age, which is entered as a whole number (for traffic stops, only the perceived age of the driver, not the passenger(s) is reported).

Legal Basis for the Stop. The legal basis for each stop is reported to the STOP Program. This includes violations of an Oregon statute, a municipal traffic code, a municipal criminal code, a county code, TriMet rules/regulations, or a federal statute.

Oregon Statutory Violations Detail. For violations of an Oregon statute, which represent over 90 percent of all stops, law enforcement provides the specific ORS code corresponding to the violation. In this data element, over 700 different ORS codes were reported during the first year of data collection. To simplify the use of this information in the models conducted in the remainder of this report, the STOP Program research team aggregated these violations into the following categories: serious moving violations; minor moving violations; equipment, cell phone, and seat belt violations; registration and license violations; and "other" violations (e.g., criminal offenses, camping violations)¹⁸.

Disposition of the Stop. The final disposition for each stop is reported by law enforcement officers. The categories included in the data collection are: nothing; warning; citation; juvenile summons; and arrest. It is important to note that stops can have multiple dispositions (e.g., an individual could be both cited for a traffic violation and arrested for a crime), however, only the final, or most serious, disposition is reported into the STOP Program database. This means that the categories for warnings, citations, and juvenile summons could be undercounted. For the analyses examining stop disposition in this report, the juvenile summons category was removed from the data set because the Year 6 data included only 125 juvenile summons (0.02 percent of all dispositions).

Whether a Search was Conducted. Law enforcement officers report whether or not a search was conducted, which is recorded as a binary in the STOP Program database. Searches incident to arrest and other non-discretionary searches are not recorded.

Justification for the Search. Law enforcement officers can provide several bases for a search using the following categories: consent search; consent search denied; or "other"

¹⁸ Details on the offenses falling into each category are available upon request.

search. The “other” search category includes frisks, probable cause searches, and other administrative searches. Multiple data points are allowed so that the data can include several search justifications. For example, if an officer initially requests to search an individual but consent is not given, an officer may then perform a search based on probable cause. In this example, the officer could record both “consent search denied” as well as “other search” into the database.

Search Findings. Seven categories were predefined by the STOP Program stakeholder engagement group with regard to search findings. These categories are: nothing; alcohol; drugs; stolen property; weapon(s); other evidence; and other non-evidence. Officers are permitted to report up to six search findings to the STOP database so that searches resulting in the seizure of multiple types of contraband are properly documented.

Stop Location. Law enforcement officers are required by HB 2355 to record the location of the stop. The form in which these data are submitted varies by agency. Some agencies report latitude and longitude X,Y coordinates, while others submit textual descriptions of the location (e.g., 123 Main Street, intersection of Main and Maple Streets).

The STOP Program created four of its own variables for use in its analyses. Following best practices, variables representing both the daily agency stop volume and daily county stop volume were created. For agency stop volume, the aggregate number of stops for a single date are divided by the maximum number of daily stops for the agency unit in question. Thus, if an agency stopped 1,000 drivers on its busiest day, this would be the denominator against which all other days would be compared. A measure of the county stop volume would be calculated the same way, although all stops made by agencies within a single county would be included together. Additionally, variables representing sunrise time and sunset time were made for use in the Decision to Stop and Stop Outcomes analyses¹⁹. Every traffic stop is defined to have occurred in daylight or darkness based on the date, time, and location of the stop. Astronomical data from the United States Naval Observatory is used to determine the sunrise, sunset, and start and end of civil twilight.

In 2019 and 2021, the STOP program added two additional optional data categories. First, in July 2019, the STOP Program began collecting data on whether the stopped individual was perceived prior to the police stop. This data point is particularly valuable in the Decision to Stop analysis which relies on the assumption that the driver’s race will be harder for the officer to perceive in darkness. Data on whether the subject, and their race, was perceived prior to the stop enables analysts to test the Decision to Stop assumption. Second, beginning in February 2021, law enforcement agencies were able to start submitting additional data to the STOP Program on the reason for the most serious stop

¹⁹ Sunrise time and sunset time were also used for analysis conducted for the 2019, 2020, and 2021 STOP reports. They were not explicitly listed in this section previously; however their construction is the same as in the past.

disposition. Previously, for example, if an officer stopped someone for a moving violation but the stop ended in arrest because of an outstanding warrant, analysts would only be able to see a moving violation ending in arrest. This additional data point allows the STOP program analysts to more accurately account for the reason for the stop disposition. These additional data points are submitted voluntarily by STOP agencies.

While the overall number of records was substantial, the STOP Program team faced challenges regarding sample size when the data were broken down into subsamples based on race/ethnicity and agency. In cases where the sample size is too small, statistical analyses cannot be conducted. Table B.2 lists the sample size thresholds for each test to be conducted; samples sizes are based on a minimum number of observations (stops by race) for the Decision to Stop²⁰, and Search Findings analyses (100 and 30 observations, respectively), and on model convergence²¹ for the Stop Outcome analysis.

Table B.2. Sample Size Thresholds for Conducting Statistical Analyses

Statistical Test	Sample Size Threshold
Decision to Stop	Minimum of 100 observations for an individual racial/ethnic group
Stop Outcomes	Model convergence
Search Findings	Minimum 30 observations per racial/ethnic group analyzed; no cell with less than 5 observations

The sample size issue identified above had a significant impact on the STOP Program research team’s ability to conduct analyses on each of the racial/ethnic groups found in the stop database. In several cases, even with two years of data, the total number of stopped individuals for certain racial/ethnic groups falls under the thresholds defined Table B.2. Further, once the STOP Program research team began to analyze subsets of the data (e.g., only those individuals who were searched, or arrested; those observations that

²⁰ Wilson, Voorhis, and Morgan (2007: 48) recommend that for regression equations where six or more variables are included in the model, “an absolute minimum of 10 participants per predictor variable is appropriate.” While this is the minimum, if possible, they recommend 30 participants per predictor. Further, in instances where the outcome variable is skewed due to the small sizes of minority groups relative to the white group, larger sample sizes are needed. In this report, the STOP research team elected to use the 10-participant minimum, which when multiplied by 10 predictor variables sets the minimum number of observations for an individual racial/ethnic group at 100.

²¹ All possible racial group and stop outcome models are estimated in Stata (a statistical software for data analysis). Models that did not converge are not included in the results.

met the standards to be included in the Decision to Stop), many of these counts fell under the requisite thresholds. To combat sample size issues, this report includes two years of data in all analyses.

A final concern is the prevalence of missing data. Resource limitations at some law enforcement agencies with a small number of staff are a challenge for STOP data submission and increases the potential for missing data. These resource and staffing limitations are likely exacerbated by the impacts of the COVID-19 pandemic, with tier 3 agencies beginning data collection in July 2020 shortly after the pandemic started. Missing data in the context of the STOP Program could come from two sources. First, a data point could be missing because it was never entered. Second, a data point could be submitted in an invalid format which lacks the information necessary to determine where it fits into the STOP Program data schema. Missing data attributable to both sources were found.

Threshold for Statistical Significance

To determine if statistically significant differences identified in this report warrant additional in-depth analysis and/or technical assistance from the DPSST, STOP Program researchers reviewed the results of each of the three analyses conducted on the STOP Program data. For each individual analysis, the estimated difference is considered statistically significant if it meets the 95% confidence level, meaning there is less than a 5% chance differences identified by the analyses were not due to random variation.

Table B.3. Bonferroni Adjustment by Analysis

Analysis	Number of Comparisons per Agency
Decision to Stop	Up to 5 comparisons
Stop Outcomes	Up to 20 comparisons
Search Findings	Up to 5 comparisons

When possible, multiple comparisons were made for each agency test. In situations where multiple tests are employed, all of which may indicate statistical significance, best practices require Bonferroni adjustments²² to adjust for the likelihood of a given test yielding a false positive result. The Bonferroni adjustment differed for each agency test, contingent on the number of comparisons made. The number of comparisons is detailed in

²² The Bonferroni Adjustment is a widely used statistical method that protects against the multiple comparison problem. For statistical tests that make multiple comparisons (for example, a single agency is tested for multiple race groups), the likelihood of finding a statistically significant result is higher. The Bonferroni Adjustment controls for that higher likelihood by raising the threshold for statistical significance for any one of the multiple comparisons, dependent upon the actual number of comparisons. See an example of how the Adjustment is used for the Search Findings Analysis in Appendix F.

Table B.3. Some agencies had too few stops of Asian/PI, Black, Hispanic, Middle Eastern, or Native American individuals to run tests for each group. Therefore, the magnitude of the Bonferroni adjustment may differ by agency, based on the number of tests run for that agency.

Beyond the 95% confidence threshold for each individual analysis, STOP Program researchers also established a threshold at which identified differences warrant further investigation and technical assistance from DPSST at the project level. Following best practices and the “gold standard” analyses conducted by the State of Connecticut²³, for a law enforcement agency to be identified as one requiring further analysis as well as DPSST technical assistance, it must be identified as having a statistically significant difference in at least two of the three analytical tests performed on the STOP data²⁴. The justification for this approach mirrors the reasoning behind the utilization of multiple tests to examine the data acquired for this project. As discussed previously, given that the statistical output provided in this report in many instances are estimates which could lead to false positives or false negatives in any single analysis, best practices suggest that caution should be taken when examining and interpreting results from the statistical tests we performed.

²³ The Connecticut Racial Profiling Prohibition Project is located at <http://www.ctrp3.org/>.

²⁴ The State of Connecticut applies a sliding scale in its analyses, whereby a statistically significant difference identified via the Veil of Darkness analysis alone results in an agency being identified for further analysis. For its other analyses, two or more statistically significant differences result in further analysis. Unlike Connecticut, the Oregon STOP Program treats all three of its analyses as coequal while retaining the two-or-more-out-of-three threshold.

Appendix C Stop Characteristics for Tier 3 Agencies

Table C.1. Race/Ethnicity Reporting for Tier 3 Agencies

Agency	Asian or PI	Black	Hispanic	Middle Eastern	Native	White
Astoria PD	45	42	244	2	0	2,230
Aumsville PD	15	21	138	4	0	640
Baker CO SO	11	21	55	3	0	954
Baker City PD	6	8	22	0	1	412
Bandon PD	16	8	21	2	1	396
Black Butte Ranch PD	11	3	29	3	0	282
Boardman PD	3	14	820	4	13	560
Brookings PD	57	37	214	30	10	1,709
Burns PD	11	8	29	6	0	289
Cannon Beach PD	37	19	137	28	1	971
Carlton PD	6	5	49	6	0	337
Clatsop CO SO	70	61	286	15	0	2,411
Coburg PD	31	38	136	16	0	941
Columbia CO SO	42	76	175	30	4	2,764
Columbia City PD	6	3	21	3	0	183
Coos Bay PD	44	34	197	10	10	2,745
Coos CO SO	10	14	72	9	3	1,635
Coquille PD	2	1	9	0	0	311
Cottage Grove PD	6	7	74	6	0	682
Crook CO SO	24	17	222	5	0	1,967
Curry CO SO	1	1	0	0	0	48
Dallas PD	47	45	291	8	0	1,806
Eagle Point PD	26	25	172	5	0	1,284
Enterprise PD	0	0	1	0	0	6
Florence PD	12	8	31	2	0	680
Gearhart PD	16	9	52	9	0	300
Gilliam CO SO	22	35	157	6	1	1,011
Gladstone PD	118	197	502	80	11	2,915
Gold Beach PD	17	2	8	7	0	207
Harney CO SO	1	7	9	0	2	98
Hood River PD	45	35	300	5	3	688
Hubbard PD	24	28	473	5	0	543
Independence PD	36	66	514	7	2	1,105
Jacksonville PD	5	5	41	1	0	242
Jefferson CO SO	54	7	154	6	1	942

Continue on next page...

...Continued from previous page

Agency	Asian or PI	Black	Hispanic	Middle Eastern	Native	White
Josephine CO SO	13	15	97	4	1	970
Junction City PD	4	8	26	2	0	334
King City PD	86	108	395	78	2	925
La Grande PD	40	20	44	3	0	814
Madras PD	67	12	183	15	0	384
Malheur CO SO	14	21	121	23	0	445
Malin PD	2	3	28	2	0	78
Manzanita PD	13	7	23	3	0	238
Milton-Freewater PD	20	12	381	4	4	653
Molalla PD	28	31	356	9	4	1,542
Monmouth PD	41	40	245	13	0	784
Morrow CO SO	18	24	656	4	8	1,220
Mt. Angel PD	14	13	124	4	0	187
Myrtle Creek PD	16	12	49	6	0	1,452
Myrtle Point PD	2	0	6	1	1	153
Newport PD	15	10	104	5	0	544
North Bend PD	106	59	313	32	4	3,932
OSU PD	118	46	97	41	10	785
Oakridge PD	26	9	22	16	0	188
Pendleton PD	28	29	126	3	77	1,159
Philomath PD	86	60	151	21	7	1,289
Phoenix PD	31	41	214	6	0	984
Pilot Rock PD	6	4	19	3	0	293
Port Orford PD	14	4	9	8	0	105
Prineville PD	6	8	56	4	1	573
Rainier PD	45	26	130	6	1	1,126
Reedsport PD	0	0	4	0	0	13
Rogue River PD	6	3	48	1	0	290
Sandy PD	82	98	358	23	31	2,649
Seaside PD	76	60	351	19	3	1,978
Sherman CO SO	41	25	166	40	0	522
Sherwood PD	220	191	859	100	18	4,208
Silverton PD	38	51	496	4	3	2,218
Stanfield PD	13	40	430	10	26	872
Stayton PD	13	12	135	1	0	741

Continue on next page...

...Continued from previous page

Agency	Asian or PI	Black	Hispanic	Middle Eastern	Native	White
Sunriver PD	32	16	136	15	0	1,382
Sutherlin PD	28	24	107	42	0	908
Sweet Home PD	4	5	18	2	1	349
Talent PD	42	62	231	10	0	1,292
The Dalles PD	31	25	273	2	9	876
Tillamook CO SO	37	19	163	14	1	1,127
Tillamook PD	35	15	167	10	5	822
Toledo PD	4	5	37	2	8	304
Turner PD	1	3	41	2	0	184
Umatilla CO SO	6	27	452	9	20	828
Umatilla PD	21	47	1,215	4	30	1,221
Union CO SO	15	14	46	14	1	282
Union Pacific Railroad PD	17	34	76	1	4	293
Vernonia PD	6	1	13	3	0	185
Wallowa CO SO	2	0	11	3	0	144
Warrenton PD	28	23	159	0	2	1,314
Wasco CO SO	10	8	76	1	18	432
Wheeler CO SO	2	0	11	5	0	121
Winston PD	13	10	28	1	1	555
Yamhill PD	36	20	206	10	0	792
Total Tier 3	2,595	2,367	15,943	987	364	82,353

Table C.2. Tier 3 Agency Stops by Stop Type

Agency	Traffic		Pedestrian		Total
	Count	Pct	Count	Pct	
Astoria PD	2,562	100.0%	1	0.0%	2,563
Aumsville PD	818	100.0%	0	0.0%	818
Baker CO SO	1,043	99.9%	1	0.1%	1,044
Baker City PD	449	100.0%	0	0.0%	449
Bandon PD	444	100.0%	0	0.0%	444
Black Butte Ranch PD	328	100.0%	0	0.0%	328
Boardman PD	1,403	99.2%	11	0.8%	1,414
Brookings PD	2,057	100.0%	0	0.0%	2,057
Burns PD	343	100.0%	0	0.0%	343
Cannon Beach PD	1,190	99.7%	3	0.3%	1,193
Carlton PD	401	99.5%	2	0.5%	403
Clatsop CO SO	2,842	100.0%	1	0.0%	2,843
Coburg PD	1,161	99.9%	1	0.1%	1,162
Columbia CO SO	3,079	99.6%	11	0.4%	3,090
Columbia City PD	216	100.0%	0	0.0%	216
Coos Bay PD	3,040	100.0%	0	0.0%	3,040
Coos CO SO	1,743	100.0%	0	0.0%	1,743
Coquille PD	323	100.0%	0	0.0%	323
Cottage Grove PD	774	99.9%	1	0.1%	775
Crook CO SO	2,230	99.8%	5	0.2%	2,235
Curry CO SO	49	98.0%	1	2.0%	50
Dallas PD	2,193	99.8%	4	0.2%	2,197
Eagle Point PD	1,496	98.9%	16	1.1%	1,512
Enterprise PD	7	100.0%	0	0.0%	7
Florence PD	733	100.0%	0	0.0%	733
Gearhart PD	386	100.0%	0	0.0%	386
Gilliam CO SO	1,517	99.7%	4	0.3%	1,521
Gladstone PD	3,757	98.3%	66	1.7%	3,823
Gold Beach PD	241	100.0%	0	0.0%	241
Harney CO SO	117	100.0%	0	0.0%	117
Hood River PD	1,070	99.4%	6	0.6%	1,076
Hubbard PD	1,069	99.6%	4	0.4%	1,073
Independence PD	1,713	99.0%	17	1.0%	1,730
Jacksonville PD	294	100.0%	0	0.0%	294
Jefferson CO SO	1,162	99.8%	2	0.2%	1,164

Continue on next page...

...Continued from previous page

Agency	Traffic		Pedestrian		Total
	Count	Pct	Count	Pct	
Josephine CO SO	1,099	99.9%	1	0.1%	1,100
Junction City PD	374	100.0%	0	0.0%	374
King City PD	1,542	96.7%	52	3.3%	1,594
La Grande PD	921	100.0%	0	0.0%	921
Madras PD	659	99.7%	2	0.3%	661
Malheur CO SO	626	100.0%	0	0.0%	626
Malin PD	113	100.0%	0	0.0%	113
Manzanita PD	284	100.0%	0	0.0%	284
Milton-Freewater PD	1,040	99.4%	6	0.6%	1,046
Molalla PD	1,931	98.0%	39	2.0%	1,970
Monmouth PD	1,120	99.7%	3	0.3%	1,123
Morrow CO SO	2,060	99.9%	3	0.1%	2,063
Mt. Angel PD	337	98.5%	5	1.5%	342
Myrtle Creek PD	1,532	99.8%	3	0.2%	1,535
Myrtle Point PD	163	100.0%	0	0.0%	163
Newport PD	802	99.4%	5	0.6%	807
North Bend PD	4,443	99.9%	3	0.1%	4,446
OSU PD	1,090	99.4%	7	0.6%	1,097
Oakridge PD	260	99.6%	1	0.4%	261
Pendleton PD	1,338	94.1%	84	5.9%	1,422
Philomath PD	1,608	99.6%	6	0.4%	1,614
Phoenix PD	1,276	100.0%	0	0.0%	1,276
Pilot Rock PD	325	100.0%	0	0.0%	325
Port Orford PD	140	100.0%	0	0.0%	140
Prineville PD	635	98.0%	13	2.0%	648
Rainier PD	1,333	99.9%	1	0.1%	1,334
Reedsport PD	17	100.0%	0	0.0%	17
Rogue River PD	347	99.7%	1	0.3%	348
Sandy PD	3,223	99.4%	18	0.6%	3,241
Seaside PD	2,486	100.0%	1	0.0%	2,487
Sherman CO SO	794	100.0%	0	0.0%	794
Sherwood PD	5,565	99.4%	31	0.6%	5,596
Silverton PD	2,703	97.6%	66	2.4%	2,769
Stanfield PD	1,404	99.7%	4	0.3%	1,408
Stayton PD	902	100.0%	0	0.0%	902

Continue on next page...

...Continued from previous page

Agency	Traffic		Pedestrian		Total
	Count	Pct	Count	Pct	
Sunriver PD	1,581	100.0%	0	0.0%	1,581
Sutherlin PD	1,109	100.0%	0	0.0%	1,109
Sweet Home PD	379	100.0%	0	0.0%	379
Talent PD	1,603	97.9%	34	2.1%	1,637
The Dalles PD	1,207	99.3%	9	0.7%	1,216
Tillamook CO SO	1,361	100.0%	0	0.0%	1,361
Tillamook PD	998	99.5%	5	0.5%	1,003
Toledo PD	360	100.0%	0	0.0%	360
Turner PD	231	100.0%	0	0.0%	231
Umatilla CO SO	1,331	99.2%	11	0.8%	1,342
Umatilla PD	2,537	100.0%	1	0.0%	2,538
Union CO SO	372	100.0%	0	0.0%	372
Vernonia PD	194	93.3%	14	6.7%	208
Wallowa CO SO	160	100.0%	0	0.0%	160
Warrenton PD	1,526	100.0%	0	0.0%	1,526
Wasco CO SO	542	99.4%	3	0.6%	545
Wheeler CO SO	139	100.0%	0	0.0%	139
Winston PD	608	100.0%	0	0.0%	608
Yamhill PD	1,061	99.7%	3	0.3%	1,064
Tier 3 Total	104,041	99.4%	592	0.6%	104,633

Appendix D Decision to Stop Technical Appendix

The Decision to Stop (DTS) analysis, first developed by Grogger and Ridgeway (2006) as the Veil of Darkness analysis, analyzes stop data for differences in stop decisions by racial/ethnic characteristics of the driver. DTS is based on the basic assumption that officers can better detect a driver's race during daylight hours as compared to darkness. Specifically, relying on variations in daylight throughout the year, the DTS test compares the racial composition of stops in daylight to those in darkness during a combined inter-twilight window, which occurs during morning and evening commute times. The primary advantage of the test is that it does not rely on a benchmark comparison of either the estimated driving population or the residential population. Further, it is a widely accepted technique that does not suffer from benchmarking issues, and when deployed via a multivariate analysis, provides a strong test of racial disparities (Fazzalaro and Barone 2014).

The DTS analysis relies on two primary assumptions. The first is that in darkness, it is more difficult for officers to determine the race/ethnicity of an individual they intend to stop. Second, the analysis also assumes that driving population is consistent throughout the year, between daylight and darkness, and between the morning and evening commutes. If these assumptions hold, it is possible to model the differences in stops between light and dark using a logistic regression that takes the following form:

$$\ln\left(\frac{P(m|\delta)}{1 - P(m|\delta)}\right) = \alpha + \delta + \gamma + \omega + \varepsilon$$

where m represents the treatment of a minority group relative to the white majority group, δ is a binary indicator representing daylight, γ is a vector of coefficients, including controls for time of day, day of the week, season, agency stop volume, and county stop volume, and ω is a vector of coefficients representing the demographic characteristics of the stopped individual as well as the reason for the stop.²⁵ Importantly, the inclusion of controls for time of day, day of the week, and season ensure that the model meets the second assumption regarding the consistency of the driving population throughout the year.

A key factor in the specification of the DTS model is identifying the appropriate periods of daylight and darkness for the analysis. Following Grogger and Ridgeway (2006), the STOP Program analyzes stops that occur within the combined inter-twilight window. The

²⁵ The covariates included in the models were age, gender, reason for the stop, day of week, time of day, quarter or season, stop year, county stop volume, and agency stop volume. Time of day is modeled as a control variable for morning and evening stops, as well as a restricted cubic spline with three degrees of freedom within each twilight window. Alternative time of day controls were tested and did not change the results.

combined inter-twilight window is created from the Oregon traffic stop data from July 1, 2023, to June 30, 2025. Every traffic stop is defined to have occurred in daylight or darkness based on the date, time, and location of the stop. Astronomical data from the United States Naval Observatory (USNO) is used to determine the sunrise, sunset, and start and end of civil twilight. If the location of the stop has been geo-coded, then those coordinates are used to determine the sunrise, sunset, and civil twilight window for that exact location. If the stop has not been geo-coded due to limitations with location data, the centroid of the city is used. If the city information is unavailable, then the centroid of the county is used.

The dawn inter-twilight period is defined as the earliest start of civil twilight to the latest sunrise. The earliest start of civil twilight is 4:21am in Wallowa County, and the latest sunrise is 7:59am in Clatsop County. Stops that occur in the daily morning twilight window (approximately 30 minutes between the start of civil twilight and the sunrise) are removed since it is neither light nor dark during this time period. Conversely, the dusk twilight window is defined as the earliest sunset to the latest end of civil twilight. The earliest sunset is 4:05pm in Wallowa County, and the latest end of civil twilight is 9:48pm in Clatsop County. Stops that occur in the daily evening twilight window (approximately 30 minutes between sunset and the end of civil twilight) are similarly removed since it is neither light nor dark during this time period. Adjustments have been made to account for daylight savings time (DST) in November and March. In addition, while most of Oregon is on Pacific Standard Time (PST), most of Malheur County is on Mountain Standard Time (MST). The stops in Malheur County have been adjusted to account for this time zone.

The log odds that result from the DTS logistic regression model were then converted to odds ratios. Thus, the model tests whether the odds of non-white traffic stops during daylight are significantly different from the odds of non-white traffic stops during darkness. The DTS approach tests whether the odds ratio is statistically significantly different from 1.0. If the odds ratio is not statistically different from 1.0, then the test finds no difference in stops made during daylight and darkness. If the odds ratio is greater than 1.0 and statistically significant, however, the test concludes the odds of non-white drivers being stopped in daylight is significantly higher than in darkness, which is taken as evidence of a racial disparity in stops, after accounting for additional control variables that are available in the stop data. Conversely, if the odds ratio is less than 1.0 and statistically significant, the odds of a non-white driver being stopped in daylight is significantly lower than in darkness. The logistic regression modeling was compiled using Stata software and utilizing the logistic regression function.

Appendix E Stop Outcomes Technical Appendix

Propensity score methods are a family of statistical methods for drawing causal inference about treatment effects in situations where randomized control trials are not feasible. Randomized control trials ensure that treatment assignment is independent of all covariates. Without this randomization, confounders may bias the estimated treatment effects. Confounding variables are a major hurdle to estimating effects in real-world settings and balancing based on the propensity to receive treatment (i.e., propensity score) is one way to mitigate this bias in non-experimental settings. In general, propensity score techniques aim to balance the characteristics (or confounding variables) of the treatment and control groups. This allows an unbiased comparison between those two groups for the outcome variable of interest, as there are no observed differences between the two groups. These methods are frequently employed in the analysis of disparities in criminal justice settings (Higgins et al. 2011; 2013; Ridgeway 2006; Stringer and Holland 2016; Vito, Grossi, and Higgins 2017).

Propensity score methods measure the characteristics of the “treatment” and “control” groups and then weight one or both groups based on measured characteristics so that the two groups look as similar as possible. The resulting groups are said to be “balanced” if they are statistically similar across measured confounding variables following the balancing procedure. If all confounding variables are measured and balanced, then the difference in the average outcomes between the treatment and control groups is an unbiased measure of the average treatment effect. Similarly, if unmeasured confounding variables are closely correlated with the balanced confounding variables and thus are also likely to be balanced, then the average treatment effect is balanced. Some methods, as employed in the current analysis, go a step further and incorporate regression analysis as an additional controlling method after the balancing process.

There are several different forms of propensity score estimators. Here, the researchers employ Inverse Probability Weighted Regression Adjustment (IPWRA) using the Stata statistical package, version 16.1. The method has the following steps:

1. The treatment equation is estimated including potentially confounding variables. The dependent variable is a binary treatment variable and a probit model is estimated.
2. The predicted treatment values from the estimates in step 1 are stored.

3. Inverse probability weights (IPW) are created for each observation using these values.²⁶
 - a. For treated observations, $IPW = 1$
 - b. For control observations, $IPW = \frac{(propensity\ score)}{1-(propensity\ score)}$
4. The outcome equation is estimated using the weights created in step 3 in a regression analysis, including all covariates that are theoretically relevant predictors of the outcome variable.

One advantage of the IPWRA estimator relative to other propensity score estimators is that it benefits from the Double Robust property by estimating the regression equation after the balancing procedure: If *either* the treatment equation *or* the outcome equation is correctly specified then the estimator is unbiased. Put alternatively, the estimates from IPWRA estimation are robust to misspecification errors in either the treatment or outcome equation. Two-stage propensity score estimators such as IPWRA balance for important covariates at both the treatment selection and outcome stages of estimation.²⁷

Assumptions

There are a few assumptions that must hold for propensity score estimators to be unbiased. The first is the conditional independence assumption²⁸, which states that the outcome variable is conditionally independent of the treatment. This means that if researchers include all relevant confounding variables in estimating the treatment equation, i.e., the treatment equation is properly specified, and these variables are balanced across the two groups following match selection, then the outcomes are conditionally independent of the treatment. For this assumption to hold, changes in any unobserved variables that have an effect on the outcome variable must not also influence the treatment variable. This assumption is a theoretical consideration that is not possible to directly test, as a variable may be correlated with both treatment and outcome but may be a spurious correlation. The analyst may, however, ensure that all the measured confounding variables are equally represented in both the treatment and control groups and thus that the confounding variables are not the drivers of remaining variance in treatments and outcomes.

The second main assumption is the overlap assumption, whereby the range of estimated propensity scores for the treated group must overlap with those of control group observations. If an observation is not within this range, then it is omitted from the sample as it is impossible to form a valid match from the comparison group. This idea is best

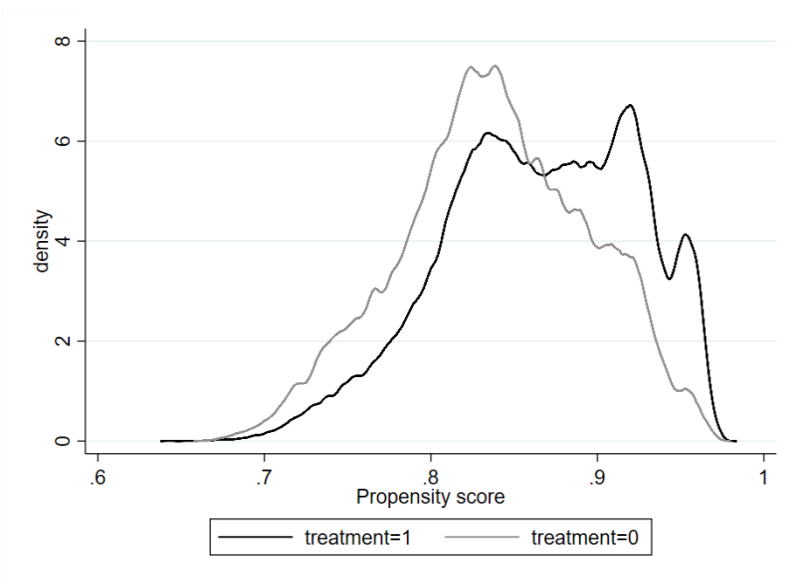
²⁶ These differ whether the estimate is the Average Treatment Effect (ATE) or the Average Treatment Effect on the Treated (ATET). Here we are estimating the ATET. See Austin and Stuart 2015.

²⁷ For a thorough discussion of IPWRA methods, see Wooldridge 2010, Chapter 21.3.4.

²⁸ This assumption is also referred to as the unconfoundedness assumption.

represented with a pre-balance propensity score distribution graph, as seen in the examples below. Figure E.1 shows that for most values of the propensity score (horizontal axis) there is an observation for both the treated (treatment=1) and untreated (=0) groups, but also that at the upper and lower ends there are treated observations that do not have a comparable observation in the untreated group. To satisfy this assumption, for this example these observations with extreme propensity scores would be dropped.

Figure E.1. Overlap Example



With a limited range of covariates, including mostly categorical variables, and the large sample sizes with this set of tier 1 agencies, each analysis completed here had no omitted observations because of a violation of the overlap assumption.²⁹

Finally, the Stable Unit Treatment Value Assumption (SUTVA) is similar in concept to the independent and identically distributed (i.i.d.) assumption, but specific to the treatment assignment setting. SUTVA requires that any given unit's treatment assignment does not have a causal relationship with another observation's treatment assignment. This assumption would be violated in this case if, for example, the stop of a Hispanic individual causes another Hispanic individual to be stopped. There may be clustering of stops by race/ethnicity group based on policing strategies, but this assumption is not likely to be

²⁹ Omitted treatment variables per analysis are not included in this report due to the high number of analyses conducted.

violated in this case as the race of a stopped individual does not plausibly impact the race of subsequently stopped individuals.³⁰

Estimation

If the above assumptions hold then estimation may proceed. The `teffects ipwra` command is used in Stata to estimate these models. First the “treatment” equation is estimated. The treatment variables in this case are indicator variables for each of:

1. Officer perception of race/ethnicity: = 1 if Asian/PI, = 0 if white
2. Officer perception of race/ethnicity: = 1 if Black, = 0 if white
3. Officer perception of race/ethnicity: = 1 if Hispanic, = 0 if white
4. Officer perception of race/ethnicity: = 1 if Middle Eastern, = 0 if white
5. Officer perception of race/ethnicity: = 1 if Native American, = 0 if white

The standard language of treatment/control used with the IPWRA methodology is ill-suited to this STOP analysis. The current analysis balances the two groups under each sub-analysis across all observed covariates, rather than giving one group a treatment, but not the other. This method makes it so that the only perceptible difference between the two groups is the race/ethnicity of those two groups, but race/ethnicity does not conform to this “treatment” description. This language is preserved simply to remain consistent with the relevant literature.

The following confounding variables are balanced across the groups:

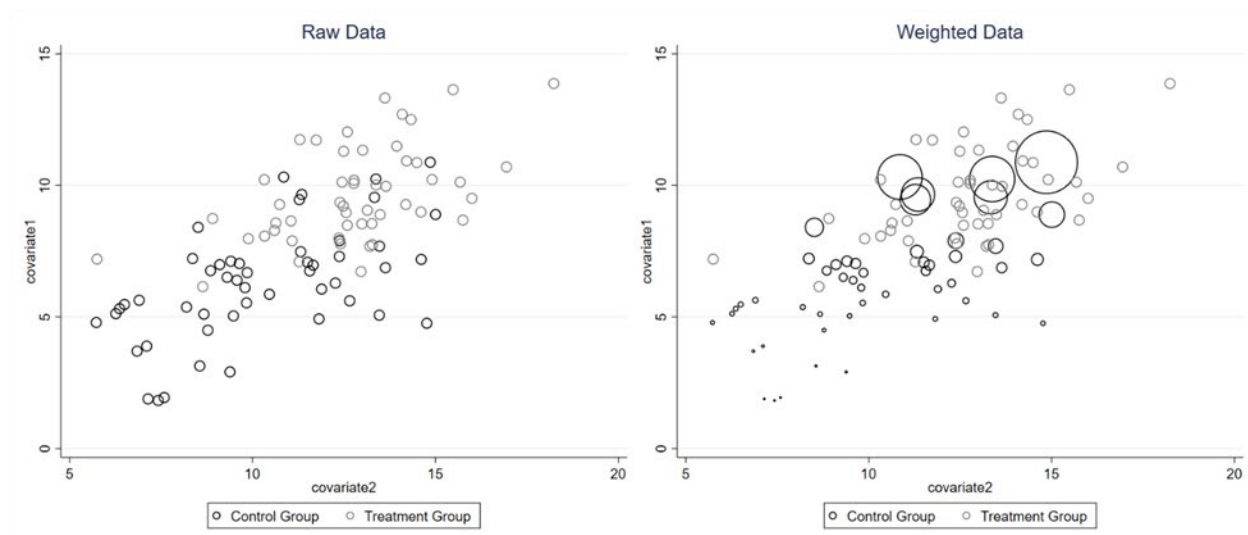
1. Female indicator, 1 = if female, 0 = if any other
2. Age category indicators for each of <21, 21-24, 25-29, 30-39, 40-49, 50+
3. Season indicators for each of Jan-Mar, Apr-Jun, Jul-Sep, Oct-Dec
4. Daylight indicator = 1 if stop happened after sunrise and before sunset, = 0 otherwise
5. Time of stop indicators for each of 12am-5am, 5am-10am, 10am-3pm, 3pm-8pm, 8pm-12am
6. Citation category indicators for each of Equipment Violation; Low Speed or Moving Violation; Moving Violation – High; Moving Violation – Medium; Registration/License; Speed Violation – High; Speed Violation – Medium; and Unknown/Other.
7. Day of week indicators
8. Agency stop volume =
$$\frac{\text{Total \# of stops by agency on day of stop}}{\text{Maximum \# of daily stops by \textit{agency} over year of analysis}}$$
9. County stop volume =
$$\frac{\text{Total \# of stops by agency on day of stop}}{\text{Maximum \# of daily stops in the \textit{county} over year of analysis}}$$
10. If the stop outcome is caused by a low-discretion violation = 1, otherwise = 0

³⁰ The Stata handbook provides a good description of these assumptions, and the counterfactual model that underlies all matching methods. See “Stata Treatment-Effects Reference Manual: Potential Outcomes/Counterfactual Outcomes” 2019.

The first step of the analysis uses a probit model to estimate the propensity of being in the treatment group based on the covariates listed above. Overlap of propensity scores is evaluated and any non-overlapping observations are removed from the sample. Inverse Probability Weights (IPWs) are estimated for each observation based on the propensity scores. For the treatment group in an ATET framework, these weights are equal to 1. For the control group the weight is equal to $p/(1 - p)$, where p is the propensity score (see footnote 31). In effect, this process gives more weight to control observations that have a higher propensity score (i.e., are more similar to treated observations).

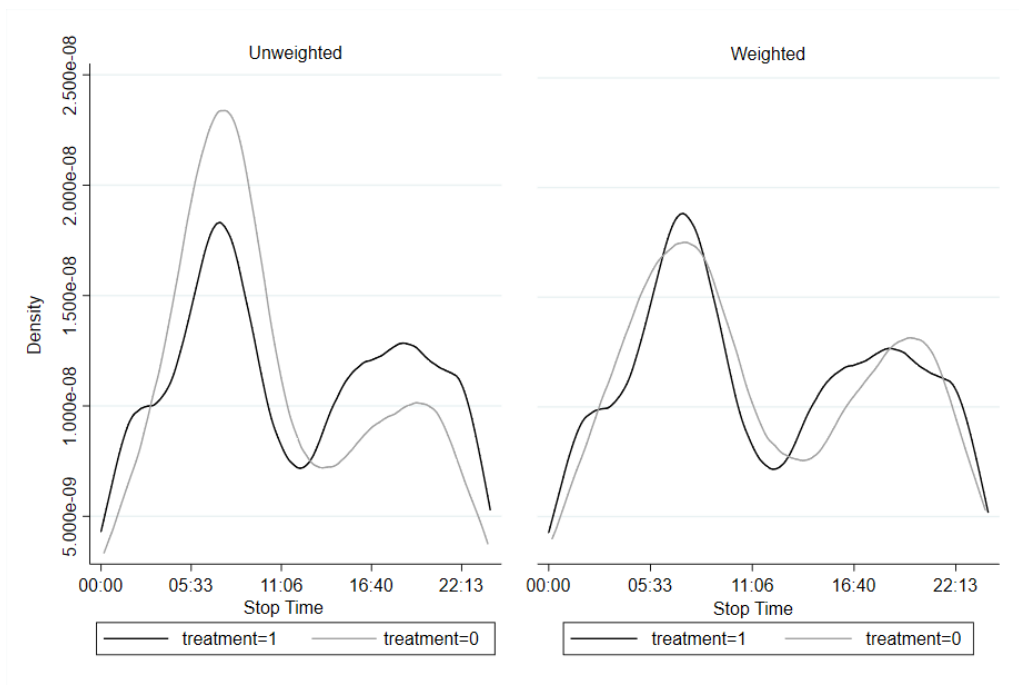
A hypothetical example application of IPWs Figure E.2. The two graphs each represent control and treatment group observations and their respective values for each of two covariates. While there is some overlap between the groups in this example, the treatment (light gray) group tends to have higher values of both variables. In the Raw Data (unweighted) we can see that the two groups are not directly comparable. After calculating IPWs for ATET these weights are applied to the two groups and represented by the size of the circles in the Weighted Data graph. The treatment group remains the same here since the weights = 1, but the importance or weight of control group observations are adjusted. The observations that are closer to the treatment group observations are given a large weight, while those that are not are given a small weight. The weighted control group has observations that are much closer to those of the treatment group than the raw control group.

Figure E.2. Weighting Example



Balance is then measured based on the standardized difference³¹ in means and the variance ratio³² between the treatment and control groups for each of the raw data set and the inverse probability weighted data set. If the resulting standardized difference in the weighted data set is close to zero and the variance ratio is close to 1 for each variable for the weighted data then the sample is said to be balanced. Balance was evaluated in every data subset by agency and strong balance was achieved in every instance, e.g., the standardized differences were always close to zero (usually within .01 of 0, always within 0.05) and the variance ratios were always close to one (usually within .01 of 1, always within 0.05) (Austin 2009a; 2009b). In every case, the data sets were relatively well balanced in the initial, raw data sets, but became more balanced through the weighting process. This balance can also be evaluated graphically for each variable. Figure E.3 is an example of one of these variables for one agency. The Unweighted chart displays the distribution of stop time for each of the treated group and the untreated group. The Weighted chart displays these same distributions with the IPWs applied. The distributions of the two groups more closely resemble each other in the weighted graph than in the unweighted graph, so STOP Program researchers can say that these groups are more balanced when incorporating the IPWs.

Figure E.3. Confounding Variable Balance Example



³¹ The standardized difference of variable x is: $\delta_x = \frac{\mu_x(t=1) - \mu_x(t=0)}{\sqrt{\frac{\sigma_x^2(t=1) + \sigma_x^2(t=0)}{2}}}$

³² The variance ratio is simply the variance of the treated group divided by the variance of the control group.

Outcome equations are then estimated for each of the treatment variables across four sets of outcomes:

1. = 0 if a warning/none disposition is observed, = 1 otherwise
2. = 1 if a citation disposition is observed, = 0 if warning/none outcome is observed
3. = 1 if a search disposition is observed, = 0 if a citation or warning/none outcome is observed
4. = 1 if an arrest disposition is observed, = 0 otherwise

In the next step, probit models with the inverse probability weights applied and robust standard errors are estimated for each of the treatment and control groups. Predicted outcomes are stored for each observation and their average yields the potential outcome mean for the control group. The comparison between this mean and the actual average of the treatment group yields the Average Treatment Effect on the Treated (ATET), the main estimate of interest in these models. This estimate is slightly different from the Average Treatment Effect as it focuses specifically on the effect on the treated group rather than the population as a whole. In this case, the estimates may be interpreted as the average difference in predicted probability of the outcome if the treated (minority) group had identical characteristics to the control group, except had a race/ethnicity = white.³³

Limitations

As with any statistical analysis, there are potential shortcomings of IPWRA analysis that may hinder the validity of the results. In this case, the largest concerns are the data limitations that result in the omission of some confounding variables that may be theoretically relevant. Comparable analyses of bias in police stops in other localities have controlled for additional confounding variables not included here, including police officer identifiers, make/model/year of vehicle, and location of the stop. Other variables may influence officer decision criteria but are rarely included in the comparable analyses in other states due to data availability challenges. These variables include economic characteristics of the driver (i.e., employment status, income, etc.) and information on the driving population from which drivers are stopped. This later variable poses significant estimation challenges as it requires several assumptions regarding directions, populations, and time of travel, as well as frequencies of commuters and tourists at each location in the road system. Without significant preliminary data about these factors any estimation of the driving population is likely to incorporate a significant amount of bias to any statistical estimates built on top of these driving population estimates.

³³ Conversely, the ATE predicts these differences for both the treated group and for the untreated group and averages all these differences. Thus, it estimates the difference in predicted probabilities for both the white group and the minority groups and averages across all observations.

Many of these variables are not described in the statutes establishing Oregon's STOP data tracking system (e.g., make/model). Other variables, such as geographic location of the stop, are highly varied in quality and format across these Oregon agencies. Some Oregon agencies provide precise longitude and latitude of the traffic stop via automatic logging in the cellphone app, other agencies allow officers to enter nearest intersections or mile markers, and others require no location to be entered by their officers. Due to this lack of uniformity in reporting, the STOP research team could not include location information for some agencies with high quality location information while also conducting uniform analyses agencies.

The omission of important confounding variables leads to the low Pseudo- R^2 s in the results and also drives the high amount of balance found in the raw data. In each sub-analysis the balancing procedure leads to greater confounder balance than in the raw data, but the groups were not egregiously unbalanced in the raw data. A high number of the confounders are binary indicator variables, which makes it easier to form very close matches and leads to less imbalance in the raw data, but this also shows that these variables may be imprecisely measured.

Appendix F Search Findings Technical Appendix

Model and Assumptions

The Search Findings analyses performed in this report are based on the model presented by Knowles, Persico, and Todd (2001) which details how police and citizens act surrounding searches. In this model, police officers are assumed to make the decision to search someone based on their perception of the likelihood that the person will have contraband in their possession, while also accounting for the economic “cost” of a search. In the case that the cost of searching members of different groups is the same, officers may be expected to search the group that they perceive to be more likely to possess contraband. Similarly, this model assumes that citizens make the decision to carry contraband based on their perception of the likelihood that they will be caught with contraband. If a particular group is more likely to carry contraband, they will be searched more often by police. As a group, they will respond by reducing their likelihood of carrying contraband in order to reduce their risk of being caught. In this way, differences in groups’ likelihoods to carry contraband and to be searched by police should tend toward an equilibrium. At equilibrium, STOP Program researchers expect that the hit-rate (the rate at which searches are “successful,” or result in finding contraband) should be equal across groups, whereas unequal hit-rates indicate disparate search practices.

If a group is “over-searched” (searched more often than necessary to maintain the abovementioned equilibrium), then the hit-rate for that group will be lower than that of a baseline group. In the case of this report, the baseline group is white drivers and pedestrians, while the test group are drivers and pedestrians in any one of the racial/ethnic groups present in the data. perhaps indicating what Becker calls “a taste for discrimination” (an economic phrase coined to describe discrimination) in officers conducting searches.

Hit-Rate and Significance Calculation

The hit-rate for a group is simply a proportion. The total number of searches of a group is represented by s and the number of searches of that group which result in finding contraband is represented by f :

$$\text{KPT Hit-Rate} = \frac{f}{s}$$

After calculating hit-rates by agency for each racial/ethnic group, chi-square tests of independence were performed in order to determine whether differences in the hit-rates were statistically significant. Yates’s continuity correction for the chi-square test was used to mitigate the test’s tendency to produce low p-values due to the discrete nature of the data. However, no substantive difference arose between the results when performed with

or without the continuity correction. A confidence level of 95 percent with a Bonferroni correction for multiple testing determined significance. Each agency's white hit-rate was compared to each race group (Black, Hispanic, Asian/PI, Middle Eastern, and Native American) dependent upon sample size, so a Bonferroni corrected p-value of $0.05/5 = 0.01$, $0.05/4$, $0.05/3$, $0.05/2$, or 0.05 was used, dependent upon the number of groups for which the analysis was able to be performed. Hit-rate analyses and accompanying statistical tests were performed with the statistical software R.

Limitations

One important assumption of the Search Findings analysis model is that all searches included in the analysis are discretionary. Some searches, such as those made incident to arrest, are non-discretionary, meaning that there is no individual choice (discretion) in the officer's decision to conduct the search. This type of search is not representative of officers' motivations and cannot be used to determine any patterns of behavior. In the STOP Program training that all officers complete prior to submitting data for this study, officers are informed that non-discretionary searches should not be included in the data. This means that when a stop results in an officer arresting someone, although they will always do a "pat-down" to ensure safety at the time of arrest, STOP Program researchers should not always see a search recorded for the stop (as these pat-downs are non-discretionary searches). In some cases, the data seem to show records of searches incident to arrest, however it is not possible to distinguish these "mistakes" from true records of discretionary searches. Accordingly, STOP Program researchers chose to take all data at face value—that is, if a search was recorded, it is included in the KPT Hit-Rate analysis as a discretionary search.

A possible methodological limitation of the hit-rate test is the problem of infra-marginality (Simoiu 2017). Infra-marginality is best explained by example. Suppose that group A has some portion of members that carry contraband 55 percent of the time (while all other members of the group carry contraband less than 50 percent of the time). Suppose also that group B has some portion of members that instead carry contraband 75 percent of the time (while all other members of the group carry contraband less than 50 percent of the time). If an officer only searches every person (regardless of group) who has over a 50 percent chance of carrying contraband, then group A will have a lower hit-rate. In the hit-rate test, this would appear to indicate discrimination against group A, despite the true "group-neutral" manner of the officer's search decisions. While this is one of the widest criticisms of the KPT Hit-Rate test, Persico (of Knowles, Persico, and Todd) independently addressed the criticism of this limitation in a follow up paper. Persico (2009) argues that infra-marginality is alleviated by the allowance in the model for searched groups to respond to search intensity (by lowering their propensity to carry contraband when searched more frequently). This is consistent with KPT's initial assertion that subgroups,

as well as larger racial/ethnic groups, should act similarly to larger groups in that they adjust their propensity to carry contraband according to their likelihood of being searched.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
Increase the number of law enforcement officers who complete ARIDE training annually by 10 percent from the 5-year average of 180.					
Program					
Impaired Driving					
5-year data					Data Source
2021	2022	2023	2024	2025	
*	*	*	141	215	Other
5-year average					3HSP Target
*					198
Is Oregon on track to meet target					
Yes					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARs data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	Oregon is on track to meet this performance measure. The FFY2025 target was 198 officers completing ARIDE training, and Oregon State Police DRE Program data shows 215 completions, exceeding the target by approximately 9 percent. This progress aligns with the Triennial HSP strategy to expand impaired driving enforcement capabilities through advanced officer training. Increasing ARIDE-trained officers strengthens Oregon's ability to detect and remove drug-impaired drivers from the roadway, supporting the Safe System approach and impaired driving reduction goals outlined in the HSP.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	Activities in FFY2025 included hosting 13 ARIDE courses across the state, including in the southern Willamette Valley, Portland Metropolitan Area, Central Oregon, two coastal communities, and Eastern Oregon cities along I-84. Oregon leveraged partnerships with local law enforcement agencies and the Oregon State Police to recruit participants and provided funding for travel and overtime costs to reduce barriers to attendance. Outreach through the Oregon DRE Program, DPSST's SFST program, and the Oregon DUII

	Multidisciplinary Task Force helped increase enrollment and completion rates.
How will the State adjust its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:	Although Oregon exceeded the FFY2025 target, the upcoming HSP will maintain momentum by continuing to fund and encourage multiple ARIDE courses statewide, with emphasis on geographic coverage to ensure rural and frontier agencies have access. The State will strengthen partnerships with law enforcement associations and the Oregon DUII Multidisciplinary Task Force to increase recruitment and participation. Additional support for travel and overtime reimbursement will remain a priority to reduce barriers for smaller agencies. Oregon will also coordinate ARIDE offerings with other impaired driving enforcement programs, such as DRE and SFST refreshers, to provide a comprehensive training pathway for officers.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
Increase the number of certified Drug Recognition Experts in Oregon by 10 percent from the current 2023 number of 172.					
Program					
Impaired Driving					
5-year data					Data Source
2021	2022	2023	2024	2025	
*	*	*	178	174	Other
5-year average					3HSP Target
*					189
Is Oregon on track to meet target					
No					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARs data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):

Oregon is not on track to meet this performance measure. The FFY2025 target was 189 certified Drug Recognition Experts (DREs), but preliminary data shows 174, which is below both the target and the desired growth trajectory. While the number of DREs increased slightly from 2023 to 2024, the decline in 2025 indicates challenges in sustaining recruitment and certification efforts. This outcome does not fully align with the Triennial HSP strategy to expand impaired driving enforcement capabilities through advanced officer training. Increasing the number of DREs remains critical to Oregon's ability to detect and remove drug-impaired drivers from the roadway, and additional adjustments will be necessary to reverse this trend.

A description of how the activities conducted under the prior year annual grant application contributed to meeting

Activities in FFY2025 included hosting one DRE School to certify new DREs and providing funding for travel and overtime to reduce barriers for law enforcement agencies. Oregon partnered with local agencies and the Oregon State Police to recruit candidates and supported continuing education for existing DREs to maintain certification. Despite these efforts, participation was lower than anticipated due

the State's highway safety performance targets.	challenges with recruiting and retaining DREs.
How will the State adjust its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:	The upcoming HSP will prioritize strategies to increase the number of certified DREs statewide. Planned adjustments include scheduling additional DRE certification courses if interest can be increased and coordinating with law enforcement leadership to identify and recruit candidates early. Oregon will continue to provide financial support for travel and overtime reimbursement to reduce participation barriers, with added emphasis on rural and frontier agencies. The State will also strengthen partnerships with the Oregon DUII Multidisciplinary Task Force to promote the value of DRE certification and encourage agency commitment to the program.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
Serious Injuries per VMT					
Program					
Statewide					
5-year data					Data Source
2019	2020	2021	2022	2023	
5.29	4.94	6.78	9.04	10.07	State
5-year average					3HSP Target
7.22					4.99
Is Oregon on track to meet target					
No					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARs data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	According to the state's crash data system for calendar year 2023, Oregon is not on track to meet this performance target. The final number of serious injuries per 100M VMT for 2023 was 10.07. This is above the 3HSP target of 4.99. Oregon saw another year with an increase in the serious injury rate. Though disappointed with these results, the 11% yearly increase is slowing from the dramatic increases seen in years immediately following Covid. Reducing the number of traffic crashes is the primary strategy to reduce traffic injuries, but when a crash happens, reducing the severity becomes the secondary strategy.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	Activities funded under Oregon's Highway Safety Program in FFY2025 focused on reducing both the frequency and severity of crashes through a combination of enforcement, education, and emergency response improvements. High Visibility Enforcement campaigns targeted behaviors most associated with severe injury crashes, including impaired driving, speeding, and failure to use occupant restraints. Public information and education efforts emphasized safe driving practices and compliance with traffic laws, while grassroots outreach programs worked to

	engage underserved communities with culturally relevant messaging. Recognizing that reducing crash severity is critical when crashes occur, Oregon invested in strengthening its Emergency Medical Services (EMS) system. This included funding for rural/frontier EMS training and Prehospital Trauma Life Support courses to improve response times and survivability for crash victims. Additionally, modernization of traffic records systems supported better identification of high-risk corridors and informed resource allocation for enforcement and engineering countermeasures. While these activities contributed to slowing the rate of increase in serious injuries compared to prior years, Oregon remains above the 3HSP target of 1,783 serious injuries, underscoring the need for continued and enhanced efforts.
How will the State adjust its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:	Oregon will strengthen strategies that address both crash prevention and injury severity reduction. Planned adjustments include: • Enhanced Enforcement and Education: Expand High Visibility Enforcement for impaired driving and speed, and increase outreach campaigns focused on high-risk behaviors contributing to severe injuries. • Safe System Integration: Continue implementing engineering and enforcement countermeasures in high-crash corridors identified through updated traffic records and crash analysis. • EMS Capacity Building: Increase investment in rural and frontier EMS training, including Prehospital Trauma Life Support and extrication training, to reduce response times and improve survivability. • Data Modernization: Accelerate integration of crash, EMS, and citation data to improve timeliness and accuracy for problem identification and resource allocation. • Community Engagement: Expand culturally specific outreach programs to underserved communities to address locally identified safety concerns. These adjustments aim to slow the upward trend in serious injuries and align Oregon's efforts with the Safe System approach outlined in the Triennial Highway Safety Plan and FFY2025 AGA updates.

Oregon Transportation Safety Office

Annual Report Performance Measure

Federal Fiscal Year: 2025

Performance Information:

Performance Measure					
Number of Pedestrian and Bicycle Fatalities and Serious Injuries					
Program					
Statewide/Highway Safety Improvement Program					
5-year data					Data Source
2019	2020	2021	2022	2023	
254	260	283	382	394	State
5-year average					2024 Target
315					259
Is Oregon on track to meet target					
No					

Assessment:

Provide an assessment of progress in achieving this performance target, based on the most currently available data ([FARs data for NHTSA performance measures](#)). For State performance measures please reference State crash data.

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target):	According to the state's crash data system, Oregon is not on track to meet the 3HSP target. In calendar year 2023, there were 394 pedestrian and bicyclist fatalities and serious injuries, which is above the 3HSP target of 259. When we break out fatalities from serious injuries, we see that pedestrian and bicyclist fatalities were down 9% over the prior year while serious injuries were up 10%. While this increase in serious injuries among pedestrians and bicyclists is concerning, it is consistent with the statewide serious injury trend across all participant types.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	There are multiple NHTSA funded activities that contributed to efforts to meet the state highway performance targets. Mass media education campaigns helped bring knowledge and awareness to pedestrian & bicyclists safety issues and perhaps encourage positive traveling behaviors for all road users: people biking, people walking, and people who drive around pedestrians and cyclists. Funding education programs like the Oregon Friendly Driver Course helped in outreach and education to drivers on best driving behaviors around vulnerable road users such as

	pedestrians and bicyclists. Also, law enforcement pedestrian safety operations were another activity that focused on education and enforcement of pedestrian safety traffic laws. Despite not meeting the state target, these activities were triangulated to reach different demographics to deliver outreach, education and awareness which can impact road user behaviors.		
How will the State adjust its upcoming HSP to better meet performance targets, if a State is not on track to meet the performance targets:	Oregon will continue efforts to seek new partnerships and collaborations with local community efforts to expand the reach of behavior-modifying education while also strengthening long term partnerships and collaborations with traffic safety partners.		