

**Oregon Transportation Safety Committee**  
**June 9, 2021**  
**CONSENT CALENDAR**

1. **Approve the minutes of the May 12, 2021 Committee meeting**
2. **Approve new projects to the 2021 Highway Safety Plan: N/A**
3. **Review 2021 grant adjustments to the 2021 Highway Safety Plan:**

<u>Project #</u>	<u>Project Name</u>	<u>New Project Total</u>
<b>M6X-21-12-22</b>	DUII Resource Prosecutor/TSRP	\$291,950 (+\$35,950)

In accordance with NHTSA's Impaired Driving Gold Standards, this project was previously established to provide services for an Oregon Traffic Safety Resource Prosecutor (TSRP) program. The budget for this project was initially underfunded, and has been for the past few years in covering the necessary budget for salary and benefits as well as costs for travel for trainings conducted statewide. This position is vital for prosecutors and law enforcement offering legal advice on emerging case law and other trainings. This increased funding is necessary to maintain this position.

<u>Project #</u>	<u>Project Name</u>	<u>New Project Total</u>
<b>164AL-21-14-20</b>	DPSST Spokesperson	\$110,609.32 (+\$10,609.32)

This position will work part-time (20 hours per week) to accomplish the following improvements to the DPSST Spokesperson Grant:

Proactively track agencies needing SFST Refresher training. Currently we do not have the capacity to do this. As a result, there are agencies who are receiving SFST Refresher training at least every 3 years, while there are other agencies who are not receiving this training. An administrative assistant will be able to track and schedule training when needed.

Track SFST requirements for agency and instructor certifications as per program standards. We currently rely on the instructors themselves to certify they have instructed the requisite number of hours. An administrative assistant can track instructor hours and send out periodic reports so instructors know their status before the expiration of their instructor status.

SFST instructor communications: Having an administrative assistant will allow the production and distribution of an approved quarterly newsletter with curriculum updates, impaired driving news, program deadlines, and upcoming training(s).

Traffic Safety materials support for constituents: the new administrative assistant position will mail out traffic safety materials, such as SFST field notetaking guides and Rohr's cards to officers and agencies as needed and/or requested. This is currently accomplished by the DPSST Regional Training Administrative Assistant, and the requests are becoming more frequent and taking more time.

Order, organize and prepare classroom materials for Traffic Safety classes: the new assistant will organize classrooms for instruction, prepare and maintain sign-up sheets and rosters. These duties will serve to ensure proper tracking of all SFST training as it occurs around the state and at DPSST. We sometimes do not receive rosters from SFST Instructors or class coordinators, and that information that is missed does not get reported to NHTSA or the IACP.

<u>Project #</u>	<u>Project Name</u>	<u>New Project Total</u>
<b>M6X-21-12-16</b>	DRUG RECOGNITION EXPERT TRAINING	\$215,000.00 (+\$75,000.00)

Adding an additional \$75,000 for training and associated costs for a second Drug Recognition Expert (DRE) school and an additional Advanced Roadside Impaired Driving Enforcement (ARIDE) courses and their associated costs. Due to COVID, the 2020 DRE school was pushed out to October, a second DRE school was not budgeted for; however, these are necessary, especially with the passage of Measure 110 and the decriminalization of all illicit drugs. Additional ARIDE courses are being added and conducted around the state as a result of Measure 110 being passed.

Whenever possible, DRE classes are held at the Department of Public Safety Standards and Training (DPSST). However, again, due to COVID, they are conducting more basic police classes at that location and the space is not available to conduct the course there. This will add increased costs for facility, meals and lodging.

Lastly, officer certifications for their final DRE evaluations were conducted out of the ODOT Region 1 office in Portland. For safety concerns, final evaluations were done in Medford, Oregon and this was very successful.

With the decriminalization of illicit drugs, the likelihood of impaired driving arrests, serious injuries and fatal crashes will increase. It is imperative that more officers receive ARIDE training and that we continue to support the DRE program, as it is difficult now to just maintain the number of DREs in Oregon.