



WinterRainbow_US20Harney_ChristopherBarker, Oregon

FFY 2024 Annual Report

Annual Report
Oregon Highway Safety Program

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State of Oregon Transportation Safety Office Mission

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

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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 and Planned Activities (HVE)
A description of the State's evidence-based enforcement program activities,	See Section: Activity Report: Planned Activities (HVE)
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: Enforcement community collaboration efforts, STOPS report, and Planned Activities (HVE)
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: Planned Activities (HVE), Grant-Funded Enforcement Activity Measures, and HVE Paid Media

Performance Report



Photo by Rod Stevens, Astoria-Megler Bridge, Oregon

Annual Report Oregon Highway Safety Program

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2024

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	
2020	2021	2022	2023	2024		
95%	95%	97%	97%	96%	Other	
5-year average			2024 Target		2023 Target	
96%			97%		96%	
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 2024 performance target of 97% seat belt usage rate. In 2024 the Oregon statewide seat belt use study observations found that the seat belt use rate for vehicle occupants is estimated to be 95.53%. This is a decrease from the 2023 seat belt usage rate of 97.01%.
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 2023 of 97.01% and a 2024 usage rate of 95.53%, Oregon continues to have a high usage rate even with a slight decrease from the previous year. Media and high visibility enforcement countermeasures were used during the 2024 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, 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. With Oregon being a percentage point away from achieving the target and having met that target in 2023, it is very possible that Oregon can meet the performance target at the end of the 2025 grant year.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2024

Performance Information:

Performance Measure						
C-1) Number of traffic fatalities						
Program						
Statewide						
5-year data					Data Source	
2018	2019	2020	2021	2022		
502	493	507	599	601	FARS	
5-year average			2024 Target		2023 Target	
540			488		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):	Oregon did not meet this performance target in calendar year 2023 according to state crash statistics (as of 01/9/2025). The preliminary number for 2023 is 587, which would be a reduction from 2022's number of 601 but higher than the five-year average (2018-2022) of 540. The preliminary number for calendar year 2024 for fatalities is 529 (as of 01/9/2025), which would be a significant drop but still not meeting the stated target for this measure. Both 2023 and 2024 numbers are still preliminary and subject to change (per state crash records).
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 is continually working to reduce traffic fatalities. Several factors affected the number of fatalities, including continuing increases in crashes involving impairment (and specifically, drug impairment), the number of traffic law enforcement officers and agency resources available, and an increase in emergency response times due to a shortage of ambulance service resources (both urban and rural). The most prevalent indicators for Oregon fatal crashes involve alcohol and/or drug use; excessive speed; lane departure;

	and/or not wearing a safety belt. Some FFY2024 projects did not get executed (for reasons indicated in this 2024 Annual Report) which would have helped decrease fatalities on Oregon's roadways per proven countermeasures. Many of these are being executed in FFY2025. OSP's Breathalyzer Equipment project is an example. Oregon continues to see an increase in the already high level of aggressive driving and excessive speed causation crashes. Law enforcement agencies participating in the HVE program will be encouraged to focus on these risky driving behaviors in FFY2025, as well as the 'Fatal Five': Speed, Pedestrians, Distracted Driving, Impaired Driving, and Occupant Protection.
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's strategy to reduce serious injuries from motor vehicle crashes will continue to include implementation of traffic safety programs and proven countermeasures based on the causes of fatal crashes in Oregon as determined by crash data analysis. For example, the Oregon Transportation Safety Performance Plan (3HSP) and the ODOT Transportation Safety Action Plan (TSAP, or SHSP) outline safety countermeasure activities directed at reducing risky driving behaviors like impairment, non-safety belt use, and speeding. Additional countermeasures address strategies and activities for other safety programs like motorcycle safety, child passenger safety, bicycle and pedestrian safety and other priority program areas like distracted driving. ODOT also seeks to reduce traffic fatalities through strategic highway safety infrastructure improvements (All Roads Traffic Safety, or ARTS, and the Highway Safety Improvement Plan (HSIP)), such as median cable barriers, rumble strips, and pedestrian crossing markings; as well as through efforts made by DMV's medically At-Risk program. ODOT is onboarding a contractor to facilitate both development of the 3HSP and AGA. More outreach with partners in working on other aspects of the Safe Systems Approach will continue to be pursued and completed in efforts to tie in and expand on risky driving behavior education and messaging of activities and goals. TSO is exploring partnerships with community centers, chambers of commerce, tribal spaces, libraries, fairs, neighborhood associations, and our many military bases across the state. This will include partnering with trusted local organizations and already planned events, like fairs, libraries, tribal gatherings, and community and neighborhood association meetings. By meeting people where they already are, Oregon hopes to create more meaningful and accessible

educational opportunities on best practices for safe driving, riding, and walking.

Efforts are being made to increase the representation of historically marginalized and seldom-heard communities in this process and engage with community and business partners in a way that builds trust, centered around respect and reciprocity, and increases awareness of ODOT's traffic safety programs and countermeasure opportunities.

Law enforcement partners will be encouraged to increase their focus during both routine and HVE enforcement campaigns of locally identified problem areas. The Oregon State Police Traffic HVE Strike Team will strive to increase their focus on speed enforcement in addition to impaired driving, two major fatal/serious injury crash causations; and encourage multi-jurisdictional participation with local law enforcement agencies.

The Bipartisan Infrastructure Law (BIL) instituted NHTSA- and FHWA-direct funding awards to states' local communities already working on building and implementation of local safety action plans that include infrastructure as well as behavioral countermeasures. Oregon also received a direct SEDC grant to modernize its Crash Data and Analysis resources, and TSO is working closely with that unit on implementation.

Oregon is also currently pursuing approval to fund extrication and other equipment needs for emergency responders that deploy to crash incidents, particularly for those rural volunteer agencies with little resources, and with extended distances and time from reaching the nearest medical and trauma facilities.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2024

Performance Information:

Performance Measure						
C-2) Number of serious injuries in traffic crashes						
Program						
Statewide						
5-year data					Data Source	
2018	2019	2020	2021	2022		
1,686	1,904	1,590	2,498	3,308	State	
5-year average			2024 Target		2023 Target	
2,197			1,783		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):	Oregon did not meet this performance target with a 15.6% increase in serious injuries from the 5-year rolling average of 2017-2021 (1,899) used to calculate the 2024 target, to the most current 2018-2022 average of 2,197 (ODOT does not have final data for 2023). 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.	Continual pursuits to reduce serious injuries by ODOT and TSO included working closely with Safety Engineers and the Highway Safety Improvement Plan (HSIP) on achieving their performance targets, three of which equaled TSO's targets for C-1, C-2, and C-3. Education and outreach efforts to both residents and visitors to Oregon were conducted via paid and earned media, as well as at multiple traffic-safety related organization meetings and events hosted by either TSO or its many safety partners statewide. Several grant projects also funded various EMS training courses and those

	particularly in the rural areas mostly served by volunteers who have long distances to travel to in-person training events but no resources to do so. Some of the training was provided virtually as well.
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's strategy to reduce serious injuries from motor vehicle crashes will continue to include implementation of traffic safety programs and proven countermeasures based on the causes of fatal crashes in Oregon as determined by crash data analysis. Injury severity can be influenced in three primary ways: first, with safe infrastructure, and implementing design practices that mitigate structural safety risks on Oregon's transportation system; second, addressing and educating on risky driver behaviors, deploying safety information to both Oregonians and visitors to the state; and planning and implementing 19 safety education programs and projects to reduce both fatalities and serious injuries from motor vehicle crashes. The DMV driver improvement, and the at-risk driver programs also aid in reducing crashes caused by risky driver behavior. A third way to aid in the reduction of injury severity is through emergency medical service providers getting quickly to a crash scene, as well as having adequate training to administer medical care while on the scene and in transport to a medical facility. More outreach with partners in working on other aspects of the Safe Systems Approach will be pursued and completed in efforts to tie in and expand on behavior education and messaging activities and goals. TSO is exploring partnerships with community centers, chambers of commerce, tribal spaces, libraries, fairs, neighborhood associations, and our many military bases across the state. This will include partnering with trusted local organizations and already planned events, like fairs, libraries, tribal gatherings, and community and neighborhood association meetings. By meeting people where they already are, Oregon hopes to create more meaningful and accessible educational opportunities on best practices for safe driving, riding, and walking. Efforts are also being made to increase the representation of historically marginalized and over-represented communities in educational pursuits, and to engage with community and business partners in a way that builds trust, centered around respect and reciprocity, and increases awareness of ODOT's traffic safety programs and countermeasure opportunities. Law enforcement partners will be encouraged to increase

their focus during both routine and HVE enforcement campaigns of locally identified problem areas. The Oregon State Police Traffic HVE Strike Team will strive to increase their focus on speed enforcement in addition to impaired driving, two major fatal/serious injury crash causations; and encourage multi-jurisdictional participation with local law enforcement agencies.

The Bipartisan Infrastructure Law (BIL) instituted NHTSA- and FHWA-direct funding awards to states' local communities already working on building and implementation of local safety action plans that include infrastructure as well as behavioral countermeasures. Oregon also received a direct SEDC grant to modernize its Crash Data and Analysis resources, and TSO is working closely with that unit on implementation.

Oregon is also currently pursuing approval to fund extrication and other equipment needs for emergency responders that deploy to crash incidents, particularly for those rural volunteer agencies with little resources, and with extended distances and time from reaching the nearest medical and trauma facilities.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2024

Performance Information:

Performance Measure					
C-3) Fatalities/VMT					
Program					
Statewide					
5-year data					Data Source
2018	2019	2020	2021	2022	
1.36	1.38	1.57	1.63	1.64	FARS
5-year average			2024 Target		2023 Target
1.51			1.37		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):

Oregon is always working to reduce fatal crashes. However, 2022 FARS data shows that we did not achieve our performance targets for C-1, C-2, or C-3 for 2024. Oregon's 2018-2022 five-year average fatality rate per VMT is 1.51, where the 2023 and the 2024 targets were both 1.37. Therefore, the average rate in Oregon increased by 10%.

Oregon also did not meet its number of fatalities target for 2024 (C-1) according to FARS data, and state crash statistics (as of 01/9/2025). The preliminary number for 2023 is 587, which would be a reduction from 2022's number of 601 but higher than the five-year average (2018-2022) of 540. The preliminary number for CY 2024 for fatalities is 529 (as of 01/9/2025), which would be a significant drop but still not meeting the stated target for this measure. Both 2023 and 2024 numbers are still preliminary and subject to change (per state crash records).

A description of how the activities conducted under the prior year

Several factors affect the number of fatalities in Oregon, including continuing increases in crashes involving impairment (and specifically, drug impairment), the number

annual grant application contributed to meeting the State's highway safety performance targets.	of traffic law enforcement officers and agency resources available, and emergency response times. Fatal crashes involving alcohol and/or drug use; excessive speed; lane departure; and/or not wearing a safety belt are the most common causes of a fatality on Oregon roadways. Some FFY2024 projects did not get executed (for reasons indicated in this 2024 Annual Report) which would have helped decrease fatalities on Oregon's roadways per proven countermeasures. Many of these are being executed in FFY2025. OSP's Breathalyzer Equipment project is an example. Oregon continues to see an increase in the already high level of aggressive driving and excessive speed causation crashes. Law enforcement agencies participating in the HVE program will be encouraged to focus on these risky driving behaviors in FFY2025, as well as the 'Fatal Five': Speed, Pedestrians, Distracted Driving, Impaired Driving, and Occupant Protection.
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's strategy to reduce serious injuries from motor vehicle crashes will continue to include implementation of traffic safety programs and proven countermeasures based on the causes of fatal crashes in Oregon as determined by crash data analysis. For example, the Oregon Transportation Safety Performance Plan (3HSP) and the ODOT Transportation Safety Action Plan (TSAP, or SHSP) outline safety countermeasure activities directed at reducing risky driving behaviors like impairment, non-safety belt use, and speeding. Additional countermeasures address strategies and activities for other safety programs like motorcycle safety, child passenger safety, bicycle and pedestrian safety and other priority program areas like distracted driving. ODOT also seeks to reduce traffic fatalities through strategic highway safety infrastructure improvements (All Roads Traffic Safety, or ARTS, and the Highway Safety Improvement Plan (HSIP)), such as median cable barriers, rumble strips, and pedestrian crossing markings; as well as through efforts made by DMV's medically At-Risk program. ODOT is onboarding a contractor to facilitate both development of the 3HSP and AGA. More outreach with partners in working on other aspects of the Safe Systems Approach will continue to be pursued and completed in efforts to tie in and expand on risky driving behavior education and messaging of activities and goals. TSO is exploring partnerships with community centers, chambers of commerce, tribal spaces, libraries, fairs, neighborhood associations, and our many military bases across the state. This will include partnering with trusted local organizations

and already planned events, like fairs, libraries, tribal gatherings, and community and neighborhood association meetings. By meeting people where they already are, Oregon hopes to create more meaningful and accessible educational opportunities on best practices for safe driving, riding, and walking.

Efforts are being made to increase the representation of historically marginalized and seldom-heard communities in this process and engage with community and business partners in a way that builds trust, centered around respect and reciprocity, and increases awareness of ODOT's traffic safety programs and countermeasure opportunities.

Law enforcement partners will be encouraged to increase their focus during both routine and HVE enforcement campaigns of locally identified problem areas. The Oregon State Police Traffic HVE Strike Team will strive to increase their focus on speed enforcement in addition to impaired driving, two major fatal/serious injury crash causations; and encourage multi-jurisdictional participation with local law enforcement agencies.

The Bipartisan Infrastructure Law (BIL) instituted NHTSA- and FHWA-direct funding awards to states' local communities already working on building and implementation of local safety action plans that include infrastructure as well as behavioral countermeasures. Oregon also received a direct SEDC grant to modernize its Crash Data and Analysis resources, and TSO is working closely with that unit on implementation.

Oregon is also currently pursuing approval to fund extrication and other equipment needs for emergency responders that deploy to crash incidents, particularly for those rural volunteer agencies with little resources, and with extended distances and time from reaching the nearest medical and trauma facilities.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2024

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			2024 Target		2023 Target	
104			85		77	
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 2024 performance target of 85 unrestrained passenger vehicle occupant fatalities. According to FARS data that just became available, 111 unrestrained passenger vehicle occupant fatalities occurred in 2023 which is a slight increase from the 2022 unrestrained fatalities number of 108, so numbers are trending in the wrong direction.
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 2024 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 2024 grant year, 78 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 in 2024, 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, 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: 2024

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	198	FARS
5-year average			2024 Target		2023 Target
201			215		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):	The Oregon triennial HSP for FY2024-2026 was developed when the most current highway fatality and serious injury crash data was from the pandemic era, which had seen a spike in negative crash outcomes across all categories, including alcohol-impaired driving. The HSP and related planned activities were designed to arrest this increase while Oregon partners in law enforcement, prevention, and treatment returned to normal operations in the post-COVID era. As such, the HSP called for Oregon to maintain or reduce the annual number of alcohol-impaired driving fatalities at the then-current level of 215. As of 2023, Oregon appears to have met the target and has actually seen an eight percent improvement beyond the maintenance target.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety	Oregon's law enforcement partners have made significant efforts to renew their emphasis on impaired driving prevention. Led by a new high visibility enforcement initiative by the Oregon State Police, DUII patrols have become more frequent, more strategic, and more widely advertised. This has led to more arrests, and a more credible threat of arrest,

performance targets.	for DUII offenders. Several law enforcement agencies have also participated in sustained DUII enforcement projects which have increased the number of officers, deputies, and troopers who are focused primarily on preventing impaired driving offenses in their communities. These efforts have also included community education activities. The Oregon DUII Multidisciplinary Task Force has also expanded its efforts to reach prevention and treatment partners to attend its annual training conference, which provides a comprehensive view of the state's impaired driving problems and how each discipline can work together to mitigate those problems. The Oregon Drug Evaluation and Classification Program has continued to emphasize advanced training for impaired driving investigations to officers throughout the state. It has also started to grow its cadre of Drug Recognition Experts after several years of declining participation in the program.
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 has met, and in fact exceeded, the performance target, the Transportation Safety Office will seek to further improve the state's performance as it relates to this performance measure. To accomplish this, countermeasures such as sustained and high visibility enforcement that have shown to be successful will be further leveraged to increase those countermeasures' reach to additional communities around the state. The Transportation Safety Office will also seek novel ideas to address other components of alcohol-impaired driving prevention, such as education, prevention, and treatment.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2024

Performance Information:

Performance Measure						
C-6) Number of speeding-related fatalities						
Program						
Speed						
5-year data					Data Source	
2018	2019	2020	2021	2022		
127	139	120	149	190	FARS	
5-year average			2024 Target		2023 Target	
145			149		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 Oregon's CAR data, there was a 12% increase in fatalities on Oregon roadways (522 to 587) in 2023. Based on this information, Oregon is not on trend to meet performance measures for 2023. In 2022 (most current FARS data), Oregon saw a 28% increase in speed related fatalities. With a significant increase in statewide fatalities, based on preliminary CAR data, speed related fatalities will also be higher.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	Participation by law enforcement agencies in speed enforcement has increased. Despite these efforts, the number of fatal crashes continued to rise based on FARS trends 2020 – 2022. Since the pandemic, and with higher performance vehicles, officers are seeing higher speeds throughout the state. During the pandemic, a trend nationwide was seeing speeds more than 100 MPH, Oregon continues to see these triple digit speeds. Agencies have started issuing more citations versus warnings, which is opposite the trend over the past few years. Oregon is also

	seeing an increase in Speed Racing and Street Takeovers. Since 2021, Portland has seen 12 homicides related to speed racing (source Portland Police Bureau).
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:	Many Oregon law enforcement agencies are taking advantage of now being able to utilize straight time enforcement as well as the addition of the Oregon State Police's new pilot High Visibility Enforcement Unit traveling throughout the state, we anticipate seeing a decline in the number of statewide fatalities, including a reduction in the number of speed-related fatalities. Through PSA's and social media, ODOT TSO will continue to provide education on the dangers of speeding overall, not just excessive speeding. Additionally, funding for agencies to purchase speed measuring instruments (radar/lidars) to achieve their project activity goals will enhance their ability to make more traffic stops for speeding and educate drivers about the dangers of speeding. ODOT TSO is also working with the Portland Police Bureau to address the rising problem of speed racing and street takeovers through a grant project in 2025. This project will allow for the Portland Police Bureau to perform activities to address these unsafe driving events, somewhere crowds exceed 100 spectators.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2024

Performance Information:

Performance Measure						
C-7 Number of motorcyclist fatalities						
Program						
Motorcycle and Moped Rider Safety Program						
5-year data					Data Source	
2018	2019	2020	2021	2022		
85	57	69	86	98	FARS	
5-year average			2024 Target		2023 Target	
79			70		64	
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 has not met the target number of 70 rider deaths in 2024. In 2022 there were 98 rider deaths (latest final data in FARS), which was 28% over the 2024 the Triennial Highway Safety Plan performance target of a maximum of 70 rider deaths. The performance for 2022 (98 deaths) was 19% above the 5-year average number of annual rider deaths.
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. 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. Ongoing discussions and training with law enforcement (including the topic of enforcement of laws with riders) continued in 2024. This is also in alignment 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. Impaired riding and speed continue to be leading factors and partnering with the ODOT-TSO Impaired Driving program in 2024 lead to a new PSA campaign using digital jukebox messaging to engage riders at alcohol point of sale locations. This PSA campaign was intended to reduce impaired rider deaths by providing awareness messaging in the locations where riders may be the most likely to drink alcohol, while also allowing the highway safety office to collect information from riders about their knowledge of impairment topics related to riding. 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: 2024

Performance Information:

Performance Measure						
C-8) Number of unhelmeted motorcyclist fatalities						
Program						
Motorcycle and Moped Rider Safety Program						
5-year data					Data Source	
2018	2019	2020	2021	2022		
4	8	5	5	7	FARS	
5-year average			2024 Target		2023 Target	
6 (rounded up from 5.8)			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):	The State has not met the target number of 5 unhelmeted rider deaths in 2024. In 2022 there were 7 unhelmeted rider deaths (latest final data in FARS), which was 28.5% over the 2024 the Triennial Highway Safety Plan performance target of a maximum of 5 unhelmeted rider deaths. The performance for 2022 (7 deaths) was 14% above the 5-year average (6 unhelmeted rider deaths) number of annual rider deaths.
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 2024. Most specifically, the requirements for helmet use (or not) when operating an autocyce. This work is in alignment with the triennial plan in promoting enforcement of traffic safety laws with riders to reduce the head injury severity in crashes that are contributing to rider deaths. 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. Throughout 2024, discussions continued with the GAC-MS related to the need for changing the Oregon helmet statute to more closely align with the FMVSS 218. This proposed change is intended to promote the use of DOT compliant helmets, provide a higher level of protection to riders, and reduce the number of riders deaths where a helmet was not worn or where a non-DOT compliant helmet is worn. 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: 2024

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			2024 Target		2023 Target	
53			50		52	
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 FARS 2023 data, Oregon had 54 drivers ages 20 or younger involved in fatal crashes, a 3.0% increase from 51 in 2022. The State is not on track to meet the target.
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. Oregon DMV data (2021-2023)

	demonstrates that teens, ages 16-20, who completed an Oregon Dept. of Transportation-approved driver education course only received 5.27% of 9,557 citations issued to that age group and were involved in only 10.4% of all crashes (8,775) in that same age group. Other media efforts have been implemented to encourage adults to consider becoming driver education instructors. In 2022, Oregon produced PSAs in Spanish and English for both instructor recruitment and to encourage the Spanish-speaking population to participate in teen driver education. Outreach to the Spanish-speaking community continues and an additional PSA was produced in collaboration with Spanish language television and radio programs. This has resulted in two new driver education providers who are reaching these communities.
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. Outreach to Oregonians, through both English and Spanish language PSAs, are planned for the FY25 grant year to continue informing the motoring public about the safety benefits of formal teen driver education.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2024

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			2024 Target		2023 Target
93			74		72
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 2019-2023 5 year average of Oregon Pedestrian fatalities was 93, and the state is still above that average and well above the 2024 target of 74. Although there was a decrease in the number of pedestrian fatalities in 2023, that changed the overall percentage of state motor vehicle fatalities from 20% in 2022 to 17% in 2023. Oregon would have to show a continued decrease over the next few years to show a steady movement toward this target.
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 driver 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: 2024

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			2024 Target		2023 Target
15			11		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):	Oregon is not on track to meet the 2024 target of 11 or fewer bicyclist fatalities. The number of such fatalities has been increasing every year in Oregon, and the 2023 total was well above the target.
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: 2024

Performance Information:

Performance Measure						
OR-1) Number of active local transportation safety groups						
Program						
Community Programs						
5-year data					Data Source	
2018	2019	2020	2021	2022		
52	52	50	50	53	Other	
5-year average			2024 Target		2023 Target	
51			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):	During the pandemic, in person meetings were discouraged, which led to a downturn in local group activity. Post pandemic, groups have been re-forming.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	Work providing tools and activities for local groups has led to increased activity.
How will the State adjust	Currently no adjustment is indicated based on number of

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

active groups.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2024

Performance Information:

Performance Measure						
OR-2) Number of distracted driving fatalities related to mobile electronic devices						
Program						
Distracted Driving						
5-year data					Data Source	
2018	2019	2020	2021	2022		
2	5	7	0	7	State	
5-year average			2024 Target		2023 Target	
4			5		4	
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 target. Oregon continues to educate on the dangers of distracted driving including that it is against the law and results in stiff penalties. Additionally, Oregon continues to support law enforcement with resources for enhanced enforcement activities.
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 and educating the public regarding the dangers of distracted driving.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2024

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
2020	2021	2022	2023	2024	
*	7*	3*	226* (8)	6**	TSO Grant Files
4-year average			2024 Target		2023 Target
6			10		(100)*
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 2024. Six PHTLS related courses were provided in 2024. *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 EMS conferences was provided, four PHTLS courses were delivered, two moulage courses were delivered, and two PHTLS instructors were trained up to the PHTLS Coordinator level – which all 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 project achieved 60% of the target in delivered courses for 2024. Adding PHTLS

	instructors increases the capacity of delivering more PHTLS courses throughout rural parts of Oregon. 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. Some of the elements of the grant start dates were delayed due to ongoing concerns related to allowable activities and expenses related to EMS related traffic safety work.
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 will continue to seek more clear definitive guidance from NHTSA on what is permissible (activities and expenditures) under the relevant USC and CFR's in relation to the EMS Uniform Guidelines. This additional clarity should allow for more timely starts to grants with a higher potential of reaching the target number. Due to a lack of clarity, an open call for project applications will not be held in 2025 for 2026 projects, rather, only those with existing grants will be offered grants in 2026 to minimize issues with grantees and maintain/reduce non 40% Local Benefit/Expenditure recognized projects. It will be critical to gain clarity for allowable activities and expenditures for EMS projects - as they relate to traffic safety - to allow ODOT as an agency to be a reliable and trusted partner in the States overall efforts to support the EMS modernization activities.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2024

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	
2018	2019	2020	2021	2022		
256	221	153	225	286	State	
5-year average			2024 Target		2023 Target	
228			220		(11)*	
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):	Oregon is not on track to meet the 2024 target. There is an 8 percent increase from the 2017-2021 5-year average to the 2018- 2022 5-year average. *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.	SAE (Society of Automotive Engineers) subscription purchased and used to respond to customers. Responded to more than 200 emails and phone calls regarding vehicle equipment safety standard questions. Printed winter driving brochures and distributed towing brochures.
How will the State adjust	Public safety education campaigns are necessary to ensure

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

vehicle equipment standards are understood and complied with by the owner of each vehicle to ensure the vehicle is road ready. As the standards continue to be updated and additional federal and state laws are updated or modified, education campaigns continue to be necessary for the maintenance of life saving equipment. We will be working with ODOT Communications to produced new educational and social media informational ads in English and Spanish.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2024

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
2018	2019	2020	2021	2022	
65	68	50	0	65	TSO Grant Files
5-year average			2024 Target		2023 Target
50			75		72
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 in 2024 of 75 judges attending their annual judicial education and traffic safety conference; there were 67 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. Despite these efforts, the target goal for the number of attendees was not met. Again, this could be due to a decrease in the overall number of judges. Attendance by circuit court judges was also still low.
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:	At TSO's suggestion, the judges have reviewed the current schedule and decided that it would be good to move the traffic safety conference to the fall versus the spring (spring break). Inclement weather can sometimes also be a factor for those in certain parts of the state. By moving the conference to the fall, weather becomes less of an issue and more venues, such as Bend, 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: 2024

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
2018	2019	2020	2021	2022	
38	32	32	42	58	State
5-year average			2024 Target		2023 Target
40			42		28
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 2024 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. In 2022, 58 riders had a BAC of .08 or higher and/or had drugs in their system at the time of their death. The State was 38% over the target number. The State is trending up instead of down in relation to the target. There is a limited potential that the 5 year average is artificially low due to Covid-19 influences. There is a limited potential that the numbers are artificially low due to the number of riders tested post-crash for BAC and/or drugs due to some agencies having different post-crash practices for impaired substance testing at all, only testing for alcohol, or running a full panel to determine if impairment was a factor in the death.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety	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 2024 which led to a new PSA campaign using water closet media and digital jukebox messaging to engage riders at alcohol point of sale locations. This PSA campaign was intended to reduce impaired rider deaths by providing awareness

performance targets.	messaging in the locations where riders may be the most likely to drink alcohol. Water closet media was also used as a medium to reach the target audience. Excerpts from the GARD Final Report are included below. 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. Excerpts from the GARD Communications report: Water closet (restroom) posters in bars and restaurants are exceptional proximity media for reaching those at risk of driving impaired. This year, the Impaired Driving program partnered with the Motorcycle Safety program to produce and place two messages ("Ride Sober to Live" / "Keep A Handle on Your Ride") focused on preventing impaired riding. The items were released in February 2024 to align with the start of the riding season in Oregon and ran through May (for Motorcycle Safety Month). We received a month of added value as part of an incentive for the campaign and ran a total of 24 postings. These deliverables were included in WOC #59 and had a budget of \$10,000. With more than 300 locations in Oregon, digital jukeboxes, like water closet advertising, have a unique position as a proximity media with the ability to target audiences in restaurants, bars and other locations. This year, Gard worked with our partner at AMI to build a digital jukebox interactive quiz and companion video, which engaged users who indexed higher on impaired riding. The quiz, composed of 14 questions that were delivered to users at random, also garnered data on the types of facts that Oregonians may or may not be familiar with. The campaign ran a total of 11,817,022 impressions in 305 Oregon venues from May through September until just after Labor Day. This deliverable was included in WOC #66 and had a budget of \$45,000. Funds for this program were provided out of the Impaired Driving budget's PM_AL-24-14-01-00 Statewide Services – DUII Media & Education project. 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	The State continues to look for and capitalize on training and messaging opportunities to decrease the number of impaired

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

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.

It is too early to tell if the changes related to Measure 114 will have an impact to the impaired driving and riding crash statistics – but ODOT-TSO is eagerly awaiting the availability of this data to see what direction the trend is going.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2024

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	
2018	2019	2020	2021	2022		
380	365	351	393	497	State	
5-year average			2024 Target		2023 Target	
396			484		351	
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 saw a significant spike in fatal or serious injury outcomes for older drivers in 2022, there was no clear pattern in the crash causation information.
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 grant funded work has been focused on increasing knowledge of age related limitations and concerns.
How will the State adjust	Analysis of the trend toward increased injury and death is

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

warranted to try and devise countermeasures to reduce death and injury in this population segment.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2024

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
2020	2021	2022	2023	2024	
184	130	145	167	175	TSO Grant Files
5-year average			2024 Target		2023 Target
160			172		149
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):

The state did technically meet the target for 2022, 2023, and 2024. Since the covid pandemic, conference attendance has been slow to resume. Past target numbers included all traffic safety trainings for law enforcement hosted by TSO (police traffic safety conference, crash investigation conference, and advanced motor officer training).

The performance measure was changed to only reflect the Police Traffic Safety Conference; the numbers have been updated in a new table covering only that training. The targets of 240 and 250 were based on all law enforcement traffic safety trainings initially. Conference attendance is still lower than usual as many agencies are experiencing staffing shortages, and because of this, they are unable to send officers to trainings. Despite this challenge, each year since the pandemic, attendance has continued to increase.

In 2024, there were 175 attendees at the conference, up 5% from 167 in 2023. The updated table now represents only

	attendance at the Police Traffic Safety Conference.
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	When officers attend the training conference, they have an opportunity to network with officers from other agencies and share strategies and creative solutions about traffic safety issues. Additionally, by providing information on subjects they may not feel comfortable with (e.g., motorcycle stops, and commercial motor vehicle stops), it increased their knowledge and confidence in making these sorts of stops where before they may have ignored the violation. Additionally, a regular theme at the conference has been to remind officers how important the 'why' in traffic safety is, which provides revitalization for them to make traffic stops. The 'why' results in each time they stop someone from speeding, cite someone for no seatbelt, educate a citizen how to put their child in a child safety seat properly, or arrest an impaired driver, they are making Oregon's roadways safer for all road users. This in turn means fewer serious injury and fatal crashes overall, helping the state to meet our traffic safety needs.
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:	N/A

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2024

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
2018	2019	2020	2021	2022	
1	1	1	1	1	Other
5-year average			2024 Target		2023 Target
1			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):	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 saw improvement in its traffic records system and 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 the performance target; no adjustment is required.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2024

Performance Information:

Performance Measure					
OR-10) Number of fatal roadside deaths					
Program					
Roadway Safety					
5-year data					Data Source
2018	2019	2020	2021	2022	
1	1	2	3	1	State
5-year average			2024 Target		2023 Target
2			1		n/a
Is Oregon on track to meet 2024 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 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.	Oregon was not able to implement the preventing roadside deaths grants we applied for due to grantee staffing. We continue to review grant applications, processes, and how other states are addressing the new grant funds moving forward. We also continue to educate on the MoveOver law and roadside safety through the development and deployment of Public Service Announcements.
How will the State adjust	Because the numbers are very low it is difficult to know if

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

Oregon will meet the target. We will continue to pursue preventing roadside death grants and educating the public regarding roadside safety.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2024

Performance Information:

Performance Measure					
Serious Injuries per VMT					
Program					
Statewide					
5-year data					Data Source
2018	2019	2020	2021	2022	
4.58	5.29	4.94	6.78	9.04	State
5-year average			2024 Target		2023 Target
6.13			4.99		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):

With the five-year average at 6.13 (2018-2022), Oregon did not meet this performance target of 4.99, exhibiting a 97.4% increase from 2018 to 2022; and from 2021 to 2022, an increase of 33.3%.

Reducing the number of traffic crashes is the primary strategy to reduce traffic injuries, but when a crash happens, reducing the severity of the injury is also the focus.

Oregon is always working to reduce serious injury (and fatal) crashes. However, 2022 FARS data show that we did not achieve our performance targets for C-1, C-2, or C-3 for 2024 (fatalities, serious injuries, & fatalities/VMT). Oregon's 2018-2022 five-year average fatality rate per VMT is 1.51, where the five-year average rate increased by 10%. Oregon's preliminary number for 2023 fatalities is 587, which would be a reduction from 2022's number of 601 but higher than the five-year average (2018-2022) of 540. The preliminary number for 2024 fatalities is 529 (as of 01/9/2025), which would be a significant drop but still not meeting the stated target for that measure. Both 2023 and 2024 numbers are still preliminary and subject to change (per state crash records).

A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	Continual pursuits to reduce serious injuries by ODOT and TSO include working closely with Safety Engineers and the Highway Safety Improvement Plan (HSIP) on achieving their performance targets, three of which equal TSO's targets for C-1, C-2, and C-3. Education and outreach efforts to both residents and visitors to Oregon are conducted via paid and earned media, as well as at multiple traffic-safety related organization meetings and events hosted by either TSO or its many safety partners statewide. Several 2024 grant projects also funded various EMS training courses and those particularly in the rural areas that respond to motor vehicle crashes primarily served by volunteers who have long distances to travel to in-person training events (and to a medical facility when transporting crash victims), but little resources to do so. Some of this training is provided virtually as well. Several factors affect the number of serious injuries in Oregon, including continuing increases in crashes involving impairment (and specifically, drug impairment), the number of traffic law enforcement officers and agency resources available, and emergency response times. Oregon continues to see an increase in the already high level of aggressive driving and excessive speed causation crashes. Law enforcement agencies participating in the HVE program will be encouraged to focus on these risky driving behaviors in FFY2025, as well as the 'Fatal Five': Speed, Pedestrians, Distracted Driving, Impaired Driving, and Occupant Protection.
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:	Some FFY2024 projects did not get executed (for reasons indicated in this Annual Report) which would have aided in decreasing serious injuries on Oregon's roadways per proven countermeasures. Many of these are being executed in FFY2025. OSP's Breathalyzer Equipment project is an example. ODOT's strategy to reduce serious injuries from motor vehicle crashes will continue to include implementation of traffic safety programs and proven countermeasures based on the causes of fatal and serious injury crashes in Oregon as determined by crash data analysis. For example, the Oregon Transportation Safety Performance Plan (3HSP) and the ODOT Transportation Safety Action Plan (TSAP, or SHSP) outline safety countermeasure activities directed at reducing risky driving behaviors like impairment, non-safety belt use, and speeding. Additional countermeasures address strategies and activities for other safety programs like

motorcycle safety, child passenger safety, bicycle and pedestrian safety and other priority program areas like distracted driving. ODOT also seeks to reduce traffic crashes through strategic highway safety infrastructure improvements (All Roads Traffic Safety, or ARTS, and the Highway Safety Improvement Plan (HSIP)), such as median cable barriers, rumble strips, and pedestrian crossing markings; as well as through efforts made by DMV's medically At-Risk program.

ODOT is onboarding a contractor to facilitate both development of the 3HSP and AGA. More outreach with partners in working on other aspects of the Safe Systems Approach will continue to be pursued and completed in efforts to tie in and expand on risky driving behavior education and messaging of activities and goals. TSO is exploring partnerships with community centers, chambers of commerce, tribal spaces, libraries, fairs, neighborhood associations, and our many military bases across the state. This will include partnering with trusted local organizations and already planned events, like fairs, libraries, tribal gatherings, and community and neighborhood association meetings. By meeting people where they already are, Oregon hopes to create more meaningful and accessible educational opportunities on best practices for safe driving, riding, and walking.

Efforts are being made to increase the representation of historically marginalized and seldom-heard communities in this process and engage with community and business partners in a way that builds trust, centered around respect and reciprocity, and increases awareness of ODOT's traffic safety programs and countermeasure opportunities.

The Bipartisan Infrastructure Law (BIL) instituted NHTSA- and FHWA-direct funding awards to states' local communities already working on building and implementation of local safety action plans that include infrastructure as well as behavioral countermeasures. Oregon also received a direct SEDC grant to modernize its Crash Data and Analysis resources, and TSO is working closely with that unit on implementation.

Oregon is also currently pursuing approval to fund extrication and other equipment needs for emergency responders that deploy to crash incidents, particularly for those rural volunteer agencies with little resources, and with extended distances and time from reaching the nearest medical and trauma facilities.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2024

Performance Information:

Performance Measure					
Number of Pedestrian and Bicycle Fatalities and Serious Injuries					
Program					
Statewide/Highway Safety Improvement Program					
5-year data					Data Source
2018	2019	2020	2021	2022	
250	261	270	289	389	State
5-year average			2024 Target		2023 Target
292			259		n/a
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 2024 target of 259 or fewer pedestrian and bicycle fatalities and serious injuries. Instead of decreasing, the number of such fatalities and serious injuries has been increasing in the last 5 years in Oregon. The 2022 total was 130 above the target, and even the 5-year average was 33 above the target.		
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 pedestrian and bicycle safety issues. Funding education programs helped in outreach and education to people driving on best driving behaviors around pedestrians and bicycle. Despite not meeting the state target, these activities were triangulated to reach different demographics to deliver outreach, education, and awareness which can impact driver behaviors around pedestrian and		

	bicycle.		
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: 2024

Performance Information:

Performance Measure					
Number of Roadway Departure Fatalities and Serious Injuries					
Program					
Highway Safety Improvement Program					
5-year data					Data Source
2018	2019	2020	2021	2022	
926	1,016	948	1,246	1,459	State
5-year average			2024 Target		2023 Target
1,119			983		n/a
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 2024 target of 983 or fewer roadway departure fatalities and serious injuries. Instead of decreasing, the number of such fatalities and serious injuries has been increasing in the last 5 years in Oregon. The 2022 total was 476 above the target, and even the 5-year average was 136 above the target.		
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 roadway departure safety issues. Funding education programs helped in outreach and education to people driving on best driving behaviors to avoid roadway departure crashes. Despite not meeting the state target, these activities were triangulated to reach different demographics to deliver outreach, education, and awareness which can impact driver behaviors to avoid		

	roadway departure crashes.		
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: 2024

Performance Information:

Performance Measure					
Number of Intersection Fatalities and Serious Injuries					
Program					
Highway Safety Improvement Program					
5-year data					Data Source
2018	2019	2020	2021	2022	
749	869	720	1,142	1,545	State
5-year average			2024 Target		2023 Target
1,005			786		n/a
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 2024 target of 786 or fewer intersection fatalities and serious injuries. Instead of decreasing, the number of such fatalities and serious injuries has been increasing in the last 5 years in Oregon. The 2022 total was 759 above the target, and even the 5-year average was 219 above the target.
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 intersection safety issues. Funding education programs helped in outreach and education to people driving on best driving behaviors at intersections. Despite not meeting the state target, these activities were triangulated to reach different demographics to deliver outreach, education, and awareness which can

	impact driver behaviors at intersections.
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: 2024

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
2020	2021	2022	2023	2024	
*	*	*	*	178	Other
5-year average			2024 Target		2023 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 did not meet this performance target, as there were 178 certified DREs at the end of the year (3.5 percent increase 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.	After several years of declining participation in Oregon's DRE program, the number of officers becoming certified has outpaced the number of officers whose certification has expired or otherwise fallen out of good standing. As Oregon's drug-impaired driving challenges continue to outpace those of alcohol-impaired driving in terms of fatality and serious injury outcomes, the state is in significant need of certified DREs to conduct thorough investigations of suspected drug-impaired drivers. The increase, though lower than hoped, is a step in the right direction toward providing

	this critical resource to law enforcement.
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 Oregon DRE Program is considering offering two certification classes for new DREs in FY2025, instead of the usual one class. By offering a second class, the program hopes to capture attendance by officers who have availability conflicts which preclude them from attending the date/location of the first offered class.

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2024

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
2020	2021	2022	2023	2024	
*	*	*	*	141	Other
5-year average			2024 Target		2023 Target
*			198		*
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 did not meet this performance target, as there were 141 officers trained in ARIDE in FY2024 (22 percent decrease from the 5-year average).
A description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.	Although the number of officers trained in ARIDE declined in FY2025, the class continued to be offered statewide and was used as a recruiting ground for officers to continue their training to become a certified Drug Recognition Expert (DRE).
How will the State adjust	The Oregon DRE Program encountered budgetary

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

challenges toward the end of the fiscal year which affected its ability to offer the desired number of classes. ODOT TSO has worked with the DRE Program to ensure their budget adequately provides for the requested number of ARIDE classes.

Activity Report



Photo by Rod Stevens, OR Border, Oregon

Annual Report Oregon Highway Safety Program

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.

Federal number	Project Name	Amount Obligated	Fund Source	Reason not Implemented
B3SA-24-54-00-00	Roadway Analysis Tool	\$100,000	405(c)	The grantee elected not to submit a project due to ongoing delays in completing a request for proposal process for software and services needed to complete the grant. The grantee continued to work on this process and will be submitting when information is actionable.
CP 24-24-11-00	ESP/LEP Driver Ed	\$100,000	402	Due to the change in the Portland City Government – it is moving from a five-person commission to a 12-person commission with a Mayor, the city was unable to implement the grant. PPB asked ODOT to use the money to purchase cautious creature (slow down) signs in other languages and do outreach on the Move Over law instead.
CP-24-20-15-16	Portable Education and Awareness	\$150,000	402	Project put on hold due to Buy America restrictions during FFY24. Project is planned to start as of FFY25.
CP-24-25-20-00	Safe Community Assistance	\$100,000	402	Despite efforts to award assistance to multiple local governments to get started on a Safe Community, delays prevented award this year. At least one community will be awarded for FY2025.
CR 24-24-11-00	Access to Car Seats for Low Income Families on a sliding scale	\$15,000	402	Washing County Safe Kids agreed to take this on and then didn't understand how the process worked and were concerned about liability. Portland Police Bureau then agreed to take it on, but because of the change in government could not do it during the 2023-2024 grant year.
F1906X-24-25-90-00	1906 Racial Profiling Prog mgmt.	\$22,991.85	1906	This project was removed per amendment approved as of 12/14/2023. Funds added to 402 TR PM instead.

M3DA-24-54-90-00	Data Programs— Program Mgmt.			This project was removed per amendment approved as of 12/14/2023. Funds added to 402 Community Safety PM instead.
M8PM-24-22-90-00	Safe Driver - Program Mgmt.	\$28,565.40	405(e) Flex	This project was removed per amendment approved as of 12/14/2023. Funds added to Distracted Driving PM instead.
M11MT-24-50-00-00	Training and Education for Motorcycle Safety / Motorcycle Helmet Use Promotion Program through training	\$6,822.53	405(f)	This grant was primarily intended to support the mandatory training program through the purchase of training motorcycles, mopeds and support equipment (transport vehicles, etc.). Until notified by TSO management and Region 10 NHTSA staff in late winter/early spring it was generally understood that no waivers for the Buy America Act would be considered or responded to. Manufacturers of MC's/MP's and Vehicles generally will not certify that their products comply with Buy America requirements – regardless of location of final assembly of the product. By the time the NHTSA waiver for Buy America was announced, it was determined that there would not be enough time to action this grant, obtain the necessary NHTSA approvals, and comply with State of Oregon Procurement laws and rules. This lack of buy America Waiver consideration has been a barrier to project completion under the FAST Act and BIL.
M12BDAT-24-69-16-00	Preventing Roadside Deaths – Digital Alert Technology	\$150,000	405(h)	Oregon only received \$115,348 in 405(h) funds. The grantee requested research be conducted determine if the technology.
M12BLE-24-69-16-00	Preventing Roadside Deaths - Enforcement	\$25,000	405(h)	Oregon only received \$115,348 in 405(h) funds. Combined projects submitted totaled \$405,000. Due to a lack of funding, it was determined Oregon would focus on the project to purchase technology for first responder vehicles.
M12BPE-24-69-16-00	Preventing Roadside Deaths – Media Messaging	\$80,000	405(h)	Oregon only received \$115,348 in 405(h) funds. Combined projects submitted totaled \$405,000. Due to a lack of funding, it was determined Oregon currently does media messaging for our Move Over Law campaign.

M12X-24-69-90-00	Preventing Roadside Deaths – Program Mgmt.	\$33,092.51	405(h)	This project was removed per amendment approved as of 12/14/2023. Funds added to Vehicle Equipment PM instead.
M13BTR-24-70-00-00	Driver And Officer Safety Education Training	\$ UNK AMT	405(i)	This was the first year for this program/project. Due to the narrow restrictions of the grant, staff determined more time was needed to research projects that would comply with federal regulations and meet community and traffic safety needs.
M13X 24-70-90-00	Driver & Officer Safety Prog Mgmt.	\$35,164.04	405(i)	This project was removed per amendment approved as of 12/14/2023. Funds added to 402 Judicial PM instead.
M50T 24-24-11-16	Hood River Drunk Driving Reduction Program	\$40,000	402	Not approved by NHTSA. This was a ride voucher program, but ride share and alternative transportation are included in countermeasures that work, NHTSA was worried about program income and in the end stated that ride vouchers are not eligible for funding.
M5OT-24-15-14-00	Region 4: Madd Cannabis Impaired Driving Campaign	\$30,000	405(d)	The executive director of MADD Oregon changed in December of 2023, ending all communication about and progress on this project despite attempts to connect with the interim executive director. The funds were offered to a different agency for production of a cannabis impaired driving campaign within the same geographic area in March 2024. As of June of it was decided the second agency would not be able to develop and fully execute the project prior to the end of the grant year, so the funds were not accepted.
PS 24-68-11-00 MG011	Expect the Unexpected Campaign	\$25,000	402	The grantee was not able to get the paperwork signed in time and get the contract through their processes to be able to spend out.
PS-24-68-12-00	Region 2 Program: Education and Outreach	\$10,000	402	No work was conducted on this project that required reimbursement during the FFY2024 grant year due to lack of staffing resources.
SC 24-35-11-00 MG002	Supplies for Speed Enf. Activities for Forest Grove	\$7,990	402	ODOT did not get the paperwork to the grantee in enough time for the supplies to be purchased and delivered by the 09/30/2024 deadline so it was moved to the 2024-2025 grant year.

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Statewide	164PA-24-91-90-00
Project Title	
Planning and Administration (P&A)	
Countermeasure	
NHTSA Uniform Guidelines for Highway Safety Program Management to establish procedures, conduct planning and ensure program activities are implemented.	
Initial Funding Source	Updated Funding Source
164	164
Amount Awarded	Amount Expended
\$100,000	\$0

Planned Activity Details:

Description: Describe the Planned Activity purpose.	To fund Planning and Administrative (P&A) costs for TSO's Impaired Driving Program. Eligible expenses include travel, services and supplies, and office equipment expenses to support alcohol impaired driving program management and efforts (23 CFR 1300.13(a)).
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Expenses for the Impaired Driving Program included the program manager's salary, as well as travel expenses, services and supplies that supported program management and efforts conducted in FFY2024. Efforts included operational and support costs necessary to effect impaired driving countermeasures and to maintain adherence to federal regulation.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Impaired Driving	164PM-24-14-01-00
Project Title	
Statewide Services – DUII Media & Communication	
Countermeasure	
Mass Media Campaigns	
Initial Funding Source	Updated Funding Source
164	Choose an item.
Amount Awarded	Amount Expended
\$175,260.58	\$175,260.58

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to fund the creation of a coordinated statewide media plan, conduct educational material revisions, social media advertising, radio public service announcements and billboards, as well as TSO direct purchase, reproduction, and distribution of educational and outreach materials. The intent of this project was to promote healthy decision-making statewide with regard to driving after having used intoxicants. By encouraging safe decisions and providing education about the dangers and actual costs of impaired driving, ODOT TSO attempted to reduce DUII crashes by inspiring media consumers to be more aware of safe ride alternatives and the benefits of using them.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	ODOT TSO partnered with its media contractor, Gard Communications, to develop a comprehensive statewide media plan for use during the grant year. Specific emphasis was placed on messaging that targeted cannabis-impaired driving prevention, as well as messaging that was directed at Oregon's Spanish-speaking communities. During the year, messaging was conducted via billboards, social media, water closet, television, radio, digital jukebox, and via posters at cannabis dispensaries. Branded messaging was also deployed to large college football athletic events, such as those hosted by the University of Oregon and Oregon State University.

	ODOT TSO's partnership with a local Univision affiliate resulted in messaging from the perspective of law enforcement and that of an Oregon reside who was affected by their family member's role in a fatal impaired driving crash. By targeting a broad cross section of Oregon residents for impaired driving prevention messaging, ODOT TSO endeavored to deliver education and outreach to as many subcommunities as possible, in recognition that all demographic groups are represented in the commission of impaired driving offenses.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Impaired Driving	AL-24-22-00-00
Project Title	
Law Enforcement Breath Testing	
Countermeasure	
Breath Test Devices	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$159,700	\$0

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to fund activities associated with the 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. Planned activities included 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 was to maintain effective use of statewide evidentiary breath testing processes such that evidence can be safely and legally collected to support impaired driving prosecutions.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This project has been in development for several years, but due to the significant scope of the project and the number of partners involved, overall progress has been stymied at times. The Oregon State Police is solely responsible for administration of the state's breath testing program for impaired driving cases, and deployment of new breath testing processes requires coordination with 36 county sheriffs, dozens of municipal and tribal police departments,

	and the state's official police training academy. The Oregon State Police made extraordinary effort to include other law enforcement partners in development of this process, while simultaneously working on the procurement process for the breath testing equipment necessary to implement DUII enforcement activities. Due to unexpected delays in receiving local input on the project, as well as delays to the procurement process, the Oregon State Police were unable to conduct grant-supported activities during FY2024. The project is ready to begin in earnest in FY2025, now that prior challenges have been overcome.

Sub-Recipient	Organization Type
Oregon State Police	Law Enforcement Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Impaired Driving	AL 24-24-11-00
Project Title	
Hood River Server Education and Compliance	
Countermeasure	
Responsible Beverage Service	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$7,443,73	\$0

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The project provider alcohol server training on how to identify if a person is under the influence and conducted, in collaboration, with law enforcement compliance checks and education through an alcohol reward and reminder event.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Seventeen retailers attended the alcohol server training, and 186 alcohol retailers were checked for compliance for checking IDs. During the December compliance check 73% of retailers were in compliance. During the September compliance check that increased 2 percentage points to 75%. In 2022, 65% of Oregon's fatalities were substance involved and 23% of all fatalities and serious injuries in Oregon involved impairing substances. Hood River has a large tourism economy and from 2014-2022, 64% of the people arrested for DUII stated they had been drinking at one of eight establishments, promoting responsible alcohol service is a proven countermeasure and can help reduce fatalities and serious injuries due to impaired driving.

Sub-Recipient	Organization Type
Hood River County Prevention	County Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Traffic Records	B3C-2024-54-00-00
Project Title	
Mire Roadway File Improvement	
Countermeasure	
High-quality State traffic record data is critical to effective safety programming, operational management, and strategic planning.	
Initial Funding Source	Updated Funding Source
405(c)	405(c)
Amount Awarded	Amount Expended
\$100,000	\$72,723.31

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was designed to address deficiencies in the roadway files as identified in the Traffic Records Strategic Plan. Initial work for the project began identifying actions and activities that will improve records, procedures, and access to data. The project started work to identify methods to address local roadway data collection and measurement. It is expected as the project progresses into subsequent years multiple performance measures will be improved or plans for improvement will be developed. Initial improvements to completeness will be the first to improve as a result of this strategy work. The project will use software, contract labor, and if practicable, limited duration labor. Increase the percentage of traffic count data contained within the ODOT Asset Management System (one statewide source). R-C-1: The percentage of road segment records with no missing critical data elements. R-C-2: The percentage of public road miles or jurisdictions identified on the State's base map or roadway inventory file. *Project number amended from B3C to M3DA in the grant year.
Results: Describe how this project contributed to meeting	The project has begun to tackle initial MIRE data deficiencies. Specific elements include: Surface Type - Receiving assistance from VHB (FHWA's

the State's highway safety performance targets?

contractor) project team members have participated in meetings and provided some assistance as VHB works through the data and on the tool. AADT – Meetings with team to determine best approach to estimate for local roads. Contacting all cities and counties in Oregon to obtain any AADT data they have compiled.

Intersection ID – Reviewed previous meeting data and confirming decisions made. Preparing documentation and completing some initial prototype.

Improvements leading to model traffic record performance measure improvement on measures like R-C-1 and R-C-2 lead to more accurate and better informed countermeasure selection, which contributes to reductions in serious injury and death among transportation system users.

Sub-Recipient

ODOT Transportation Data Section

Organization Type

State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Impaired Driving	B5IDM-24-14-01-00
Project Title	
Statewide Services – DUII	
Countermeasure	
NHTSA Guideline No 8 – Section I, Task Forces or Commissions	
Initial Funding Source	Updated Funding Source
405(d)	Choose an item.
Amount Awarded	Amount Expended
\$75,000	\$51,962.90

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to facilitate meetings of the Governor’s Advisory Committee on DUII (GAC-DUII), to include travel and lodging expenses for meetings held at locations around the state, and for registration, travel, and lodging for committee members at impaired driving conferences, seminars, and similar events. The GAC-DUII serves as Oregon’s impaired driving task force and in works toward identifying policy and/or operational improvements for the statewide impaired driving prevention program. The project was also intended for DUII/DRE program expenses and conference support, for which NHTSA approval would have been sought on an as-needed basis.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The GAC – DUII met monthly throughout the year, except during August for its summer break. Meetings were held in person in Salem or Keizer and were always accessible via a virtual platform so as to allow participation by interested parties anywhere in the state. Two meetings were also held outside of the Salem area (Beaverton and Medford), and local stakeholders were invited to attend and share their perspectives on local challenges related to impaired driving in their communities. The project allowed for committee members to travel to meetings, and to attend the annual DUII Multidisciplinary Training Conference and Transportation Safety Conference. The project also supported a toll-free telephone hotline reserved for use anywhere in the state to report suspected

	impaired drivers, regardless of jurisdiction.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Distracted Driving	B8A*DD24-23-00-02
Project Title	
Distracted Driving Statewide	
Countermeasure	
Communications and Outreach	
Initial Funding Source	Updated Funding Source
405(e) flex	Choose an item.
Amount Awarded	Amount Expended
\$500,000	\$0

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded public information and education statewide on Oregon's distracted driving law and best practices; and conducted other types of education and outreach on distracted driving with these more flexible funds. It will also account for those expenditures related to managing the DD program that are not specifically eligible use of 405e funding, where flexed monies can then support the program in this way. A contract with Oregon State University was also funded to complete the research project: "Distracted Driving: Evaluating Effectiveness of Countermeasures in Reducing Single and Multi-Vehicle Crashes" with the goal of enhancing the understanding of distracted driving by evaluating the effectiveness of countermeasures implemented or to be implemented to reduce single- and multi-vehicle crashes related to cell phone use in Oregon. The central aim of this study was to assess the impact of various interventions on mitigating distracted driving incidents.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The '101 Things to do in Coastal/Western Oregon' magazine was updated and distributed. The research project with OSU was completed and found that a large percentage of distracted driving incidents involve multiple vehicles, comprising at least 85% of these crashes annually. Rear-end collisions are the most common type of multi-vehicle crash, accounting for 47.3% to 61.9% of all multi-vehicle crashes. This suggested that distractions impair

	drivers' ability to maintain safe following distances and respond promptly, leading to frequent rear-end incidents. In contrast, single-vehicle distracted crashes predominantly involved fixed-object collisions, accounting for 52.5% to 80.5% of such incidents. The analysis of injury severity in both single- and multi-vehicle collisions shows that most distracted driving crashes result in property damage only (PDO), with a minimal number of fatalities. However, fatalities were more likely in multi-vehicle crashes, despite the absence of any recorded multi-vehicle fatalities in 2021. The data suggested urban areas are responsible for the majority of multi-vehicle collisions due to higher traffic density and complex road networks. In contrast, rural areas exhibited a variable trend in single-vehicle crashes, with rural roads occasionally surpassing urban areas depending on the year. The information gleaned from the report will be used to help guide enforcement efforts and media in the future.

Sub-Recipient	Organization Type
ODOT DMV Transportation Safety Office	State of Oregon Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Statewide	B8A*DD-24-23-00-01
Project Title	
Data and Public Opinion Research	
Countermeasure	
Data and Program Evaluation	
Initial Funding Source	Updated Funding Source
405(e) flex	Choose an item.
Amount Awarded	Amount Expended
\$100,000	\$0

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The purpose is 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 and attitudes. The information provided will help 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 2024 survey. ▪ Built and developed a relationship with ODOT's tribal liaison, laying the groundwork to connect with tribes in future survey cycles. ▪ Received 19 survey responses in Spanish. ▪ Engaged with 35 community-based organizations (CBOs) providing services and resources to communities in Oregon and secured ten partnerships. ▪ Received 144 survey responses through these CBO partnerships.

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

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Distracted Driving	B8APE-24-23-00-00
Project Title	
Distracted Driving Media	
Countermeasure	
Communications and Outreach	
Initial Funding Source	Updated Funding Source
405(e)	Choose an item.
Amount Awarded	Amount Expended
\$500,000	\$384,715.20

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded public information and education through media campaigns on Oregon's distracted driving law and best practices. Distracted driving campaigns were conducted statewide throughout the entire year and especially the month of April 2024 during the annual National Distracted Driving Awareness Campaign and Connect to Disconnect. The campaign featured multimedia in English and Spanish languages primarily using Oregon's "Park Your Phone" campaign materials. Signage was placed in Oregon airports. Facebook Ads, Google Ads and theater screen ads were also utilized. Billboards and bus transits were used along with geo-fencing of the NASCAR and Grand Prix events. Streaming Television (TV) and Digital Radio were utilized.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This project was successfully conducted statewide as planned and described above. The campaign saturated the state with the distracted driving message, "Park Your Phone," using a variety of social media platforms, YouTube, Google, Facebook, Twitter, billboards, broadcast and TV streaming, radio, and geofencing. TSO had a prominent presence at the Grand Prix and NASCAR events at Portland International Raceway this year where we geofenced these events and widened the range by to include all vehicles driving on I-5 between Oregon and

	Washington. TSO also partnered with Univision, a Spanish language TV and radio organization for messaging.

Sub-Recipient	Organization Type
ODOT DMV Transportation Safety Office	State of Oregon Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Vehicle Equipment Safety Standards	CL-24-80-16-00
Project Title	
Safety Awareness	
Countermeasure	
Public safety education campaigns	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$15,000	\$750

Planned Activity Details:

Description: Describe the Planned Activity purpose.	To provide public information and education to transportation system users regarding federal and state equipment safety requirements.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Working through phone calls, Ask ODOT emails, and direct email responses to the public's questions. LED headlight brightness rising as the majority concern. SAE subscription downloads employed to assist in educating the public lawful and roadway safe procedures.

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

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Statewide	CL-24-80-90-00
Project Title	
Program Management – Vehicle Equipment	
Countermeasure	
NHTSA Uniform Guidelines for Highway Safety Program Management: Guideline 21	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$99,277.52	\$82,677.37

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 that fiscal and administrative policies were followed; and kept the SHSO current on data, countermeasures, and activities being conducted throughout the state to reduce vehicular failure-related fatalities and injuries. Funds allocated to each of TSO's program areas support the operating costs for that program during the grant year (salaries, travel, office supplies, etc.).

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Statewide	CP-24-20-03-00
Project Title	
Program Management – ODOT Regions	
Countermeasure	
NHTSA Uniform Guidelines for Highway Safety Program Management: Guideline 4	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$125,000	\$40,135.57

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services and supplies and office equipment were funded 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 that fiscal and administrative policies were followed; and kept the SHSO current on data, countermeasures, and activities being conducted throughout the state to reduce motor vehicle fatalities and injuries. Funds allocated to each of TSO's program areas support the operating costs for that program during the grant year (salaries, travel, office supplies, etc.).

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Community Traffic Safety	CP-24-24-11-00
Project Title	
Region 1 Program: Education and Outreach	
Countermeasure	
Education, Outreach, Communications & Training	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$481,000	\$247,015.33

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funds grassroots transportation safety education, outreach, and/or services through sub 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 traffic fatalities and serious injuries.					
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The project funded: - Three sub-awarded projects of which two were undertaken and completed. The third requested by the Portland Police Bureau could not be completed due to the change in government. - Five education and outreach campaigns, including two requested by the Portland Police Bureau when they could not implement their project. Afghan Support Network (ASN) CP-24-24-11-02 <table><tr><td><i>Allocated</i></td><td><i>Spent</i></td><td rowspan="2">77%</td></tr><tr><td>\$91,000</td><td>\$70,310.55</td></tr></table> ASN Learner Permit Project - 213 newly arrived Afghans took the learners permit course 165 obtain their learner's permit and 48 earned their license. 103 participants were female who accounted for 103 learner's permits and nine	<i>Allocated</i>	<i>Spent</i>	77%	\$91,000	\$70,310.55
<i>Allocated</i>	<i>Spent</i>	77%				
\$91,000	\$70,310.55					

licenses. One of the issues with women earning their license is that they are not getting enough practice driving hours and still do not feel comfortable driving on the US roads.

**The Immigrant and Refugee Community Organization
CP-24-24-11-04**

<i>Allocated</i>	<i>Spent</i>	88%
\$75,000	\$65,737.16	

Immigrant and Refugee Traffic Safety Project - A follow-on to a 2022-2023 grant project that hosted listening sessions to learn more about traffic safety issues affecting underrepresented immigrant, refugee and BIPOC communities, this project directly reached 682 people with traffic safety information and 875 indirectly and attended 15 events.

**Region 1 Transportation Safety Office
CP-24-24-11-03**

<i>Allocated</i>	<i>Spent</i>	27%
\$25,000	\$6780.00	

Provide financial assistance to low-income teens and adults to take and complete Driver Ed - In collaboration with Reynolds and David Douglas High Schools Region 1 piloted a program to pay the driver education training fee for qualifying low-income students. Eighteen students and their families received assistance.

**Region 1 Transportation Safety Office
CP-24-24-11-00 (not a mini-grant per 3HSP amendment)**

<i>Allocated</i>	<i>Spent</i>	95%
\$95,000	90,000	

Tip for Safer Trips "Little Known Laws" – This project created a branded campaign (Tips for Safer Trips) to educate drivers on laws with which they lack familiarity and/or knowledge. The FY23-24 education and outreach focused on bike boxes and the zipper merge. The campaign netted more than 2.4M ad impressions in English and more than 1.4M in Spanish.

**Region 1 Transportation Safety Office
CP 24-24-11-00 (not a mini-grant per 3HSP amendment)**

<i>Allocated</i>	<i>Spent</i>	95%
\$110,000	\$109,995	

Move Over Law – This project originally allocated \$40,000 to purchase billboards on the Move Over law; however, when Portland Police Bureau was unable to implement their grant project some of that funding was used to purchase more bus ads on the Move Over law in the Region 1 area.

The campaign purchased 21 billboards and a bus advertising campaign which garnered more than 9.4M impressions.

Region 1 Transportation Safety Office

CP 24-24-11-00 (not a mini-grant per 3HSP amendment)

<i>Allocated</i>	<i>Spent</i>	95%
\$33,619.00	\$31,137.50	

Cautious Creature Law Signs – This project purchased 1,550 Cautious Creature lawn signs urging people to slow down in Vietnamese, Ukrainian and Spanish and Kids at Play signs in English. The signs are being distributed through SRTS and transportation safety partners.

Region 1 Transportation Safety Office

CP 24-24-11-00

<i>Allocated</i>	<i>Spent</i>	95%
\$1386.00	\$1,322.54	

Oregon Traffic Basics 101 – At the request of Gresham Police Department this project to create a brochure to hand out to drivers in lieu of printing out the ORS was completed in collaboration with Gresham PD. 3,500 were printed, 1,000 went direct to Gresham PD.

Sub-Recipient	Organization Type
Afghan Support Network	Non-profit
The Immigrant and Refugee Community Organization	Non-profit
David Douglas High School	State Education
Reynolds High School	State Education
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Statewide	CP-24-24-12
Project Title	
Region 2 Program: Education and Outreach	
Countermeasure	
Mass Media Campaigns, Education and Outreach	
Initial Funding Source	Updated Funding Source
402	402
Amount Awarded	Amount Expended
\$25,000	\$0

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provides 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 599 in 2021, to 603 in 2022. Region 2 saw a decrease in fatalities from the 2021 final total of 224 to 221 in 2022, resulting in an 1% decrease. There was an increase in Region 2 for the overall F&A numbers from 1,073 in 2021, to 1,305 in 2022 resulting in an 22% increase. The statewide F&As increased 26% overall.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Statewide	CP-24-24-13
Project Title	
Region 3 Program: Education and Outreach	
Countermeasure	
Mass Media Campaigns, Education and Outreach	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$25,000	\$3,850.59

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provides 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 599 in 2021, to 603 in 2022. Region 3 saw a decrease in fatalities from the 2021 final total of 112 to 100 in 2022, resulting in an 11% decrease. There was an increase in Region 3 for the overall F&A numbers from 468 in 2021, to 520 in 2022 resulting in an 11% increase. The statewide F&As increased 26% overall.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Statewide	CP-24-24-14-00
Project Title	
TS-ODOT Region 4	
Countermeasure	
Communication, Education and Outreach	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$38,000	\$10,395.48

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provides transportation safety education, outreach, program supplies, and services to a wide variety of community-based traffic safety programs for targeted crash reduction. Funds were also made available to increase the number of child seat safety programs region wide to reduce gaps in services, for community partner traffic safety training expenses, and to provide support for low-income students taking Driver Education.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This project was divided into funds allocated for a road facility specific media campaign, to provide mini-grants to three local partners in Region 4 to run community based safety programs, and to provide financial assistance for access to transportation safety specific education. Region 4 has one safety corridor in Klamath County that has a high rate of fatal crash rates. Instead of targeting one specific topical program area (speeding, impaired driving, following too close, distracted driving, illegal passing, etc.,) this campaign identified and raised awareness about multiple driver behaviors that were crash factors in targeted high risk crash corridors. The Safety Corridor campaign was successful in getting those safety messages distributed for the second half of the grant year in a five-mile radius of the safety corridor. Two additional mini-grants were awarded to county public health departments to supplement the education and awareness of proper child safety seat use, and to assist low

income families in affording seats for their child(ren.) Both counties funded are without retail locations for caregivers to purchase seats and contain large areas of low socio-economic status. One additional mini-grant provided an education and engagement program for children ages K-5 to learn about bike helmet and booster seat use.

Funds were made available for partner training opportunities for traffic safety training. Using the Region 4 grant, ten state employees from ODOT and OSP were able to attend the two-day Annual Traffic Incident Management Conference. Additionally, one local police officer was also able to attend the TSO Annual Safety Conference with this assistance. Funds were also allocated for pre-licensure Driver Education for low-income teens, but those funds were not able to be used this year because specific contacts with accredited DE schools were not made in time for the planned classes in the region.

Other major activities include regional transportation safety coordinator attendance at and participation in; safety and planning meetings, TSO program specific events and coordination of local committee meetings, participation at safety fairs, and involvement in a variety of events including being a resource at traffic/transportation safety commissions, safe communities' coalitions, ODOT regional and project based meetings, and representing TSO with external agencies.

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 education. As a state we saw a slight increase in the final 2022 data from 599 in 2021, to 603 in 2022. Region 4 saw a larger increase in fatalities from the 2021 final total of 75 to 85 in 2022, resulting in a 13% increase. There was a drastic increase in Region 4 for the overall F&A numbers from 349 in 2021, to 486 in 2022 resulting in a 39% increase. During the same period Oregon's statewide F&As increased 26% overall, indicating Region 4 still has significant work to do in reducing crashes with fatal and serious injuries.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government
Central Oregon Fire Chiefs Association	Local Safety Coalition of Chiefs
Lake County Public Health	County Public Health Department

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Statewide	CP-24-24-15
Project Title	
Region 5 Program: Education And Outreach	
Countermeasure	
Communication, Education and Outreach	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$40,000	\$2,861.67

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. Funds were also made available for community partner traffic safety training expenses and support for low-income students taking Driver Education.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	While the project did not fund any mini grants this fiscal year, funds were used to cover speaker lodging and venue expenses for a "Building a DUI Task Force – Lessons from North Idaho" training held in Baker City on February 29, 2024. This project required partnership with The Oregon State Police, the Baker County Sheriff's Office, and the Baker City Police Department who were all involved and on the planning committee. The training was open statewide and had a total of 30 participants with 27 from Region 5, one from a statewide program, and two from Idaho. Other major activities include safety and planning meetings, event coordination, participation and/or coordination of safety fairs, a variety of events including being a resource at traffic/transportation safety commissions, safe communities coalitions, ODOT, and other external agencies. Funds were not able to be used this year to support Driver Education for low income teens (CP 24-24-15-01) because those specific contacts were not made in time for the planned classes in the region. Funds were made available for partner training opportunities for traffic safety training (CP 24-24-15-02). One police department applied for the funds but did not

	follow through with the requirements for reimbursement. ODOT District 12 did request lodging assistance to send three staff to a statewide Traffic Incident Management Training and those funds were covered. 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 education. As a state we saw a slight increase in the final 2022 data from 599 in 2021, to 603 in 2022. Region 5 saw a decrease in fatalities from the 2021 final total of 47 to 34 in 2022, resulting in a 28% decrease. There was an increase in Region 5 for the overall F&A numbers from 194 in 2021, to 201 in 2022 resulting in a 4% increase. The statewide F&As increased 26% overall.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Community Programs	CP-24-25-16-00
Project Title	
Clackamas Safe Community	
Countermeasure	
Communities that plan for and work on identified transportation safety issues	
Initial Funding Source	Updated Funding Source
402	402
Amount Awarded	Amount Expended
\$348,333	\$0

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 Clackamas 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, is working to develop a comprehensive upstream social and engineering triage system learning process (commonly called a fatality and serious injury review team, but with expanded best practices). The project continued to utilize research driven strategies from Montana State based on culture change regarding organizational and highway safety. As with all TSO community grants, the project continues to utilize NHTSA's "Countermeasures That Work" and FHWA's "Proven Safety Strategies" along with the safety program principles of the Safe Community model as they build safety system improvements. This project is part of an overarching continuous improvement process based on proven countermeasures.
Results: Describe how this project contributed to meeting the State's highway safety	The project was started late due to delays in the funding process, delays getting the project through local approvals, and once underway, delays in securing a contractor to perform many of the functions of the project. The local government persevered, a contractor was selected, and

performance targets?	negotiations occurred during the grant cycle. The contract, when fully implemented, will allow targeted use of resources to implement proven safety countermeasures. Communities that plan for and implement safety countermeasures based on research proven efforts reduce serious injury and death among transportation system users.

Sub-Recipient	Organization Type
Clackamas County	County Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Community Program	CP-24-25-17-00
Project Title	
Lane Safe Communities	
Countermeasure	
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
\$95,000	\$78,747.06

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The project provided continued coordination and implementation of portions of the Lane County and city level Transportation Safety Action Plans. This project continued work to integrate the elements of the Safe Community concept within Lane County, and specifically encouraged and facilitated partnerships within the county government, and with cities within the county. The project provided for staff hours and allowable resources for coordination activities that assisted agencies, professionals, and volunteers with implementing actions identified in the local Transportation Safety Action Plan. It also initiated or guided culture change inside and outside city and county government with the overall goal of moving the community toward a zero acceptable deaths approach to managing motor vehicle traffic, and safety for all modal users.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The project convened local government officials, volunteers, and partners which established a work plan for the grant year, and systematically increased regional communication and collaboration on transportation safety topics. Grant staff provided support to local jurisdictions on efforts related to DUII & distracted driving. The project implemented a marketing campaign on DUII prevention and impacted pervasive alcohol marketing inside drinking establishments by establishing counter-balance messaging on responsible drinking. The two issues targeted

	have been tied to success as identified in “Countermeasures that Work” when partnered with enforcement efforts. Active local safety groups are a proven strategy to reduce serious injury and death among transportation system users.

Sub-Recipient	Organization Type
Lane County MPO	Metropolitan Planning Organization

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Community Programs	CP-24-25-18-00
Project Title	
Deschutes Safe Community	
Countermeasure	
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
\$95,000	\$13,635.18

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The project provided funding for the coordination and implementation of portions of the Deschutes County and City of Bend local Transportation Safety Action Plans. This project worked to integrate the elements of the Safe Community concept within Deschutes County, and encouraged partnerships within the county government, cities within the county, and the larger central Oregon transportation market. The project provided consultant services, hours, and allowable resources for coordination activities to assist with and implement action items from the plans and worked to initiate culture change inside and outside city and county government, moving the community toward a zero acceptable deaths approach to managing motor vehicle traffic.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The project convened local agency representatives (such as county commissioners, city council members, and professional staff) from communities in Deschutes County and Central Oregon to coordinate communications and research indicated safety countermeasures. Emphasis was placed on those that targeted local high crash causing behaviors. The project identified ways to support law enforcement efforts with communication and sought to expand its reach to all of central Oregon, which will help improve safety along the US 97 and other corridors. Proven countermeasure

	implementation can lead to reductions in serious injuries and death from transportation incidents over time.

Sub-Recipient	Organization Type
Bend Metropolitan Planning Organization	MPO, Local Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Community Programs	CP-24-25-19-00
Project Title	
Safe Community Services: Oregon Impact	
Countermeasure	
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
\$160,000	\$109,009.97

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The project provided webinar and direct training, mentoring, and technical assistance to promote traffic safety volunteer efforts with an eye to NHTSA's "Countermeasures That Work" and other proven countermeasures. The project offered local traffic safety advocates and governments access to technical assistance via a weekday 1-800 "warm" line, and a local agency requested electronic newsletter featuring traffic safety resources, ideas and recognition for successful programs. Project staff made regular phone contact with recognized local traffic safety committees in Oregon during the project year to help them identify best practices, troubleshoot problems, and encourage local participation in traffic safety educational and training efforts. The grantee worked with ODOT Region staff to ensure recognized communities received in-person or teleconference visits. The project coordinated with TSO program staff and assisted local agency officials in coordinating their efforts that use transportation safety best practices and research-based countermeasures.
Results: Describe how this project contributed to meeting the State's highway safety	The project assisted the state with meeting the performance target of maintaining or increasing the number of local safety committees. The project also helped with other groups not part of the performance measure but required for the success of highway safety efforts such as ad-hoc safety

performance targets?	groups. The project coordinated with TSO program staff to assist local law enforcement and others in coordinating effective, research proven efforts such as law enforcement-related media and activities. The project developed a local agency requested document to help those dealing with crashes to turn that energy toward research backed traffic safety work. Safety groups are a proven strategy in reducing serious injury and death in the transportation system.

Sub-Recipient	Organization Type
Oregon Impact	Traffic Safety Non-Profit

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Community Programs	CP-24-25-21-00
Project Title	
Local Safety Action Plans	
Countermeasure	
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
\$600,000	\$104,695.25

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project identified three communities and funded awards at the request of these local governments for the planning and development of safety action plans. The plan development process involved the gathering of data about fatal and injury crash causation, and with analysis, lead to the establishment of local plan elements using a data driven decision making process informed by available research and public guidance. Plan developers used this information to identify countermeasures that show the best potential to impact local safety problems in an effective manner. The best fitting countermeasures became, or will become, part of the local plans as they are compiled. The plans are being developed (or have been developed) to incorporate Engineering, Education, Enforcement and EMS solutions to address the Economic impacts of transportation related fatal and serious injury crashes as they are finalized in each community. The resultant plans are, or will be, Safe Streets for All compliant on completion, and will result in research and data driven efforts in future FHWA or NHTSA grant requests. The sub recipients continued work or completed work in 2024.
Results: Describe how this project contributed to meeting	The project identified 3 communities, Marion County, Clackamas County, and City of Klamath Falls to award funds at local agency request for the development of local safety action plans. The local plan development process involved

the State's highway safety performance targets?

data analysis, and countermeasure selection using best practices. Each plan will eventually incorporate enforcement, EMS, education and engineering solutions, as they are finalized.

The plans are to be safe streets compliant to allow for applications to NHTSA or FHWA or other sources for future funding. The overall project encountered significant headwinds in the form of larger grants from a more easily accessed source, reducing the application rate for new projects.

The project was able to compile information about vulnerable road users to inform local plan development and to guide state and federal resources toward improving safety for this group of system users. The planning process in the three communities has yielded requests and projects that use best practices and model countermeasures where appropriate; for example, the City of Klamath Falls is pursuing equitable improvements funding for vulnerable users based on their plan. Communities that plan for and implement proven countermeasures are proven to reduce serious injury and death among transportation system users.

Sub-Recipient

ODOT TSO (sub awards to City of Klamath Falls, Clackamas County, Marion County)

Organization Type

State Department of Transportation, City, County governments

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Statewide	CP-24-25-90-00
Project Title	
Program Management -- Community Safety	
Countermeasure	
NHTSA Uniform Guidelines for Highway Safety Program Management: Guideline 4	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$76,639.49	\$73,420.75

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services and supplies and office equipment were funded for the for the Community Safety 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 that fiscal and administrative policies were followed; and kept the SHSO current on data, countermeasures, and activities being conducted throughout the state to reduce motor vehicle fatalities and injuries. Funds allocated to each of TSO's program areas support the operating costs for that program during the grant year (salaries, travel, office supplies, etc.).

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Statewide	DD-24-20-90-00
Project Title	
Program Management – Distracted Driving	
Countermeasure	
NHTSA Uniform Guidelines for Highway Safety Program Management: Guideline 4	
Initial Funding Source	Updated Funding Source
405(b) flex	402
Amount Awarded	Amount Expended
\$ 99,978.99	\$57,945.81

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 that fiscal and administrative policies were followed; and kept the SHSO current on data, countermeasures, and activities being conducted throughout the state to reduce distracted driving motor vehicle fatalities and injuries. Funds allocated to each of TSO's program areas support the operating costs for that program during the grant year (salaries, travel, office supplies, etc.).

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office

Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Driver Education	DE-24-20-15-00
Project Title	
OSAA Traffic Safety Messaging	
Countermeasure	
Communication, Education and Outreach	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$30,000	\$30,000

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided a visible messaging campaign to promote positive behaviors directed at high school students, families, coaches, school staff, and other high school activities participants through Oregon Student Activities Association (OSAA) state tournaments and activities that are held statewide.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This project was initiated mid-year in April of 2024 which allowed for visible messaging only during the spring championships including Track and Field, Tennis, Baseball, and Softball and focused primarily on distracted driving messaging. During this time digital assets, social media, radio, and signage was deployed. These assets included: digital ads with 18M impressions, a coach's program with 249 coaches and 5,811 downloads, email to coaches which included 249 coaches and administrators, 6,714 listeners on the OSAA radio, and several digital signs in addition to printed signs at the spring tournaments. Total attendance at spring tournaments was 72,386 in 2024.

Sub-Recipient	Organization Type
Oregon School Activities Association	Non-Profit

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Driver Education	DE-24-20-15-17
Project Title	
OR11 Safety Outreach	
Countermeasure	
Communication, Education and Outreach and Visible Enforcement	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$0	\$0

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided a visible messaging campaign to promote positive behaviors that will make OR11 safer and provide additional funds for the Umatilla County Sheriff's Office increase their presence on the identified corridor. As part of the project, Umatilla County formed an "OR11 Safety Focus Group" which includes residents, business owners, and partnering agencies to identify a formal communications plan that will work to increase transportation safety awareness and outreach.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This project was implemented mid-year in April of 2024 so while the timeline was short to meet objectives, there were many successes to note. The Safety Focus Group was created and included a diverse group of members including people from the City of Milton-Freewater, local chamber of commerce, law enforcement and first responders, retirees, parents of young children attending local schools, and local business owners. They met once a month beginning in May. During this time, the group identified a message campaign that included local social media messaging, radio messaging, yard signs, messaging at the local drive-in theatre, partnership with transit to include messaging on the busses that drive the route on the identified section of OR11, and use of an ODOT speed racing crash car. The group also worked on a more robust plan for FFY25 that

	will enhance messaging efforts and add local traffic safety courses and public meetings. Additionally, the project was able to support the Umatilla County Sheriff's Office with 21.50 hours of overtime patrol hours to enhance presence and enforcement in the area of the identified route on OR11. Four citations and 21 warnings were given during these 21.5 overtime hours with 24 total stops made.

Sub-Recipient	Organization Type
Umatilla County	County Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Statewide	DE-24-20-90-00
Project Title	
Program Management – Driver Education	
Countermeasure	
NHTSA Uniform Guidelines for Highway Safety Program Management: Guideline 4	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$730,710.11	\$53,016.35

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 that fiscal and administrative policies were followed; and kept the SHSO current on data, countermeasures, and activities being conducted throughout the state to reduce motor vehicle fatalities and injuries. Funds allocated to each of TSO's program areas support the operating costs for that program during the grant year (salaries, travel, office supplies, etc.).

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Driver Education	DE-24-24-14-00
Project Title	
Region 4 Roundabout Education Media Campaign	
Countermeasure	
Driver Education	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$43,029	\$31,700

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The purpose of this project was to educate both visiting and resident road users in and around the Bend area on the proper and safe use of several new multi-lane roundabouts being opened November 2023. The proposed reach of this project was Bend, OR and the surrounding areas that can be reached by radio station service areas and in a geographic radio from the construction area. At the time of the education campaign proposal, a few of the roundabouts had been opened but were still restricted to one lane only while additional ones were being constructed. The media campaign in combination with the gradual opening aided in preparing drivers and other road users for navigating multiple lanes within the roundabouts.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The activities outlined in the R4 Roundabout Education project, TSO was able to provide a targeted education and outreach campaign that promoted safe roundabout use for all road users. Central Oregon resident and visiting drivers received safety information about two lane roundabout use and what to expect when traveling in them fully opened alongside all types of traffic on US20. This project encouraged safe and responsible driving behavior, targeting one of the three most frequent and persistent behavioral safety factors in fatal crashes – speeding. Reminding drivers to maintain an appropriate speed while approaching and using a roundabout impacts the safety of those traveling inside vehicles as well as

	vulnerable road users like pedestrians and pedalcyclists using adjoining sidewalks and paths, supporting the objective of Safer People, achieving the U.S.DOT-wide departmental action of 'unifying departmental safety messaging to align with the Safe System Approach. Six weeks of both traditional and streaming radio were advertised on throughout Central Oregon and the area surrounding the corridor receiving the multi-lane roundabouts. The estimated number of impressions for this period was 1,119,969.

Sub-Recipient	Organization Type
TS-ODOT Region 4	State of Oregon Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Impaired Driving	EDU_AL-24-14-01-00
Project Title	
Statewide Services – DUII Outreach & Education	
Countermeasure	
Mass Media Campaigns	
Initial Funding Source	Updated Funding Source
164	Choose an item.
Amount Awarded	Amount Expended
\$183,537.62	\$159,000

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to fund a comprehensive alcohol-impaired driving public information and education program. Materials and supplies developed through this project provided the general population with safe driving messages relevant to alcohol. DUII-related Public Service Announcements in the form of billboards, print, water closet, television, social media and radio will be produced and distributed throughout Section 154 and 164 legislation and interim regulations and 23 USC 402: Highway safety programs (house.gov). Public opinion survey questions specific to impaired driving were also planned to be conducted, along with focus groups to target effective messaging. The intent of this project was to promote healthy decision-making statewide with regard to driving after having used intoxicants. By encouraging safe decisions and providing education about the dangers and actual costs of impaired driving, ODOT TSO attempted reduce DUII crashes by inspiring media consumers to be more aware of safe ride alternatives and the benefits of using them.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	ODOT TSO partnered with its media contractor, Gard Communications to develop and implement a media strategy that communicated the dangers of alcohol impaired driving to motorists and media consumers statewide. The primary method of communication was NHTSA-designed creative, which was deployed across several media modalities. By educating the public about the dangers, and the potential physical and legal consequences of driving under the

	influence, ODOT TSO sought to reduce overall instances of impaired driving throughout the state.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Emergency Medical Services	EM-24-24-01-00
Project Title	
Emergency Medical Services Statewide Services	
Countermeasure	
Although training is not identified specifically as a countermeasure, training is supported by Highway Safety Program Guidelines: therefore, the countermeasure is Emergency Responder Training in the EMS chapter of the Triennial HSP. - Number 8 B. Enforcement - Number 14 IV. Law Enforcement and VI Communication - Number 15 III. Training - Number 19 V. Enforcement Countermeasures - Number 20 V. Occupant Protection for Children Program and BI Health and Medical Communities. Uniform Guidelines for State Highway Safety Programs #11 - EMS	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$200,000	\$62,679.32

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The purpose of this project was to provide access to EMS training to rural and frontier EMS providers through conferences, emergency responder training, i.e., Prehospital Life Support Training and other EMS trainings. This was done to facilitate the ability of EMS personnel to earn Continuing Education Units in order to increase and/or maintain the EMS workforce in Oregon. It was also done to maintain or improve response, scene, and transport times related to vehicle crashes by increasing EMS personnel knowledge and skills. To address the purpose of this project, three activities were carried out to address the identified problem (need for accessible training in rural areas): 1) 2024 State of Jefferson EMS Conference, 2) 2024 Eastern Oregon EMS Conference, and 3) Provide locally delivered Emergency Responder Training for Trauma Care and hold a conference offered by the Oregon EMS Education Foundation.
Results: Describe how this project contributed to meeting	This project is intended to impact C-1) Number of traffic fatalities. By having trained, equipped, and available EMS providers in

the State's highway safety performance targets?

rural areas ready to respond to vehicle crashes and emergencies on the highway system, more lives will be saved as a result of timely response, trauma treatment, and quick transport times to higher levels of care.

This project supported the delivery of EMS training opportunities throughout rural parts of Oregon. This was accomplished by offering training opportunities in three conference events and in locally delivered training events. Limited fee support for attendance at those events was also made available to participants to encourage the development and number of people providing rural EMS services as well as assist with the maintenance of various EMS Continuing Education credit requirements.

This training resulted in maintaining or improving knowledge and skills related to response activities, scene activities, and transport time related activities for vehicle crashes.

Sub-Recipient	Organization Type
Oregon EMS Education Foundation	EMS Non-profit Organization
Mercy Flights, Inc.	EMS Non-profit Organization
Eastern Oregon EMS Conference	EMS Non-profit Organization

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Statewide	EM-24-24-90-00
Project Title	
Program Management – Emergency Medical Services	
Countermeasure	
NHTSA Uniform Guidelines for Highway Safety Program Management: Guideline 11	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$42,848.05	\$19,451.40

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services and supplies and office equipment were funded for the for the Emergency Medical Services 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 that fiscal and administrative policies were followed; and kept the SHSO current on data, countermeasures, and activities being conducted throughout the state to reduce motor vehicle fatalities and injuries. Funds allocated to each of TSO's program areas support the operating costs for that program during the grant year (salaries, travel, office supplies, etc.).

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Impaired Driving	ENF_AL-24-14-16-00
Project Title	
Sustained DUII Enforcement – Yamhill County	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
164	Choose an item.
Amount Awarded	Amount Expended
\$140,000	\$64,162.66

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The Yamhill County Sheriff's Office leveraged grant funding from 2020 – 2023 to dedicate the equivalent of one FTE dedicated to impaired driving prevention and enforcement. The project was successful in improving the agency's response to impaired driving instances in Yamhill County, and County government leadership continued the position with local funding. This project is intended to provide additional dedicated impaired driving enforcement to the communities of Yamhill County, which has experienced a significant number of DUII crashes despite other recent improvements to the sheriff's office's impaired driving enforcement. Activities also included participating in nation HVE campaigns during Christmas, Super Bowl Sunday, July 4th, and Labor Day. Dedicated DUII enforcement in Yamhill County created safer roadways and reduced the risk of serious injury and fatal crashes with each impaired driver that was arrested and removed from the road.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Due to staffing shortages, the sheriff's office was not able to begin project activities until May. However, 90 impaired drivers were arrested, and numerous violation citations were issued in the condensed project period. By removing impaired drivers and issuing citations/warnings for other traffic violations, roadways in Yamhill County and throughout Oregon were safer and serious injury and fatal crashes were

	likely avoided.

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

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Impaired Driving	ENF_AL-24-14-19-00
Project Title	
Sustained DUII Enforcement – Jackson County Sheriff’s Office	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
164	164
Amount Awarded	Amount Expended
\$140,000	\$40,038.25

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to fund the hours necessary to conduct dedicated to conducting DUII enforcement and education activities. Additional DUII patrols were expected to be focused on rural areas, such as around campgrounds and lakes where data indicates DUII activity is more likely to occur. The Sheriff’s Office also planned to provide public education and outreach to inform the community about the dangers of impaired driving and would host/participate in regional law enforcement trainings on impaired driving topics. This project was intended to provide additional dedicated impaired driving enforcement to the communities of Jackson County, which has experienced a significant number of DUII crashes despite existing dedicated enforcement resources.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The Jackson County Sheriff’s Office used grant funding to augment their existing impaired driving patrols by increasing the amount of dedicated hours by 50%. This allowed the agency to increase focused patrols to rural areas where impaired driving was known to occur, but staffing limitations previously prevented significant preventative action. The agency relied on data analysis to determine the most efficient use of grant-funded hours to target high risk and underserved areas of the county. In addition to the visible presence of the new patrols around the county, the sheriff’s office also leveraged social media resources to advertise those patrols’ presence. As an

	example, the agency hosted a virtual ride-along event with a deputy conducting sustained impaired driving enforcement. The event highlighted the exemplary skill and professionalism of the agency's deputies in conducting impaired driving investigations, which added to the credible deterrent effect to prevent DUI offenses.

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

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Traffic Records	F1906CMD-24-25-00-00
Project Title	
Criminal Justice Commission - Citation Database	
Countermeasure	
High-quality State traffic record data is critical to effective safety programming, operational management, and strategic planning.	
Initial Funding Source	Updated Funding Source
1906	Choose an item.
Amount Awarded	Amount Expended
\$1,100,000	\$837,885.69

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 primary goal of the project was to institute a statewide data collection system that: 1. Provides the public and policy makers with current data about who is being stopped, searched, and arrested at traffic stops. 2. Requires law enforcement statewide to collect certain information about every discretionary traffic and pedestrian stop. 3. Contains all CJC findings, and aggregate data submitted by law enforcement, and is available to the public. The project was the result of the 2015 Oregon State Police (OSP) and Attorney General's Racial Profiling Prohibition Task Force and their recommendations, as encompassed in the 2019 Legislative Session in HB 2355. For annual progress made to date, please see Statistical Transparency of Policing, or S.T.O.P. webpage and report.
Results:	The STOP database provides a deep pool of data for use in assessing the equitable distribution of enforcement activities

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

across the population, allowing for public confidence that traffic stops are initiated fairly, and that law enforcement activities are not singling out a group for uneven treatment – thus building confidence in the law enforcement system among decision makers and the public.

Further, the annual reports prepared informed the legislature and local agencies regarding how to improve. Accurate data about the equitability of enforcement can lead to better decisions, and greater interest and support for traffic enforcement, a countermeasure that is indicated in reducing serious injury and death among transportation system users.

Sub-Recipient	Organization Type
Criminal Justice Commission	State Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Impaired Driving	FDMDATR-24-24-11-00
Project Title	
Initial Alcohol and Drug Evaluation for Indigent DUI Offenders	
Countermeasure	
Alcohol Assessment and Treatment	
Initial Funding Source	Updated Funding Source
405(d)	Choose an item.
Amount Awarded	Amount Expended
\$10,925	\$9,075

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project paid for the initial drug and alcohol evaluation for indigent clients in Multnomah County. DUI offenders are required to complete a screening interview in accordance with ORS 813.020. The DUI offender pays \$150 to the agency or the organization that is designated by the court. There is no funding for assisting DUI offenders with the screening cost, which delays the referral process for alcohol and drug treatment, which contributes to recidivism.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Between 03/01/2024 – 09/30/2024, 450 DUI offenders were referred to the program and 55 qualified for funding. All 55 of the eligible offenders completed their screening and at the end of the project 12 eligible offenders had successfully completed treatment, four had been discharged and 39 are currently in treatment. As of 09/30/2024 22% of the participants who benefited from the project had successfully completed treatment (treatment can take up to a year to complete), and it is projected that 90% will successfully complete treatment. In 2022, 65% of Oregon's fatalities were substance involved and 23% of all fatalities and serious injuries 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 Justice Department – Multnomah County Circuit Court	County Government

Oregon Transportation Safety Office

Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Pedestrian and Bicycling Safety	FHLE-24-68-00-00
Project Title	
Vulnerable Road User High Visibility Enforcement and Education	
Countermeasure	
Enforcement Strategies	
Initial Funding Source	Updated Funding Source
405(h)	Choose an item.
Amount Awarded	Amount Expended
\$191,556	\$151,717.95

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This was a statewide pedestrian safety enforcement (PSE) mini-grant program to Oregon law enforcement agencies, to also include operations, training and evaluation, and diversion classes as applicable. The primary objective of pedestrian safety enforcement was to tackle unsafe and inappropriate behavior exhibited by both drivers and pedestrians. Our efforts focused on promoting correct behaviors for pedestrians and ensuring motorists adhered to legal and best practice guidelines. Our initiatives were concentrated in heavily trafficked crosswalks across various communities, addressing vital safety concerns
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This type of enforcement contributed to meeting the state performance measures because it showed community members that their law enforcement agencies value the safety of pedestrians, but it also re-enforced the motor vehicle laws around pedestrian safety and right away that many drivers forget or neglect over the years. This type of enforcement was also a valuable resource for newer drivers. A chance to recognize dangerous behavior was observed before any serious harm can be done. What makes this grant particularly unique was its focus on fostering positive community involvement. Many agencies noted the opportunity to engage residents through publicized enforcement operations, outreach events, and partnerships with local organizations. This dual emphasis on education

	and enforcement not only improved safety but also strengthened trust and collaboration between law enforcement and the communities they serve. The downside to the activities this year was the low participation rate from agencies who were awarded. Statistics: 31 Agencies were awarded Pedestrian Safety Enforcement grant funds. 19 agencies actually participated in billed grant PSE activities 518.5 Hours were dedicated to PSE overtime and submitted for reimbursement. All ODOT regions had agencies participating. Citations/Warnings: 91 Other 115 Bicycle/Pedestrian 0 Child Restraint 32 Distracted Driving 14 Driving While Suspended 23 Equipment 0 Interlock 16 Seat Belt 43 Speeding

Sub-Recipient		Organization Type
Oregon Impact		Non-Profit
Astoria Police Department	Law Enforcement	
Aumsville Police Department		
Bandon Police Department		
Banks Police Department		
Canby Police Department		
Carlton Police Department		
Clackamas County Sheriff's Office		
Coburg Police Department		
Cornelius Police Department		
Florence Police Department		
Gaston Police Department		
Independence Police Department		

Klamath County Sheriff's Office	
Lake Oswego Police Department	
Lincoln City Police Department	
Medford Police Department	
North Bend Police Department	
Nyssa Police Department	
Reedsport Police Department	
Salem Police Department	
Sandy Police Department	
Sherwood Police Department	
Silverton Police Department	
Talent Police Department	
Tigard Police Department	
Toledo Police Department	
Tualatin Police Department	
Washington County Sheriff's Office	
Yamhill County Sheriff's Office	

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Pedestrian and Bicycling Safety	FHPE-24-68-00-00
Project Title	
Oregon Friendly Driver	
Countermeasure	
Share the Road Awareness Programs, Driver Training	
Initial Funding Source	Updated Funding Source
405(g)	405(h)
Amount Awarded	Amount Expended
\$330,000	\$284,050.85

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Promoted and implemented driver education courses in person, webinar and self-paced online classes regarding pedestrian and bicycling laws and best practices in the regions surrounding Eugene, Bend, and Portland and also serve as a statewide program to other areas within the state as needed.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The activities in this project contribute to meeting the performance targets by delivering free supplemental driver education specific to understanding laws as they pertain to safety of people walking, rolling and bicycling but also best safe practices above and beyond the laws. By educating motor vehicle drivers about how to share the roads safely with people on bikes and people walking, we are able to expand the reach of education programming and thus create an environment where more people are operating with a common understanding of how to travel safely on the roadways. Project's major activities: 1. Completed 3-Year Strategic Plan 2. Completed 3-Year Marketing Plan 3. Analyzed and tracked online, in person, and webinar classes, recorded all results and evaluated presentation materials to ensure learning goals are met. 4. Established contracts and delivered subgrant funds to The Street Trust and Lane Council of Governments.

	5. Worked with media consultant to expand outreach efforts, improve website, updated online course, and attended conferences 6. Increased participation in online course 7. Held 4 Statewide Quarterly Meetings 8. Increased number and demographic of groups receiving in person classes in online course. 9. Completed course to be loaded on Workday (State Agency learning site) and fully translated course to Spanish.

Sub-Recipient	Organization Type
Commute Options	Non-Profit
Lane Council of Governments	Local MPO
The Street Trust	Non-Profit

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Impaired Driving	LET_DG-24-14-00-00
Project Title	
DRE / DUII Training	
Countermeasure	
NHTSA Highway Safety Program Guideline No. 8	
Initial Funding Source	Updated Funding Source
164	Choose an item.
Amount Awarded	Amount Expended
\$140,000	\$120,161.97

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to fund training activities for law enforcement and other partners who participate in drug-impaired driving investigations. The Oregon Drug Recognition Expert (DRE) program planned a one-day in-service training for certified DREs and to host at least one full school to train & certify new DRE candidates. DRE instructor activities were also planned, to include travel expenses, per diem, and necessary materials to teach the related courses. These classes included, but were not limited to, Advanced Roadside Impairment Detection Enforcement (ARIDE) training, Drug Impairment Training for the Education Professional (DITEP), and a new curriculum intended to provide foundation-level impairment detection training to non-sworn commercial motor vehicle (CMV) truck inspectors. This project was intended to address the increasing prevalence of drug-impaired driving and related crashes by providing training opportunities for law enforcement and other partners.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The Oregon Drug Recognition Expert (DRE) program hosted one DRE certification school, during which 20 new DREs from agencies around the state were certified. Four new DRE Instructors were also certified. The program hosted 10 Advanced Roadside Impaired Driving Enforcement (ARIDE) classes around the state, at which 141 officers received this valuable training. In addition to commonly deployed DRE curricula, the

program piloted the International Association of Chiefs of Police (IACP) new Employer Drug Impairment Training (EDIT) with supervisors from the Oregon Department of Transportation (ODOT). This training allowed supervisory staff for employees who drive as part of their duties to better recognize signs of possible impairment so steps can be taken to prevent them from operating agency vehicles while under the influence of drugs and/or alcohol.

The Oregon DRE program also created and audience-specific training curriculum for ODOT's commercial truck inspector cadre to better identify signs of impairment when conducting driver inspections. This curriculum was deployed to ODOT's entire motor carrier division staff that conducts these inspections at ports of entry and remote scale sites throughout the state.

Sub-Recipient	Organization Type
Oregon State Police	Law Enforcement Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Occupant Protection	M1CPS 24-45-00-00
Project Title	
Child Passenger Safety Fitting Station Support, ODOT Regions 1-5	
Countermeasure	
Inspection Stations	
Initial Funding Source	Updated Funding Source
405(b)	Choose an item.
Amount Awarded	Amount Expended
\$4,820.22	\$4,820.22

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Each of the five ODOT Region Transportation Safety Coordinator will manage and award to agencies in the area. This project will fund mini-grants to local fitting stations to cover costs for purchase of equipment, supplies, child car seats and boosters for low-income families, and training expenses for technician and instructor candidates (certification fee and/or necessary lodging and per diem expenses).
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	See M1CPS 24-45-11-00, M1CPS 24-45-12-00, M1CPS 24-45-13-00, M1CPS 24-45-14-00, and M1CPS 24-45-15-00 for additional details

Sub-Recipient	Organization Type
See M1CPS 24-45-11-00, M1CPS 24-45-12-00, M1CPS 24-45-13-00, M1CPS 24-45-14-00, and M1CPS 24-45-15-00 for additional details	

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Occupant Protection	M1CPS-24-45-11-00
Project Title	
Region 1 Child Passenger Safety Fitting Station Support	
Countermeasure	
Inspection Stations	
Initial Funding Source	Updated Funding Source
405(b)	Choose an item.
Amount Awarded	Amount Expended
\$19,600	\$14,754.54

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded mini-grants to local fitting stations to cover costs for purchase of equipment, supplies, child car seats and boosters for low-income families, and training expenses for technician and instructor candidates (certification fee and/or necessary lodging and per diem expenses).
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Five organization received funds to purchase car seats and supplies to run fitting stations and provide car seats to low-income families. During the grant year the five organizations: • 375 ODOT car seats to low income families • Held 18 community events • Helped 337 families with ODOT funds • Checked 503 car seats purchased/distributed with ODOT funds • Checked 3,335 car seats total (includes all car seat checks) • Collected \$9,520 in co-pays and purchased 351 seats with those co-pays. Region 1 rarely experiences a 0-9 child fatality which in part may be attributed to its robust car seat inspection program; however, the 2018-2022 five-year average of child 0-9

	injuries in Region 1 was 486, which this project worked to reduce.

Sub-Recipient	Organization Type
Native CARS	Tribal
Gladstone Police Department	Law Enforcement
Safe Kids Portland Metro	Non-profit
Doernbecher Children's Hospital	Hospital
Doernbecher Children's Hospital – Hillsboro	Hospital
Randall Children's Hospital	Hospital

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Occupant Protection	M1CPS-24-45-12-00
Project Title	
Child Passenger Safety Fitting Stations – Region 2	
Countermeasure	
Child Restraint Inspection Stations	
Initial Funding Source	Updated Funding Source
405(b)	Choose an item.
Amount Awarded	Amount Expended
\$12,000	\$3,958.79

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided mini-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 to 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). There were 38 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 five CPS clinics and provided education and outreach at 27 events (11 events in-person and 16 events that were not in-person).

Sub-Recipient	Organization Type
ODOT DMV Transportation Safety Office	State of Oregon Agency
Marion & Polk Early Learning Hub, Inc.	Non-Profit Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Occupant Protection	M1CPS-24-45-13-00
Project Title	
Child Passenger Safety Fitting Stations – Region 3	
Countermeasure	
Child Restraint Inspection Stations	
Initial Funding Source	Updated Funding Source
405(b)	Choose an item.
Amount Awarded	Amount Expended
\$12,000	\$4,694.75

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided mini-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?	Community level programs, which support the statewide occupant protection program, often operate on minimal or no budgets in addition to relying heavily on volunteers. Support was provided to the CPS Technicians through email, telephone conversations, meetings/trainings, clinics, and distribution events. The CPS Coalitions in Region 3 are really struggling. There used to be five, with one in each county. Josephine County is the only true coalition remaining. Assisting agencies with grants opportunities - with one collaborative host that supported all of the CPSTs in the County it represented was one of the primary strengths of the implementation process for this project. Three agencies received mini-grants in Region 3. One grant went to Coos Bay Police Department for training and assistance, which allowed them to send two officers to CPS

	certification training. Grants Pass Fire received a mini-grant for car seats, a trailer wrap for their CPS trailer and training assistance which allowed them to send 3 fire personnel to CPS certification training. Central Point Police Department received a grant for car seats, and due to agency restraints after the grant was finalized, were unable to utilize the any of the funding.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government
Coos Bay Police Department	Local Law Enforcement Agency
Central Point Police Department	Local Law Enforcement Agency
Grants Pass Fire & Rescue	Local Fire Department

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Occupant Protection	M1CPS-24-45-14-00
Project Title	
Child Passenger Safety Fitting Stations – Region 4	
Countermeasure	
Child Restraint Inspection Stations	
Initial Funding Source	Updated Funding Source
405(b)	Choose an item.
Amount Awarded	Amount Expended
\$12,000	\$7,740

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided mini-grants to assist local agencies in Region 4 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?	Community level programs, which support the statewide occupant protection program, often operate on minimal or no budgets in addition to relying heavily on volunteers. Support was provided to the CPS Technicians through email, telephone conversations, meetings/trainings, clinics, and distribution events. The CPS Coalitions and fitting stations in Region 4 are sparsely distributed or disbanded and working on reforming to pre-Covid service levels and activities. Currently there is one coalition in the northern very rural counties of the Region – Safe Kids Columbia Gorge. SKCG provides much needed education and access to affordable seats for low-income families in a very wide geographic area where there are no retail outlets for safety seats or consistent access to medical or social services. CPS programs in the remaining five counties are

sporadically located and inconsistently funded.

The two most southern counties are enormous in area and obtaining medical services can take one to two hours of driving for many residents. It is for this reason an attempt was made to establish a CPS program in each Lake and Klamath counties. While the Lake County Health District was able to operate a small program out of the health district hospital and the Lake County Public Health was able to provide bilingual and mobile CPS programming, ultimately Klamath County was not covered.

While requested and awarded, ultimately the Klamath Tribes governing council decided they would be unable to participate in the program based on some of the terms and requirements. It is for this reason the third allocated grant was not executed in FY24.

A total of five counties in Region 4 had active CPS programs

One goal for the coming year is to form a coalition for the remaining Central Oregon counties and at least one in Klamath County.

Successes include Lake Health District and SKCG both increasing their number of CPSTs this year and becoming recognized resources in their communities. SKCG continues to be a strong and active safety coalition in Wasco, Gilliam, Sherman, Wheeler, and Hood River counties and a vital partner in child passenger safety in Region 4.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government
Mid-Columbia Health Foundation	Non-Profit
Lake Health District	County Health District

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Occupant Protection	M1CPS-24-45-15-00
Project Title	
Child Passenger Safety Fitting Stations – Region 5	
Countermeasure	
Child Restraint Inspection Stations	
Initial Funding Source	Updated Funding Source
405(b)	Choose an item.
Amount Awarded	Amount Expended
\$21,500	\$13,425.07

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided mini-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?	Community level programs, which support the statewide occupant protection program, often operate on minimal or no budgets in addition to relying heavily on volunteers. Support was provided to the CPS Technicians through email, telephone conversations, meetings/trainings, clinics, and distribution events. Each county in Region 5 has an identified lead agency to support efforts, however in some counties staff turnover in these lead agencies has led to substantial institutional loss that the agencies have struggled to re-establish, most notably in Morrow County. Harney County's program was a huge success of the project most recently, identifying a new lead agency and building CPST numbers back up. Six agencies received mini-grants in Region 5. Building Healthy Families and Families First both received mini grants for seats and certification expenses while CASA of Eastern

	Oregon and Good Shepherd Medical Center received funds only for car seats. St. Anthony Hospital received funds for seats and to put a wrap on their CPS program van. Boardman Police Department received a grant for car seats and staff certification expenses, and due to agency turnover, were unable to utilize the any of the funding. Finally, funds were set aside to partner with the Confederated Tribes of the Umatilla Indian Reservation and that project was never able to get implemented, also due to staff turnover.

Sub-Recipient	Organization Type
ODOT DMV Transportation Safety Office	State of Oregon Agency
Building Healthy Families	Non-Profit
Boardman Police Department	Local City Police Department
CASA of Eastern Oregon	Non-Profit
Families First	Non-Profit
Good Shepherd Medical Center	Local Hospital
St. Anthony Hospital	Local Hospital

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Occupant Protection	M1HVE-24-46-16-00
Project Title	
Local Police Department and Sheriff's Office Safety Belt Mini-Grants	
Countermeasure	
Short Term, High-Visibility Seat Belt Law Enforcement	
Initial Funding Source	Updated Funding Source
405(b)	402
Amount Awarded	Amount Expended
\$540,554	\$80,484.76

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. This project started as a 405(b) funded project and then an amendment was submitted and approved by NHTSA to move to 402 funds to become part of the project OP-24-45-16-00.
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 37 Seat Belt HVE mini-grants to local police departments to conduct enforcement towards maintaining and increasing compliance with safety belt/child restraint laws. Funding was conditional on agency 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 9,529 contacts made during the seat belt enforcement grant activities. The following contacts were made: 12 DUII, 1,855 speed, 1,794 distracted, 74 felony arrests and 4,599 all other.

Sub-Recipient	Organization Type
Benton County Sheriff's Office, Clackamas County Sheriff's Office, Columbia County Sheriff's Office, Crook County Sheriff's Office, Jackson County Sheriff's Office, Lane County Sheriff's Office, Malheur County Sheriff's Office, Marion County Sheriff's Office, Morrow County Sheriff's Office, Multnomah County Sheriff's Office, Tillamook County Sheriff's Office, Washington County Sheriff's Office, Yamhill County Sheriff's Office, Phoenix Police Department, Portland Police Bureau, Prineville Police Department, Redmond Police Department, Reedsport Police Department, Roseburg Police Department, Salem Police Department, Sandy Police Department, Seaside Police Department, Sherwood Police Department, Silverton Police Department, Springfield Police Department, Stayton Police Department, Talent Police Department, The Dalles Police Department, Tillamook Police Department, Tigard Police Department, Toledo Police Department, Tualatin Police Department, Warrenton Police Department, West Linn Police Department, Winston Police Department, Yamhill Police Department	Local Law Enforcement Agencies

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Occupant Protection	M1HVE-24-46-17-00
Project Title	
Statewide Safety Belt Enforcement, Oregon State Police	
Countermeasure	
Short Term, High-Visibility Seat Belt Law Enforcement	
Initial Funding Source	Updated Funding Source
405(b)	Choose an item.
Amount Awarded	Amount Expended
\$85,000	\$85,000

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 (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 683.5 hours (84.5%) of the 809 hours allocated. There were 167.75 overtime hours used by OSP CPS technicians, and 515.75 overtime hours used for enforcement. The results of these activities were 3 DUII arrests, 80 speed citations, 219 seat belt citations, 4 lane usage citations, 30 distracted driving citations, 254 other

	citations, 156 speed warnings, 385 seat belt warnings, 81 lane usage warnings, 40 distracted driving warnings, and 486 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: 2024

Project Information:

Program	Federal Project Number
Occupant Protection	M1*OP-24-45-01-00
Project Title	
Statewide Services – Occupant Protection	
Countermeasure	
Communications and Outreach	
Initial Funding Source	Updated Funding Source
405(b)	Choose an item.
Amount Awarded	Amount Expended
\$240,000	\$57,644

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, and LATCH Manuals for child passenger safety technicians. 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 in order 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 2024, the statewide seat belt use study found 95.91% of drivers and 96.49% 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 95.53%. This is a decrease from the 2023 seat belt usage rate of 97.01%. This project funded seat belt safety billboards “Somebody

	Loves You. Buckle Up” placed around the state, with an emphasis in high-density metro areas and Eastern Oregon. The billboard creatives were run in May and June 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. *Note: Funding source amendment granted for this project to move the remainder of this grant to 405(b) and create a new project M1*OP-24-45-01-00.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Occupant Protection	M1TR-24-46-00-00
Project Title	
Statewide Instructor Development & Technician Training	
Countermeasure	
Child Restraint Inspection Stations	
Initial Funding Source	Updated Funding Source
405(b)	Choose an item.
Amount Awarded	Amount Expended
\$200,000	\$160,200

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The components of the Doernbecher Children's Hospital (DCH) Statewide Child Passenger Safety (CPS) Technician project were as follows: Child Passenger Safety State Coordination: DCH served as the NHTSA-recognized State Child Passenger Safety Training Coordinator in conjunction with the Transportation Safety Office Occupant Protection Manager. DCH provided administrative and instructional support for CPS activities. DCH coordinated staffing for Child Passenger Safety Technician Instructor activities throughout Oregon, including CPS Technician certification, renewal, continuing education units and community education workshops. Training: Continuing education for current Oregon-based Technicians & Instructors, entry-level training for prospective Child Passenger Safety Technicians, and recertification trainings for expired CPS technicians were provided. Technical Support and Mentoring: In areas of the state without CPS Instructors and/or Technician Proxies in close proximity, technical support and mentoring was provided through a combination of virtual opportunities along with in-person connection at safety seat check-up events which will fulfill community education, CEU & seat sign-off requirements for CPS Technician recertification.
Results:	During the 2024 grant year, nine Child Passenger Safety Technician (CPST) certification trainings were held across

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

the state with 103 new CPS technicians passing the training course. There was a CSPT recertification course scheduled in Grants Pass in September, but unfortunately that course was canceled due to lack of registered participants. A big focus for this project this project year was on CPST mentorship, especially for the newer CPSTs. It can be a very overwhelming experience for new technicians, so extra communication and mentorship for those technicians by the training team was a big positive. The mentorship provided across the state aided technicians in gaining needed CEUs toward recertification, car seat check signoffs and the training team 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 understand the challenges of conventional car seats and introduce adaptive seating options available for families. A Safe Transportation on School Bus national training was also provided to technicians and individuals responsible for transporting children in their communities.

Regional Child Passenger Safety Workshops were held around the state (Hillsboro, Keizer, Grants Pass, Sisters and Pendleton). Eighty-four 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: 2024

Project Information:

Program	Federal Project Number
Traffic Records	M3DA-24-54-00-00
Project Title	
ODOT TSO/Local Agency – E-Crash/E-Citation Expansion	
Countermeasure	
Initial Funding Source	Updated Funding Source
405(c)	Choose an item.
Amount Awarded	Amount Expended
\$310,000	\$92,474.50

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project allowed for 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). The participating Oregon law enforcement agencies made significant progress 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). The local efforts addressed multiple improvement points across systems, allowing agencies to assist the Traffic Records Coordinating Committee (TRCC) in incrementally improving on associated performance measures in the Traffic Records Strategic Plan, and in the most recent NHTSA Assessment of Oregon's Traffic Records program. Agencies were able to make changes that will improve the procedures/process flows for their local Crash data tracking, and ready them to electronically submit crash and citation data as those systems are adjusted to accept information fully electronically. *Formerly B3T-24-54-00-00
Results: Describe how this project	The project funded three departments, Madras, Milton Freewater and Redmond with electronic citation and crash report upgrades that will allow them to print and issue

contributed to meeting the State's highway safety performance targets?

automated documents at the side of the road. These projects take time and often encounter serious headwinds to making progress in a single fiscal year as was the case this year. Each project made significant automation progress, but only Milton Freewater was able to fully complete their project with no need for future work. The items and services purchased laid the foundation for future technology projects in each of the three locations as well. Improved efficiency and clarity in the documents will improve traffic records, make clear to offenders what they did, and help decision makers select effective countermeasures, and locations to provide them, which will lead to reduced crashes and deaths.

Sub-Recipients	Organization Type
Milton Freewater, Redmond, Madras,	City Police Agencies
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Traffic Records	M3DA-24-54-02-00
Project Title	
Traffic Health Outcome Records Improvement	
Countermeasure	
High-quality State traffic record data is critical to effective safety programming, operational management, and strategic planning.	
Initial Funding Source	Updated Funding Source
405(c)	Choose an item.
Amount Awarded	Amount Expended
\$142,000	\$0

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This three-year project is to continue work to improve the EMS/Injury Surveillance system as articulated in the best practices outlined in the Traffic Records Assessment Advisory. Oregon will develop a plan to address individual deficiencies identified in the traffic records assessment and using various existing Oregon Health Authority (OHA) working plans, will improve systems using contract and/or staff labor, and software purchases. It is expected multiple measures will be improved, but in that data will become more accessible, we expect to see specific progress on 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.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The project encountered serious headwinds in entering into a grant agreement, and then in hiring staff to perform the intended functions. During the project period, project staff were able to receive approval for purchase of software designed to ease accessibility and assist with other improvements to the EMS file accessibility and begin learning how to make effective use of the tool. Measure I-X-1 Increased accessibility, and interoperability of EMS information was selected by NHTSA as part of the model measures because it is indicated as leading to better decision making and countermeasure selection over time,

	eventually resulting in reductions of serious injury and death.

Sub-Recipient	Organization Type
Oregon Health Authority	State Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Traffic Records	M3DA-24-54-16-00
Project Title	
CARS Modernization	
Countermeasure	
High-quality State traffic record data is critical to effective safety programming, operational management, and strategic planning.	
Initial Funding Source	Updated Funding Source
405(c)	Choose an item.
Amount Awarded	Amount Expended
\$500,000	\$0

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project evaluated and where applicable modernized the Oregon Vehicle Crash Reporting System to allow more timely availability of crash data in Oregon. This is a high priority data system improvement found in Oregon's Traffic Records Strategic Plan. While many measures would be improved, the key measure anticipated to improve is C-T-1: The median or mean number of days from a) the crash date to b) the date the crash report is entered into the database. The specific improvement targeted was to provide an online citizen crash report, allowing more timely and accurate transmission of crash data.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The project made significant inroads into providing an online portal for citizens to submit their crash reports, and the project is now in the performance and acceptance phase. The project will allow more timely and accurate crash data, and once implemented a substantial improvement in C-T-1 traffic records performance measure. Improvements to crash data timeliness and accuracy will lead to better decisions made earlier, and eventual reductions in serious injury and death.

Sub-Recipient	Organization Type
ODOT Driver and Motor Vehicles	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Traffic Records	M3DA-24-54-17-00
Project Title	
CAR Imaging of Crash Reports	
Countermeasure	
High-quality State traffic record data is critical to effective safety programming, operational management, and strategic planning.	
Initial Funding Source	Updated Funding Source
405(c)	Choose an item.
Amount Awarded	Amount Expended
\$160,000	\$0

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project worked to improve crash data timeliness and operations for all data users. This project utilized temporary Crash Data Technician hours 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 project increased the amount of total input hours to make data available in a more timely manner, with a focus on assisting Commercial Compliance Division (CCD) to help with fast tracking motor carrier crashes to aide enforcement and other decision making. *Federal number was changed from B3T to M3DA during grant year.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The project was able to improve timeliness of crash data entry and availability for further processing significantly during the project period, and at lower cost than originally anticipated. The earlier availability of crash data will allow decision makers to make better informed more timely decisions, leading to a reduction in serious crashes and deaths over time.

Sub-Recipient	Organization Type
ODOT Driver and Motor Vehicles	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Impaired Driving	M5CS-24-14-00-00
Project Title	
Support for the BSOBR Court	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
405(d)	Choose an item.
Amount Awarded	Amount Expended
\$10,000	\$10,000

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided funding to pay the out-of-pocket co-pays for individual therapy for BSOBR Court Participants that have insurance but cannot afford the out-of-pocket expense or for indigent participants.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This grant assisted 33 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 individuals to access critical services essential to their recovery. This support fostered accountability and improved overall outcomes of participants, highlighting the grant's role in enhancing their quality of life. In 2022, 65% of Oregon's fatalities were substance involved and 23% of all fatalities and serious injuries 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
Beaverton Municipal Court	Municipal Court

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Impaired Driving	M5CS-24-15-16-00
Project Title	
Protecting Lives Saving Futures	
Countermeasure	
NHTSA Uniform Guideline No 8, Section III(D) Criminal Justice System/Prosecution	
Initial Funding Source	Updated Funding Source
405(d)	Choose an item.
Amount Awarded	Amount Expended
\$74,065	\$0

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Through a partnership with the Oregon District Attorney's Association, this project was intended to fund a Protecting Lives, Saving Futures (PLSF) training event with prosecutors and law enforcement to build a common understanding of the complications and strategies unique to impaired driving cases and how each role can assist the other in a solid case resulting in an effective prosecution and outcome. This project was intended to improve prosecution outcomes in drug-impaired driving cases, such that offenders would be more likely to be held fully accountable and mandated to complete post-adjudication programs aimed at reducing recidivism. The project was also intended to fund an impaired driving training track at the Oregon District Attorneys Association Summer Conference.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Both trainings took place and were well received. The PLSF conference hosted 41 law enforcement officers and 33 prosecutors. More than 100 prosecutors were trained during the summer conference and watched a wet lab demonstration. During PLSF, attendees were trained in every aspect of the DUII trial process. Pre-conference questionnaires were collected during the registration process, and training evaluations were collected after the PLSF training. After analyzing the evaluations, it could be reasonably determined

	that prosecutors increased confidence about prosecuting DUII cases after this training. Prosecutors received a total of 6.75 hours of required continuing education credits for the summer conference and received 22.5 hours for PLSF. The demand for DUII-related training continues to grow, with increasing participation in programs such as Protecting Lives – Saving Futures and Prosecuting the Drugged Driver each year. As law enforcement officers receive enhanced training and prosecutors gain greater confidence, the conviction rate is expected to rise. This increased accountability for impaired driving, coupled with the expanded use of ignition interlock devices, is likely to influence driver behavior, ultimately improving safety across Oregon’s roadways. These efforts are anticipated to reduce the number of serious injuries and fatalities resulting from crashes.

Sub-Recipient	Organization Type
Oregon Department of Justice – Criminal Division	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Impaired Driving	M5CS-24-15-17-00
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
\$700,000	\$441,525.84

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided the hours necessary for the Department of Justice to provide Oregon with two traffic safety resource prosecutors/ services and subject matter expertise to city, county, tribal and state prosecutors in handling complex DUII laws and unique or difficult cases. These services were provided throughout Oregon to assist with DUII cases, along with education and training for prosecutors and law enforcement relating to DUII law, procedures and case law updates. This project was intended to reduce DUII crashes by ensuring law enforcement and prosecution partners have effective and up-to-date training regarding impaired driving cases.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The project allowed the Oregon Department of Justice (DOJ) to field two full-time Traffic Safety Resource Prosecutors (TSRP) to provide service to the state's law enforcement and prosecution partners. DOJ was unable to field the second TSRP during the first months of the grant year due to pending cases from her prior workload, but once both prosecutors were available, they both provided training, legal guidance, and prosecution assistance as required by partner agencies statewide. 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: 2024

Project Information:

Program	Federal Project Number
Impaired Driving	M5CS-24-15-18-00
Project Title	
MADD Court Monitoring	
Countermeasure	
Court Monitoring	
Initial Funding Source	Updated Funding Source
405(d)	Choose an item.
Amount Awarded	Amount Expended
\$136,000	\$62,499.46

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to fund court monitoring activities in four of Oregon's largest counties by population. Staff planned to observe DUII cases being heard in these counties, recruit, train, and place volunteers in priority courts, oversee the collection of pertinent records, create and maintain a database of DUII case outcomes, and track cases to identify trends and inconsistencies in case outcomes. MADD planned to present findings on monitored cases to court officials, including prosecutors, judges, and law enforcement to promote just outcomes in future DUII cases.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	MADD was not able to begin work at the start of the project year, as they needed to hire staff to conduct planned activities. Once they became operational, staff monitored 216 impaired driving cases in Deschutes, Multnomah, and Washington Counties' Circuit Courts. Court monitors were able to gather data about DUII case outcomes in each of the affected counties, as well as some data from Crook County Circuit Court. Monitors identified weaknesses in Oregon's public defender availability, and in the way case information is (and is not) made available for comparative analysis. The program established a baseline from which to compare future case outcomes to help identify disparities that might prevent offenders from consistently being held accountable, which could cause an increase in recidivism.

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

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Impaired Driving	M5HVE-24-14-00-00
Project Title	
DUII Enforcement – Oregon Impact	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
405(d)	Choose an item.
Amount Awarded	Amount Expended
\$600,000	\$0

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to fund police officer DUII enforcement (HVE) and educational activities that facilitate compliance with Oregon impaired driving laws, including participation in the Labor Day and Christmas/New Years National Campaigns. Participating municipal and county law enforcement agencies were given reasonable discretion in how to allocate their enforcement resources to address local impaired driving challenges. Agencies were encouraged to conduct joint operations to create true high visibility enforcement events so as to identify and arrest impaired drivers and create a credible deterrent to driving under the influence more effectively. 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 motivate 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?	There were 1080 patrols made by city and county departments in Oregon as a direct result of the grant funds. There were subsequently 571 arrests made for DUII (Alcohol and Drug) as a direct result of the funds used by the departments for HVE OT patrols throughout Oregon. The partnership between agencies and grant management

	teams has demonstrated an outstanding level of coordination, with recognition going to the efficiency of the Badge Data system. This platform has significantly improved the workflow by simplifying report submissions and enabling streamlined reviews across all collaborating parties, enhancing transparency and responsiveness. Nonetheless, a significant issue brought to the forefront was the limited availability of staff to fully leverage grant funding. This shortage created a strain on officers, many of whom were experiencing burnout due to extensive overtime hours, a demand heightened by the urgent needs within their agencies.

Sub-Recipient	Organization Type
Oregon Impact	Non-profit
Albany Police Department	Law Enforcement Agency
Ashland Police Department	Law Enforcement Agency
Aumsville Police Department	Law Enforcement Agency
Baker County Sheriff's Office	Law Enforcement Agency
Bandon Police Department	Law Enforcement Agency
Beaverton Police Department	Law Enforcement Agency
Bend Police Department	Law Enforcement Agency
Benton County Sheriff's Office	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
Clackamas County Sheriff's Office	Law Enforcement Agency
Coburg Police Department	Law Enforcement Agency
Columbia County Sheriff's Office	Law Enforcement Agency
Coos Bay Police Department	Law Enforcement Agency
Coquille Police Department	Law Enforcement Agency

Crook 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
Gervais Police Department	Law Enforcement Agency
Gladstone Police Department	Law Enforcement Agency
Grants Pass Police Department	Law Enforcement Agency
Gresham Police Department	Law Enforcement Agency
Hood River Police Department	Law Enforcement Agency
Hubbard Police Department	Law Enforcement Agency
Independence Police Department	Law Enforcement Agency
Jackson County Sheriff's Office	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
Lebanon Police Department	Law Enforcement Agency
Lincoln City Police Department	Law Enforcement Agency
Malheur County Sheriff's Office	Law Enforcement Agency
Malin Police Department	Law Enforcement Agency
Marion County Sheriff's Office	Law Enforcement Agency
McMinnville Police Department	Law Enforcement Agency
Medford Police Department	Law Enforcement Agency
Molalla Police Department	Law Enforcement Agency
Monmouth Police Department	Law Enforcement Agency
Morrow County Sheriff's Office	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
Nyssa Police Department	Law Enforcement Agency
Ontario 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
Redmond Police Department	Law Enforcement Agency
Reedsport Police Department	Law Enforcement Agency
Roseburg 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
Stayton Police Department	Law Enforcement Agency
Talent Police Department	Law Enforcement Agency
The Dalles Police Department	Law Enforcement Agency
Tigard Police Department	Law Enforcement Agency
Tillamook County Sheriff's Office	Law Enforcement Agency
Toledo Police Department	Law Enforcement Agency
Tualatin Police Department	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
Yamhill Police Department	Law Enforcement Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Impaired Driving	M5HVE-24-14-16-00
Project Title	
DUII 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	\$345,493.61

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to fund Oregon State Police DUII enforcement and educational activities that facilitate compliance with Oregon impaired driving laws including participation in the Labor Day and Christmas/New Years National Campaigns. The state police piloted a new ad hoc DUII enforcement team 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 also expected to fund overtime activities for local, county, and state law enforcement officers certified as Drug Recognition Experts who responded outside of their normal hours to conduct drug influence evaluations. 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 motivate 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 2,475 hours of dedicated impaired driving patrols, which resulted in 8,421 traffic stops, 250 DUII arrests, more than 3,900 citations, and nearly 8,000 warnings. Notably, 59 of the citations issued by the agency's High Visibility Enforcement Unit (HVEU) were for ignition interlock device offenses. HVEU operated at times and locations where data has indicated historical increases in impaired driving activity, and data collected by the agency showed significant decreases in crashes in those areas during the team's operations.

16 city and county law enforcement agencies' Drug Recognition Experts conducted drug influence evaluations during their off-duty hours in support of partners who otherwise would not have had access to that important resource when conducting their own drug-impaired driving investigations.

Sub-Recipient	Organization Type
Oregon State Police	Law Enforcement Agency
Astoria Police Department	Law Enforcement Agency
Benton County Sheriff's Office	Law Enforcement Agency
Clackamas County Sheriff's Office	Law Enforcement Agency
Grants Pass Police Department	Law Enforcement Agency
Jackson County Sheriff's Office	Law Enforcement Agency
Keizer Police Department	Law Enforcement Agency
Klamath Falls Police Department	Law Enforcement Agency
Lane County Sheriff's Office	Law Enforcement Agency
Lincoln County Sheriff's Office	Law Enforcement Agency
Ontario Police Department	Law Enforcement Agency
Oregon City Police Department	Law Enforcement Agency
Polk County Sheriff's Office	Law Enforcement Agency
Springfield Police Department	Law Enforcement Agency
St. Helens Police Department	Law Enforcement Agency

Stayton 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: 2024

Project Information:

Program	Federal Project Number
Statewide	M5IDC-24-12-90-00
Project Title	
Program Management – Impaired Driving	
Countermeasure	
NHTSA Uniform Guidelines for Highway Safety Program Management: Guideline 8	
Initial Funding Source	Updated Funding Source
405(d)	Choose an item.
Amount Awarded	Amount Expended
\$180,000	\$46,721.56
	\$87,267.66
Total	\$133,989.22

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project covered expenses related to management of its Impaired Driving Program, like salaries; benefits, travel; services and supplies; and office equipment. Expenditures included program staff salary and travel needs, along with paid and earned media to provide education and outreach on the risks of driving or riding with someone who is impaired, Oregon law, and the negative impact on local communities that result from crashes involving impairment. M5X-2024-12-90-00 \$98,329.06-\$-11,061.4=\$87,267.66
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 that fiscal and administrative policies were followed; and kept the SHSO current on data, countermeasures, and activities being conducted throughout the state to reduce impaired driving motor vehicle fatalities and injuries. Funds allocated to each of TSO's program areas support the operating costs for that program during the grant year (salaries, travel, office supplies, etc.).

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Impaired Driving	M5OT-24-15-18-00
Project Title	
DRE / DUII Conferences	
Countermeasure	
NHTSA Highway Safety Program Guideline No 8	
Initial Funding Source	Updated Funding Source
405(d)	Choose an item.
Amount Awarded	Amount Expended
\$220,000	\$215,290.03

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to fund a two-day training conference targeted toward law enforcement, prosecutors, judges, educators, prevention coordinators, treatment providers, advocates, and other partners involved in preventing impaired driving crashes in Oregon communities. The conference will allow for interdisciplinary networking and the sharing of ideas and information to facilitate the breakdown of “silos” where a given discipline holds all of the knowledge on a particular area or concept related to impaired driving. Plenary sessions and discipline-focused breakouts will provide information about contemporary substance use trends, best practices for prevention, enforcement, prosecution, treatment, and advocacy. This project is intended to provide training and networking opportunities to impaired driving prevention partners from various disciplines to improve their collective effectiveness in preventing, investigating, and adjudicating instances of impaired driving. Expenses will include venue costs, speaker fees, informational displays, supplies/photocopies/postage, conference meals, digital conference materials (website, phone/tablet app), and hotel and conference registration costs for attendees.
Results: Describe how this project contributed to meeting the State's highway safety	The Oregon DUII Multidisciplinary Task Force held its two-day conference in April 2024. The conference was attended by 387 law enforcement officers, prosecutors, judges, prevention providers, treatment providers, and other stakeholders involved with the abolition of impaired driving in

performance targets?	Oregon. The roster included 117 attendees who were not affiliated with a criminal justice agency, as the task force has placed an emphasis on prevention and treatment practitioners in addition to those tasked with holding offenders directly accountable. 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 Task Force	Non-profit

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Impaired Driving	M5TR-24-14-00-00
Project Title	
Law Enforcement DUII Training	
Countermeasure	
NHTSA Highway Safety Program Guideline No 8	
Initial Funding Source	Updated Funding Source
405(d)	Choose an item.
Amount Awarded	Amount Expended
\$165,000	\$150,000

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to fund the hours necessary for a DPSST training coordinator to conduct activities for statewide impaired driving trainings, including but not limited to Standardized Field Sobriety Testing (SFST), SFST Instructor, Intoxilyzer 8000, Intoxilyzer Instructor. A quarterly training bulletin/newsletter was planned to be produced to highlight current impaired driving trends and effective strategies to counter them. The project also intended to fund hours necessary for administrative support to track training and assist in creation of the program's quarterly publication and will provide for relevant material costs. The intent of this 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 were effective. By providing officers skills to conduct effective investigations, offenders can be better identified and held accountable, thus reducing crashes and related fatal and serious injuries.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	1,395 Oregon law enforcement officers received training in basic Standardized Field Sobriety Testing (SFST), Drugs that Impair Driving, SFST Refresher, SFST Instructor Certification, Intoxilyzer 8000 Operator, and/or Intoxilyzer 8000 Instructor. These trainings were conducted statewide, and generally allowed participating agencies to have trainers brought to them in lieu of having to send their officers to a central training site which would have meant more time away from their normal patrol duties. The project's activities

	included the proliferation of SFST and Intoxilyzer instructors which will allow training activities to continue around the state into the future, often without DPSST's direct participation.

Sub-Recipient	Organization Type
Department of Public Safety Standards and Training	State Law Enforcement Training Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Safe Driving	M8*PM-24-22-02-00
Project Title	
Safe Driving Statewide: Education and Media	
Countermeasure	
Communications and Outreach	
Initial Funding Source	Updated Funding Source
405(e) flex	Choose an item.
Amount Awarded	Amount Expended
\$300,000	\$251,813.99

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to provide funding for specific public information, media, education and outreach activities for all Safe Driving programs throughout the grant year. The Safe Driving program consists of five different focus areas: Aging Road Users, Drowsy Driving, Following Too Close, Red Light Running and Lights & Swipes. Media campaigns are done for these programs to promote awareness and education to change driver behavior in these areas to prevent motor vehicle crashes, fatalities, and injuries. Since 1982, the Transportation Safety Office has been carrying out comprehensive traffic safety public education campaigns. Research has been utilized to evaluate the success of each campaign and to assist with targeting safety messages. Surveys of Oregon's driving population have shown that these ODOT - Transportation Safety Office public information programs and efforts are widely recognized.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	In 2024, the Safe and Courteous Driving Program included five Initiatives: Drowsy Driving, Lights and Swipes, Red Light Running, Following Too Close and Aging Drivers. The Aging Drivers program focused on the growing-older population as declining vision, slowed reaction times, and difficulty with rapid movements as possible crash causation. Lights and Swipes focused attention on Oregon requirements to use headlights during low-visibility situations (including during fog, single lane highways and rainy days). Video PSAs were

	distributed widely across Oregon addressing Red Light Running and Following Too Close. Lastly, Drowsy Driving information was posted to billboards, targeting drivers while in the vehicle. Media was designed to integrate with other programs and efforts to help Oregonians understand the safe choices that would help them reduce death and serious injury in transportation.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Statewide	M8*CP-24-02-00-00
Project Title	
Transportation Safety Conference	
Countermeasure	
Communications, Training, Outreach and Education	
Initial Funding Source	Updated Funding Source
405(e) flex	Choose an item.
Amount Awarded	Amount Expended
\$35,000	\$5,000

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Provided for a statewide transportation safety conference, and a series of regional townhalls throughout Oregon. The conference provided a forum for sharing information and data of statewide and regional significance in reducing transportation related deaths and debilitating injuries, Participants were allowed to connect traffic safety programs and project ideas through Public Participation and Engagement tables with TSO staff. The grant was intended to cover speakers, facility costs, and incidental materials and supplies. Registration costs were waived for all attendees.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This year, 141 participants attended the ODOT TSO annual traffic safety conference. Conference presentations included vulnerable road user presentations, traffic incident management, distracted driving, an overview of Oregon State Police's new High Visibility Enforcement Unit, and other traffic safety topics. Attendees had an opportunity to provide input and feedback to ODOT TSO staff during the conference as part of the public participation and engagement session. Increased traffic safety knowledge helps encourage safe driving behaviors; increased traffic safety knowledge also provides a platform for attendees to share what they learned. By encouraging safer driving behaviors and stressing the importance, Oregon roadways become safer and ultimately the number of serious injury and fatal crashes is reduced as

	driving behaviors improve.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Distracted Driving	M8DDLE-24-20-00-00
Project Title	
Distracted Driving High Visibility Enforcement – Oregon Impact	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
405(e)	402
Amount Awarded	Amount Expended
\$60,679.68	\$118,060.12

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded police officer straight and overtime hours for focused traffic enforcement and educational activities that facilitate compliance with Oregon’s distracted driving laws, including at least three targeted saturation patrols on identified problem highways or road segments and/or at scheduled events. This is conducted in Oregon throughout the year statewide, especially for Distracted Driving during April, the National Distracted Driving Awareness Month, Week, and the National Connect to Disconnect program. *Note – This project was started as a 405(e) funded project and then an amendment was submitted and approved by NHTSA to move to 402 funds. The new 402 project number is PT-24-20-00-00.
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 70 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 the Oregon’s goals to decrease distracted driving fatalities related to drivers’ use of cell phones with additional OT enforcement shifts provide by this grant statewide. There

	were 1,224 shifts for a total of 4,464 hours worked. There were 2,923 citations and 1,599 warnings for Distracted Driving. In addition, there were 11 DUII drivers arrested, and 31 Felony Warrants were served during these shifts.

Sub-Recipient	Organization Type
Oregon Impact	Non-Profit Organization

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Distracted Driving	M8DDLE-24-20-16-00
Project Title	
OSP Distracted Driving Enforcement Statewide	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
405(e)	Choose an item.
Amount Awarded	Amount Expended
\$150,000	\$9,254.74

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to fund police officer straight and overtime time for 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 was done 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. OSP also provided backup enforcement to police departments or sheriff's offices participating in this project.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The Oregon State Police worked 1,001 hours of enforcement activities specifically dedicated to distracted driving. During those shifts, they stopped 1,700 vehicles, including 416 for cell phone violations. The patrols also resulted in enforcement of other hazardous driving laws related to speeding, seatbelt use, lane departure, and DUII in the course of seeking distracted driving offenses. In addition to the yearlong efforts OSP made to combat distracted driving through high visibility enforcement, the were particularly active during April's Distracted Driving Awareness campaign. The State Police also conducted outreach via press releases and conducted or participated in numerous saturation patrols targeting distracted driving throughout the year.

Sub-Recipient	Organization Type
Oregon State Police	Law Enforcement Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Statewide	M8*PM-24-22-01-00
Project Title	
Statewide Services – Media Report	
Countermeasure	
Data and Program Evaluation	
Initial Funding Source	Updated Funding Source
405(e)	Choose an item.
Amount Awarded	Amount Expended
\$35,000	\$49,388.92

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 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 2024 was \$2,002,626.00 it is estimated that the State received \$413,896.00 in added value. • \$151,782 for television streaming, cable and broadcast (PSAs). • \$74,648 for radio streaming and broadcast (PSAs). • \$105,358 for outdoor (airport, billboards, electronic signage, posters). • \$34,941 for digital advertising (Google, Facebook, Instagram). • \$47,167 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: 2024

Project Information:

Program	Federal Project Number
Statewide	M8*PM-24-22-90-00
Project Title	
Program Management – Safe Driver	
Countermeasure	
NHTSA Uniform Guidelines for Highway Safety Program Management: Guideline 4	
Initial Funding Source	Updated Funding Source
405(e) flex	Choose an item.
Amount Awarded	Amount Expended
\$ 28,565.40	\$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 of the Safe Driver program which includes Red Light Running, Lights n' Swipes, and Aging Road Users.
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 that fiscal and administrative policies were followed; and kept the SHSO current on data, countermeasures, and activities being conducted throughout the state to reduce motor vehicle fatalities and injuries. Funds allocated to each of TSO's program areas support the operating costs for that program during the grant year (salaries, travel, office supplies, etc.).

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Motorcycle Safety	M11MA-24-50-00-00
Project Title	
Motorist Awareness of Motorcyclists – Communication and Outreach	
Countermeasure	
Communication Campaigns to Increase Motorist Awareness of Motorcyclists	
Initial Funding Source	Updated Funding Source
405(f)	405(f)
Amount Awarded	Amount Expended
\$58,839.47	\$58,839.47

Planned Activity Details:

Description: Describe the Planned Activity purpose.	The purpose of the project was to conduct communications and outreach campaigns to increase motorists' awareness of motorcyclists. Media was developed and run in the majority of counties where the incidence of fatal crashes involving a motorcycle and another motor vehicle was highest based on data provided in the annual grant application. The expected result was to increase motorists' awareness of riders. This elevated awareness was expected to reduce the number of multi-vehicle crashes involving a motorcyclist due to a lack of awareness and right of way violations on the part of the other driver.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This project was intended to impact C-7 (Maintain or reduce motorcyclist fatalities from the 2017-2021 average of 70 (NHTSA)). The NHTSA-STSI site average for motorcyclist fatalities between 2018-2022 is 79. The campaign was carried out in federal fiscal year 2024, and the average number of riders is calculated between the years 2018 – 2022. An opportunity for measurement of project efficacy will likely be available in 2026 – when the final rider fatality numbers are made publicly available.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Statewide	M11X-24-80-90-00
Project Title	
Program Management – Motorcycle Safety	
Countermeasure	
NHTSA Uniform Guidelines for Highway Safety Program Management: Guideline 3	
Initial Funding Source	Updated Funding Source
405(f)	Choose an item.
Amount Awarded	Amount Expended
\$0	\$0

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services and supplies and office equipment were funded for the Motorcycle Safety 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 that fiscal and administrative policies were followed; and kept the SHSO current on data, countermeasures, and activities being conducted throughout the state to reduce motorcycle fatalities and injuries. Funds allocated to each of TSO's program areas support the operating costs for that program during the grant year (salaries, travel, office supplies, etc.).

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Statewide	MC-24-80-90-00
Project Title	
Program Management – Motorcycle Safety	
Countermeasure	
NHTSA Uniform Guidelines for Highway Safety Program Management: Guideline 3	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$ 50,896.77	\$5,723.16

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services and supplies and office equipment were funded for the Motorcycle Safety 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 that fiscal and administrative policies were followed; and kept the SHSO current on data, countermeasures, and activities being conducted throughout the state to reduce motorcycle fatalities and injuries. Funds allocated to each of TSO's program areas support the operating costs for that program during the grant year (salaries, travel, office supplies, etc.).

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Safe Driving	OD-24-24-00-00
Project Title	
Aging Road User Training	
Countermeasure	
Aging Road User Training	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$50,000	\$0

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded public education campaigns both virtual and in-person training for Aging Road Users to increase awareness and to educate drivers, pedestrians, and bicyclists of traffic safety strategies for preventing traffic crashes. It also sought to expand knowledge of transportation choices to meet the mobility needs of an aging population, and to explore partnerships with organizations directly involved with messaging and education involved in this demographic to expand project reach. Other objectives included creating mini grants to provide training throughout the year and statewide, both in person and virtual; these mini grants were expected to be awarded to At-Risk Instructors/Providers already approved to train through DMV. These classes could also be used for auto insurance reduction dependent on the driver's insurance company.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This project was initiated but discontinued after it was determined that the bulk of this work could be conducted within the safe driving program efforts.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Occupant Protection	OP-24-45-01-00
Project Title	
Statewide Services – Occupant Protection	
Countermeasure	
Communications and Outreach	
Initial Funding Source	Updated Funding Source
402	405(b)
Amount Awarded	Amount Expended
\$80,500	\$104,500

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, and LATCH Manuals for child passenger safety technicians. Media topics included seat belt safety, child passenger safety, and educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.
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 in order to establish program priorities and to evaluate program activities. This project funded the media planning for the Occupant Protection program with Oregon's media contractor. For the Occupant Protection media, this project paid for the streaming of seat belt safety TV PSAs to be aired across streaming television networks. To align with National Heatstroke Prevention Day on May 1st, the project paid to have social media messages about the dangers of leaving children in unoccupied vehicles. The social media safety

	messages ran for the entire month of May. *Note: Funding source amendment granted for this project to move the remainder of this grant to 405(b) and create a new project M1*OP-24-45-01-00.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office

Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Occupant Protection	OP-24-45-16-00
Project Title	
Local Police Department Safety Belt Mini-Grants	
Countermeasure	
Short Term, High-Visibility Seat Belt Law Enforcement	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$590,000	\$252,108.34

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 78 Seat Belt HVE mini-grants to local police departments to conduct enforcement towards maintaining and increasing compliance with safety belt/child restraint laws. Funding was conditional on agency 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 9,529 contacts made during the seat belt

enforcement grant activities. The following contacts were made: 12 DUII, 1,855 speed, 1,794 distracted, 74 felony arrests and 4,599 all other.

Sub-Recipient	Organization Type
Albany Police Department, Ashland Police Department, Astoria Police Department, Aumsville Police Department, Bandon Police Department, Banks Police Department, Beaverton Police Department, Burns Police Department, Canby Police Department, Carlton Police Department, Coos Bay Police Department, Coquille Police Department, Cornelius Police Department, Cottage Grove Police Department, Eagle Point Police Department, Enterprise Police Department, Eugene Police Department, Florence Police Department, Forest Grove Police Department, Gaston Police Department, Gervais Police Department, Gladstone Police Department, Grants Pass Police Department, Gresham Police Department, Hubbard Police Department, Independence Police Department, Junction City Police Department, Keizer Police Department, Klamath County Sheriff's Office, Lake Oswego Police Department, Lebanon Police Department, Malin Police Department, McMinnville Police Department, Medford Police Department, Molalla Police Department, Monmouth Police Department, Myrtle Creek Police Department, North Bend Police Department, Nyssa Police Department, Oregon City Police Department, Vernonia Police Department The below agencies were amended to become part of this grant from M1HVE-24-46-16-00: Benton County Sheriff's Office, Clackamas County Sheriff's Office, Columbia County Sheriff's Office, Crook County Sheriff's Office, Jackson County Sheriff's Office, Lane County Sheriff's Office, Malheur County Sheriff's Office, Marion County Sheriff's Office, Morrow County Sheriff's Office, Multnomah County Sheriff's Office, Tillamook County Sheriff's Office, Washington County Sheriff's Office, Yamhill	Local Law Enforcement Agencies

County Sheriff's Office, Phoenix Police Department, Portland Police Bureau, Prineville Police Department, Redmond Police Department, Reedsport Police Department, Roseburg Police Department, Salem Police Department, Sandy Police Department, Seaside Police Department, Sherwood Police Department, Silverton Police Department, Springfield Police Department, Stayton Police Department, Talent Police Department, The Dalles Police Department, Tillamook Police Department, Tigard Police Department, Toledo Police Department, Tualatin Police Department, Warrenton Police Department, West Linn Police Department, Winston Police Department, Yamhill Police Department	

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Statewide	OP-24-45-90-00
Project Title	
Program Management – Occupant Protection	
Countermeasure	
NHTSA Uniform Guidelines for Highway Safety Program Management: Guideline 20	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$ 139,168.47	\$116,935.98

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services and supplies and office equipment were funded for the for the Occupant Protection 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 that fiscal and administrative policies were followed; and kept the SHSO current on data, countermeasures, and activities being conducted throughout the state to reduce unrestrained motor vehicle fatalities and injuries. Funds allocated to each of TSO's program areas support the operating costs for that program during the grant year (salaries, travel, office supplies, etc.).

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Statewide	PA-24-91-90-00
Project Title	
Planning and Administration	
Countermeasure	
NHTSA Uniform Guidelines for Highway Safety Program Management to establish procedures, conduct planning and ensure program activities are implemented.	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$ 900,000	\$870,403.07

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Planning & Administration expenses are direct and indirect costs that are attributable to the management of the Highway Safety Agency. Such costs include salaries, related personnel benefits, and travel expenses. Centralized support services such as personnel, procurement, and budgeting are indirect costs. The following SHSO operating staff salaries are also paid from 402 P&A funds: • Fiscal Specialist -- Accounting/Vouchers/Claims • Office Manager – SHSO Manager • Operations Manager -- Accounting/HSP/HCS/Vouchers • Data and Evaluation Specialist -- HSP, Annual Report, Data
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Salaries, benefits, travel, services and supplies, and office equipment needs were funded for administrative and operating personnel and services for the following programs: Bicycle and Pedestrian Community Safety Distracted Driving Driver Education Emergency Medical Services Motorcycle Safety Occupant Protection Roadway Safety Safe Driving Speed Management Traffic Services

	Traffic Records Data Programs Vehicle Equipment Judicial The following SHSO operating staff salaries were also paid from 402 P&A funds: • Fiscal Specialist -- Accounting/Vouchers/Claims • Office Manager – SHSO Manager • Operations Manager -- Accounting/HSP/HCS/Vouchers • Data and Evaluation Specialist -- HSP, Annual Report, Data

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Impaired Driving	PM_AL-24-14-01-00
Project Title	
Statewide Services – DUII Media & Communication	
Countermeasure	
Mass Media Campaigns	
Initial Funding Source	Updated Funding Source
164	Choose an item.
Amount Awarded	Amount Expended
\$31,473.15	\$17,996.90

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to fund the creation of a coordinated statewide media plan, conduct educational material revisions, social media advertising, radio public service announcements and billboards, as well as TSO direct purchase, reproduction, and distribution of educational and outreach materials. The intent of this project was to promote healthy decision-making statewide with regard to driving after having used intoxicants. By encouraging safe decisions and providing education about the dangers and actual costs of impaired driving, ODOT TSO attempted to reduce DUII crashes by inspiring media consumers to be more aware of safe ride alternatives and the benefits of using them.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	ODOT TSO partnered with its media contractor, Gard Communications, to develop a comprehensive statewide media plan for use during the grant year. Specific emphasis was placed on messaging that targeted cannabis-impaired driving prevention, as well as messaging that was directed at Oregon's Spanish-speaking communities. During the year, messaging was conducted via billboards, social media, water closet, television, radio, digital jukebox, and via posters at cannabis dispensaries. Branded messaging was also deployed to large college football athletic events, such as those hosted by the University of Oregon and Oregon State University.

	ODOT TSO's partnership with a local Univision affiliate resulted in messaging from the perspective of law enforcement and that of an Oregon reside who was affected by their family member's role in a fatal impaired driving crash. By targeting a broad cross section of Oregon residents for impaired driving prevention messaging, ODOT TSO endeavored to deliver education and outreach to as many subcommunities as possible, in recognition that all demographic groups are represented in the commission of impaired driving offenses.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Impaired Driving	PM_DG-24-14-00-00
Project Title	
Research to Develop an Effective Media Campaign on Prevention	
Countermeasure	
Mass Media Campaigns	
Initial Funding Source	Updated Funding Source
164	Choose an item.
Amount Awarded	Amount Expended
\$50,000	\$22,431.25

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded a consultant to create and execute a comprehensive research project that interviews Clackamas County residents to determine interventions points prior to someone taking their first drink or use of cannabis. The research will be used to explore the development of a marketing and social behavior campaign that would target individuals before they take their first drink or use marijuana.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The research was completed, and Clackamas County will use it moving forward to develop an effective campaign to help reduced impaired driving. From 2021-2022, Clackamas County alcohol or drug involved fatalities increased 92%, and research to develop an intervention point was a step towards reversing the trend of increasing substance-involved fatalities and serious injuries.

Sub-Recipient	Organization Type
Clackamas County	County Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Pedestrian and Bicycling Safety	PS-24-68-01-00
Project Title	
Statewide Services Bicycle and Pedestrian Safety	
Countermeasure	
Communications, Outreach and Media	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$500,000	\$403,107.55

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to update/reprint pedestrian and bicycle safety resource and educational materials, continue participation in an annual public opinion online survey for questions related to bicycle and pedestrian safety, develop annual statewide media campaign with TSO media contractor and work with statewide partners to complete outreach and engagement on topics such as pedestrian visibility, people experiencing houselessness and traffic safety, education events or classes.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The activities completed for this project contributed to the meeting performance targets by bringing on awareness, knowledge and potential safe traveling behaviors of the public through the development and implementation of safety messaging media campaigns and education materials for people driving, walking and biking. Through a media contractor, winter pedestrian safety ads were placed in movie theatres before the start of movies, re-released collaborative online PSAs through streaming services in English and Spanish. Also developed were collaborative White Cane Safety education and awareness posters, postcards and social media ads with Portland Bureau of Transportation and the Oregon Commission for the Blind. We also highlighted pedestrian safety messaging through Google and radio ads and social media during pedestrian Safety Month in October.

	For Bicycle Safety, the messaging focus was on public education on a new law where drivers can pass cyclist in a no passing zone. A new television PSA was developed and streamed online and through television subscription services. A safety passing brochure was also updated to teach the public how to give a cyclist safe passing while also passing in a no passing zone. TSO also reprinted and restocked items as needed in our storeroom that is available free online to public. While we cannot know for how effective communications, outreach and media is on short term or long-term behavior change, this countermeasure can be a strong conduit to behavior change and making this topic relevant in people's lives.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Pedestrian Safety	PS-24-68-11-00
Project Title	
Region 1 Pedestrian Education and Outreach	
Countermeasure	
Education, Outreach, Communications & Training	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$448,880	\$301,403.85

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded grassroots transportation safety education, outreach, and/or services through sub-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 ODOTs Regions.					
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Eleven organizations received awards, ten completed their projects, and one completed their project, but did not submit any claims. Through the eleven projects: • There were 2,195 direct contacts, 1,512 were students, • The organizations worked with 8 schools • There were 33 events held including workshops, and 59,899 social media impressions. The projects were: The Immigrant and Refugee Community Organization <table><tr><td><i>Allocated</i></td><td><i>Spent</i></td><td rowspan="2">55%</td></tr><tr><td>\$50,000</td><td>\$27,725.95</td></tr></table> <i>Pedestrian and Bicycle Safety Outreach and Education –</i> This project provided pedestrian and bicycle safety training and information to Portlanders who speak English as a second language (ESL) and Limited English Proficiency (LEP), holding six events reaching 56 people and surveying 27 people about traffic safety concerns.	<i>Allocated</i>	<i>Spent</i>	55%	\$50,000	\$27,725.95
<i>Allocated</i>	<i>Spent</i>	55%				
\$50,000	\$27,725.95					

Adelante Mujeres

<i>Allocated</i>	<i>Spent</i>	0%
\$10,000	\$0	

Incorporation of Bike/Ped Safety Curriculum into Existing Programs and Outreach - This project incorporated pedestrian and bicycle safety into existing programming that is delivered in Spanish to 39 participants. The project was delivered; however, due to an issue with the accounting system the organization did not make any claims.

BikeFIRST!

<i>Allocated</i>	<i>Spent</i>	100%
\$26,600	\$26,600	

Bicycle Training for PWDs - This project taught bicycle riding and safety skills to 55 people with intellectual and developmental disabilities and worked with 52 families to ensure their family member could ride safely.

Community Cycling Center

<i>Allocated</i>	<i>Spent</i>	100%
\$55,000	\$54,922.51	

Bicycle Safety Classes for Marginalized Families & Youth – This project hired and trained more staff to deliver after-school Bike Clubs, summer Bike Camp, Walking School Buses and Bike Trains, and Learn to Ride instruction to Title IA youth and families, to better enabled the organization to meet the demand for culturally relevant, participant-driven programs. The project held 12 events and reached 1,262 students.

Ethiopian and Eritrean Cultural Resource Center

<i>Allocated</i>	<i>Spent</i>	100%
\$55,000	\$54,922.51	

Safe Biking and Walking Workshops - This project funded at five workshops covering topics such as safe walking and biking practices, road-sharing etiquette, and defensive cycling techniques and three activities reaching 95 people.

Anson's Bikes

<i>Allocated</i>	<i>Spent</i>	99%
\$20,000	\$19,774.95	

Hood River Middle School 80s Walk and Bike Club - This project funded the continuation of the free afterschool walking and biking club for 5th-8th graders while creating a new ebike learners' program for teens. This project engaged 24 kids in learning about safe biking and walking on a regular basis; however, only two teens engaged in the ebike program.

Slavic Community

<i>Allocated</i>	<i>Spent</i>	78%
\$57,500.00	\$44,743.79	

Part-time Bicycle and Pedestrian Outreach Coordinator -

This project continued to support Slavic Community's part-time multilingual-lingual bicycle and pedestrian community outreach coordinator. During the grant year the coordinator organized six bike/ped safety workshops reaching 132 people, in addition, the safe walking video received 4,991 views and the previously curate videos including the new one received 16,300 views.

BikeWorks by p:ear

<i>Allocated</i>	<i>Spent</i>	100%
\$19,600	\$19,600	

Provides Benefits for the BikeWorks by p:ear SRTS

Coordinator - This project paid for the benefits of the Safe Routes to School (SRTS) Coordinator funded through a SRTS grant who provides SRTS programs in East County. The activities and results of this project are reported through the SRTS grant to avoid double-reporting; however, some of the activities and results were, nine walk and roll events were held at 7 schools, organized and led two community bike rides, attended 19 community events, reached more than 6,000 students and piloted a bicycle and scooter safety program.

Clackamas County

<i>Allocated</i>	<i>Spent</i>	0%
\$25,000	\$0	

Expect the Unexpected Traffic Safety Campaign - This project was to fund the Clackamas County Drive to Zero Program will work with professional marketing team to design and begin implementation of a new marketing and communications campaign that seeks to encourage drivers to expect and pay attention to pedestrians, animals, children playing, bicyclists, and other normal challenges that drivers face on the roads every day. – The project did not take place due to a delay in the Clackamas County Procurement Process.

Division Midway Alliance

<i>Allocated</i>	<i>Spent</i>	98%
\$65,000	\$63,627.50	

Continuation of the Transit Safety Program for Immigrants and Refugees - This project continued to provide culturally specific transit safety workshops and trainings to low-income refugee youth and elders and culturally specific training that engaged, educated and increased community awareness

about the laws and best practices for cycling, and walking safely. 314 people were reached, one event was held, and nine students became safety ambassadors.

Oregon Walks

<i>Allocated</i>	<i>Spent</i>	65%
\$50,000	\$32,648.96	

Pedestrian Education Campaign for Drivers - This project funded an education campaign targeted at drivers focused on two key themes: expecting the unexpected while driving and teaching drivers the direct correlation between speeding and the increase in serious injuries and death. The project worked with four schools, 128 students and received 59,889 impressions on student created content.

From 2021 – 2022, pedestrian fatalities and serious injuries saw a 9% increase. Education, outreach, communications and training are all proven countermeasures. According to the research community engagement is critical component of any public health strategy. Community engagement is a powerful vehicle for bringing about environment and behavioral changes to improve the health of the community and its members. Region 1 works with grassroots organizations to provide education, outreach, communications and training in a culturally sensitive manner to decrease pedestrian fatalities and serious injuries.

Sub-Recipient	Organization Type
The Immigrant and Refugee Community Organization	Non-profit
Adelante Mujeres	Non-profit
BikeFIRST!	Non-profit
Community Cycling Center	Non-profit
Ethiopian and Eritrean Cultural Resource Center	Non-profit
Anson's Bikes	Non-profit
Slavic Community	Non-profit
BikeWorks by p:ear	Non-profit
Division Midway Alliance	Non-profit
Clackamas County	County Government
Oregon Walks	Non-profit

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Pedestrian and Bicycling Safety	PS-24-68-13-00
Project Title	
Region 3 Program Education and Outreach	
Countermeasure	
Communications, Education and Outreach	
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 will fund education & outreach efforts in ODOT Region 3 through media contracts focused on bicycle and pedestrian safety either by expanding or enhancing existing products/programming or funding new media content to increase the accessibility to ODOT Region 3 communities.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The activities of this project were important in contributing to the states performance measures by increasing education about bike and pedestrian safety in targeted areas of ODOT Region 3 in Southwestern Oregon. This area of Oregon is the third highest region in the state with fatal pedestrian and bicycle crashes. The major activity was working with local community partners to design projects that fit the needs of their community. Three television spots were produced with a local voice that the community will recognize to raise awareness about bike/ped education and safe traveling specifically from the viewpoint of a driver as well as that of cyclists and pedestrians. These spots were aired locally, and the TV station is continuing the coverage for a few months which adds to the reach of education and outreach in the region as additional to the statewide education and outreach efforts.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Non-Motorized (Bike-Ped)	PS-24-68-14-00
Project Title	
Region 4 Program: Education and Outreach	
Countermeasure	
Communication, Education and Outreach	
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.	The purpose of this project was to increase public awareness of identified pedestrian and bicycle, and motor vehicle safety behaviors and concerns by delivering program developed digital media materials within Deschutes County. The campaign was scheduled to be launched during the very busy outdoor activity and tourism months in Central Oregon of July-September. The overall objective of the campaign was to reduce fatalities and serious injuries of pedestrians and bicyclists in the target area.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This project was started later in the grant year than anticipated owing to a change in approach when no local groups pursued the funding opportunity to manage the project. In lieu of having group to sub-award to, it was decided that boosting the messaging already crafted by the TSO Bike and Pedestrian Safety Program, would be the next best use of this funding in a short period of time. Knowing Deschutes County residents account for approximately 55% of the entire region's population and is a popular outdoor recreation destination, the decision was made to narrow the campaign to this county. Some of the highest fatal and serious injury crash rates involving vulnerable road users in Region 4 occur within Deschutes County, making it a logical and impactful location to leverage safety messaging. Ads were placed in both English and

Spanish languages.

This project was executed and available in July, but difficulties between the media buyer and our financial services department to procure payment for the ad buys created a nearly 6 weeks delay in content launch. This delay reduced the timeframe down to 6-8 weeks total.

Utilizing Facebook and Instagram (Meta) there were 566,000 people reached, with over 2.3 million ad views. This surpassed the initial objective of 5000 impressions or views that was outlined in the original agreement. In addition, there were 2,400 ad link clicks which took users to the Oregonians Standout Guidebook for Pedestrians and Drivers for further information about safely sharing the road and additional resources.

While there isn't final data yet available for 2023 to determine if the number of fatal and serious injury crashes involving bicyclists and pedestrians was reduced, the primary functions and reach of the campaign were a success and an approach to build on with local active transportation groups interested in safety education.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Non-Motorized (Bike-Ped)	PS-24-68-15-00
Project Title	
Region 5 Program: Education and Outreach	
Countermeasure	
Communication, Education and Outreach	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$20,685.50	\$20,685.50

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded education & outreach efforts in ODOT Region 5 through media focused on bicycle and pedestrian safety and by expanding or enhancing existing programs to increase the accessibility to education & safe use of bike/pedestrian systems by schools, cities, counties, and other local organizations as appropriate.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This project was implemented June 1, 2024, which meant that there were only four months to utilize funds. Some of the originally planned activities were not able to be completed such as theatre ad placement and offering mini-grants to community agencies. The project was successful in setting up a structure for local radio media and localized social media. Over the four months, the grant paid for the production of 15 radio spots (seven scripts but different versions based on localized voice recordings), 34 Facebook posts, and a website banner for the grant period. As match, the media outlet provided 200 ad spots on each of each of the 12 stations and 34 Facebook posts. The project was able to partner with Nyssa School District who had a student led project to provide bike and helmet safety to their community. Through project funds, a total of 24 youth and caregivers were provided educational materials and educated on proper helmet fit with a helmet that we provided during a helmet fitting station at a summer event.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Statewide	PS-24-68-90-00
Project Title	
Program Management – Bicycle and Pedestrian	
Countermeasure	
NHTSA Uniform Guidelines for Highway Safety Program Management, Guideline14	
Initial Funding Source	Updated Funding Source
405(g)	402
Amount Awarded	Amount Expended
\$32,000	\$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 that fiscal and administrative policies were followed; and kept the SHSO current on data, countermeasures, and activities being conducted throughout the state to reduce bicycle and pedestrian motor vehicle fatalities and injuries. Funds allocated to each of TSO's program areas support the operating costs for that program during the grant year (salaries, travel, office supplies, etc.).

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Distracted Driving	PT-24-20-00-00
Project Title	
Distracted Driving High Visibility Enforcement – Oregon Impact	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$731,939.88	\$307,490.62

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded police officer straight and overtime hours for focused traffic enforcement and educational activities that facilitate compliance with Oregon’s distracted driving laws, including at least three targeted saturation patrols on identified problem highways or road segments and/or at scheduled events. This is conducted in Oregon throughout the year statewide, especially for Distracted Driving during April, the National Distracted Driving Awareness Month, Week, and the National Connect to Disconnect program. *Note – This project originally started as a 405(e) funded project and then an amendment was submitted and approved by NHTSA to move to 402 funds. The old 405 (e) project number was M8DDLE-24-20-00-00.
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 70 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 the Oregon’s goals to decrease distracted driving fatalities related to drivers’ use of cell phones with additional OT enforcement shifts provide by this grant statewide. There

	were 1,224 shifts for a total of 4,464 hours worked. There were 2,923 citations and 1,599 warnings for Distracted Driving. In addition, there were 11 DUII drivers arrested, and 31 Felony Warrants were served during these shifts.

Sub-Recipient	Organization Type
Oregon Impact	Non-Profit Organization

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Police Traffic Safety Issues	PT-24-24-11-00
Project Title	
Financial Assistance for LE/Partner Training	
Countermeasure	
Education, Outreach, Communications and Training	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$10,000	\$6,347.20

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?	During FY 23-24 eight officers from three law enforcement agencies attended one conference and three trainings, Multi-Disciplinary DUII Conference, Motorcycle Crash Reconstruction Level I, Human Factors in Traffic Crash Reconstruction and Motorcade Training. NHTSA asserts that it is important that all stakeholders in the criminal justice system are aware of the efforts being made to reduce traffic fatalities and to that end, peer-to-peer training, education, and outreach have been found to be most effective in promoting proven and promising practices. Additionally, according to NHTSA's Highway Safety Program Guideline, March 2009, law enforcement training is essential to support traffic enforcement services and to prepare law enforcement officers to effectively perform their duties. Well-trained law enforcement is imperative to reducing fatalities and serious injuries.

Sub-Recipient	Organization Type
Forest Grove Police Department, Washington County Sheriff Office and Portland Police Bureau.	Law Enforcement

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Police Traffic Services/Traffic Enforcement Services	PT-24-30-00-00
Project Title	
Department of Public Safety Standards and Training (DPSST) Law Enforcement Training	
Countermeasure	
Communications, Training, Outreach and Education	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$97,542	\$1,740.92

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded the necessary hours for DPSST to provide various traffic safety training activities throughout the state to law enforcement officers. As part of these trainings, police officers receive RADAR/LIDAR training. The online RADAR/LIDAR training course was also to be updated with this project. This project addressed problems identified in Police Traffic Services of the Triennial Highway Safety Plan.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	During the grant year, 1,133 officers received training on the proper use of radar/lidar, and 18 were trained as instructors. This increased training capacity for speed enforcement tools enhanced enforcement efforts, thereby contributing to a reduction in speed-related serious injury and fatal crashes. The expansion of radar/lidar instructors further supported this objective, as it allowed for the training of more officers and the delivery of courses more frequently and across a wider geographic area, with reduced travel requirements for participants. In addition, the Department of Public Safety Standards and Training collaborated with Oregon Department of Transportation Safety Office program managers and Oregon Impact to develop webinars on Speed Awareness, Vulnerable Road Users – Bicycle/Pedestrian, and Vulnerable Road Users – Motorcycle Awareness. By improving officers' training and knowledge in these critical areas, particularly

	motorcycle awareness, the likelihood of officers initiating traffic stops increased. Previous training had shown that many officers were reluctant to stop motorcyclists unless the violation was severe, as they lacked confidence in enforcing motorcycle laws. The availability of these training resources, both live and on-demand, allowed officers to enhance their skills at their convenience, resulting in a higher likelihood of traffic stops, particularly in situations where they might not have previously acted. Increased enforcement in these areas contributed to safer road conditions for all users, and by educating more drivers, officers were expected to help reduce serious injury and fatal crashes through improved driver behavior. The online radar/lidar course was not able to be updated as it was discovered that the software is not compatible and an investment in new software just for this update did not seem reasonable. This project will likely not be reconsidered in the near future as the current program still functions and the number of in-person trainings being offered is adequate to get officers trained without delays.

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

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Police Traffic Safety	PT-24-30-01-00
Project Title	
Statewide Law Enforcement Training	
Countermeasure	
Communications, Training, Outreach and Education – CTW 3-star citation In Countermeasures That Work, NHTSA refers to training for law enforcement in the areas of motorcycle safety, older drivers, pedestrian safety, bicycle safety and DUII intervention. Additionally, according to NHTSA's Highway Safety Program Guideline, law enforcement training is essential to support traffic enforcement services and to prepare law enforcement officers to effectively perform their duties.	
Initial Funding Source	Updated Funding Source
402	402
Amount Awarded	Amount Expended
\$215,506.96	\$186,249.91

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project addresses problems identified in the Traffic Enforcement Services section (Formerly Police Traffic Services) of the Triennial Highway Safety Plan. Specifically, the need to provide for ongoing traffic enforcement and highway safety related training opportunities for law enforcement officers in Oregon. This project focused on four training related elements: 1) Advanced Crash Investigation Training for law enforcement, 2) Police Traffic Safety Conference for sworn Oregon law enforcement officers, 3) Advanced Motor Officer Training, and 4) Support for the Law Enforcement Traffic Safety Advisory Committee quarterly meetings.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Advanced skills in crash investigations are also needed as the basic police academy where they used to receive this training, was cut from 16 hours down to 4. Many smaller or rural law enforcement agencies do not have access to a crash team or even a crash reconstructionist leaving the patrol officer responsible to investigate and photograph the scene with minimal training. By offering the advanced course officers learn additional information on investigating

crashes which leads to more successful prosecutions on crashes that have to criminal charges.

Unfortunately, due to other priorities, limited time and retirements of LETS committee members, the crash investigation training was not able to be done this year due to several variables. Primarily, there was not sufficient time to compare the old and new curriculum and determine what critical information was eliminated at the basic academy training and then build an agenda from there.

By coordinating a 2-day Police Traffic Safety Conference, Oregon law enforcement officers can come to one location and hear updated information, learn new laws and enforcement ideas and could network with other agencies to share ideas on dealing with traffic safety issues. This training is something they may not otherwise receive which in some instances, could have adverse effects state and/or nationwide such as the creation of bad case law.

Advanced Motor Officer Training element of this grant:

69 Motor Officers trained

24 Car Officers participated in training to replicate/represent real world conditions

Total Officers trained 93

10 Law Enforcement Agencies participated/represented

3 hrs. of Classroom = 279Hrs (Estimated)

5 hrs. in Field = 465hrs (Includes Briefing and Debriefing)

The PPB Training Team received verbal and email feedback from participants in the training. Post-training participant debrief was very positive (even with the very challenging riding conditions – heavy continuous rain) and no incidents occurred during the training.

The supplies were purchased and used to film elements of the training. Filming continues to be carried out by PPB Motor Officer Training Cadre to capture specific advanced riding tactics and movements to update existing training presentations with video (replacing static graphics in the training PowerPoint presentation) and to support the development of new basic and advanced training presentations.

The supplies will also be used to support future Advanced Motor Officer Training events. The filmed riding scenarios from this training will be used to contribute to and inform trainers during the Trainer debrief of the event. As planned, the supplies will also be used in future basic motor schools during training of new motor officers. Filming candidates' riding performance and then providing the candidate with

immediate video review and feedback is expected to increase the candidates' understanding of the training instructions.

The ODOT TSO Law Enforcement Traffic Safety Advisory Committee, which is made up of officers from around the state (including crash reconstructionists) are still dedicated to comparing the old DPSST curriculum to the new to see what needs to be incorporated into the new training by ODOT TSO to bring back the training in the future. While advanced knowledge in crash investigation and reporting is important, there did not seem to be a direct impact to the state not meeting traffic safety performance targets. By holding this training in the future officers will be able to better investigate crash scenes, which in turn will make criminal prosecutions stronger for crashes involving crimes.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Statewide	PT-24-30-90-00
Project Title	
Program Management – Traffic Services	
Countermeasure	
NHTSA Uniform Guidelines for Highway Safety Program Management: Guideline 15	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$14,065.62	\$12,324.70

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services and supplies and office equipment were funded for the for the Police Traffic Services 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 that fiscal and administrative policies were followed; and kept the SHSO current on data, countermeasures, and activities being conducted throughout the state to reduce motor vehicle fatalities and injuries. Funds allocated to each of TSO's program areas support the operating costs for that program during the grant year (salaries, travel, office supplies, etc.).

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Roadway Safety	RS-24-77-16-00
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	\$12,049.28

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Transportation Safety Office in partnership with Oregon State Police worked to provide enforcement for priority safety corridors. Press releases for each safety corridor were identified and at a statewide level. Priority ranked safety corridors in the state were identified using State crash data and designated in the five-year average of the fatal and serious injury crash rate per 100 million vehicle miles traveled is at or above 150 percent of the statewide average for that type of roadway. OR-211 Beavercreek (MP 14-22), OR-22W Buell to Dallas (MP 5-15), US-199 Selma to Cave Junction (MP 20.67-27.69), and OR-140 Lake of the Woods (MP 29-47).
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	With ODOT identifying the locations to use the overtime enforcement funding, it establishes very specific targeted enforcement. Staffing shortages in the designated OSP Area Commands made it challenging to fully utilize the available grant funding. Troopers worked 207.25 of approximately 213 available hours (97.3%), 121 match hours, during which 568 vehicles were stopped. The following activities resulted: 2 DUI arrest, 248 speed citations, 5 seat belt citations, 77 other citations, 233 speed warnings, 9 seat belt warnings, and 131 other warnings. Law enforcement is proven to be effective in reducing crashes.

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

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Statewide	RS-24-77-90-00
Project Title	
Program Management – Roadway Safety	
Countermeasure	
NHTSA Uniform Guidelines for Highway Safety Program Management: Guideline 21	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$33,092.51	\$33,092.51

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services and supplies and office equipment were funded for the for the Roadway Safety 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 that fiscal and administrative policies were followed; and kept the SHSO current on data, countermeasures, and activities being conducted throughout the state to reduce motor vehicle fatalities and injuries. Funds allocated to each of TSO's program areas support the operating costs for that program during the grant year (salaries, travel, office supplies, etc.).

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Speed	SC-24-35-11-00
Project Title	
Supplies for Region 1 Speed Enforcement	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$0	\$0

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded sub-awards to local law enforcement jurisdictions who were awarded ODOT-TSO speed enforcement grants to address community-identified behaviors that have been contributing to the increase in speeding traffic fatalities and serious injuries in Region 1.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Two Law Enforcement Agencies requested supplies to help with high visibility speed enforcement. Oregon City successfully completed their project During the grant year Oregon City participated in 10 speed enforcement blitz activities. The outcome of the blitzes was: 251.5 hours, 576 total stops, 600 citations, and 249 warnings. Oregon City increased speed stops by 61% from FY 22-23 to FY 23-24 and increase citations by 62%. Forest Grove also applied for grant funds; however, the paperwork was not completed on time and the grant was moved to FY 24-25. Speed is one of the top three causes of fatalities and serious injuries in Oregon and in 2022, the second cause of fatalities and serious injuries in Region 1, enforcement and education have proven to be that one of the most effective means for changing societal behaviors related to speeding in Oregon.

Sub-Recipient	Organization Type
Oregon City Police Department	Law Enforcement

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Speed	SC 24-24-11-00
Project Title	
Supplies for Multnomah County Sheriff Speed Enforcement Activities	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$8,750	\$6,920.41

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided assistance to Multnomah County's Sheriff Office in acquiring necessary enforcement supplies to be checked out by individual law enforcement officers dedicated to traffic enforcement and to the state's HVE program; for straight time traffic enforcement patrol activities, and to successfully implement Multnomah County's high visibility speed enforcement grant activities projects SC-24-35-17-00 and SC-24-35-16-00.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	During the FY 23 – 24, MCSO issued 604 citations and 244 warnings for speed violations, resulting in 848 stops, or an 8.3% increase from the prior year. Speed is one of the top three causes of fatalities and serious injuries in Oregon and in 2022, the second cause of fatalities and serious injuries in Region 1, enforcement and education have proven to be that one of the most effective means for changing societal behaviors related to speeding in Oregon

Sub-Recipient	Organization Type
Multnomah County Sheriff Department	Law Enforcement

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Speed	SC-24-35-00-00
Project Title	
Speed Public Information & Communications	
Countermeasure	
Communications and Outreach Supporting Enforcement	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$75,000	\$75,000

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was used to fund public education through various paid media outlets related to the dangers of speeding. Media included a new 30 second Public Service Announcements, as well as social media imprints showcasing the dangers of speeding. This project helped address problems identified in the Region 1 chapter; in the Region 4 chapter; in the Region 5 chapter; in the Pedestrian Safety chapter; in the Impaired Driving chapter; in the Motorcycle Safety chapter; in the Occupant Protection chapter; in the Traffic Enforcement Services (Formerly Police Traffic Services) chapter; in the Speed chapter and in the Work Zone chapter, Triennial Highway Safety Plan.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This year's media campaign focused on the dangers of driving just a few miles per hour over the speed limit, a behavior many drivers often perceive as negligible. The campaign featured a powerful scenario: a young boy running between parked cars to retrieve a ball, while a driver speeds 10 MPH over the limit. The resulting sound of impact was followed by the same scene, but with the driver adhering to the speed limit, safely stopping to avoid hitting the boy. The campaign aimed to illustrate that even a slight increase in speed can be the critical factor between life and death. By encouraging drivers to recognize the significance of this message and slow down, the campaign sought to enhance safety for all road users, ultimately reducing the number of

	serious injury and fatal crashes.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Speed	SC-24-35-13-00
Project Title	
Region 5 Speed Enforcement Equipment Grant	
Countermeasure	
High Visibility Enforcement – Speed	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$13,333	\$0

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded the purchase of speed detection supplies for law enforcement agencies in ODOT Region 3 to be used for both straight time traffic patrol and to be used to implement ODOT high visibility speed enforcement grant(s).
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Many, if not all LE agencies in Oregon are short staffed and struggle with their budgets. Small agencies particularly sometimes have difficulty with the budget to obtain the supplies they need to adequately enforce speed as violation. Additionally, assisting agencies in obtaining these supplies gives an additional tool in the deterrence of impaired drivers. This project was built around input from local agencies on the needs they had identified regarding transportation safety related fatalities and serious injuries. Once identified, sub-recipients received approval to purchase needed supplies. All three of the recipient agencies have a major issue with an Interstate (I-5 for all three) that runs directly through their town. Additionally, all three have secondary highways that run through as well, but one of the greatest accomplishments is that these areas have big festivals, theatre productions, or events in the nearby area where speeding coupled with impaired driving have been an issue and these supplies will help them immensely.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government
Phoenix Police Department	Local Law Enforcement
Talent Police Department	Local Law Enforcement
Sutherlin Police Department	Local Law Enforcement

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Speed	SC-24-35-14-00
Project Title	
Region 4 Speed Enforcement Equipment Grant	
Countermeasure	
High Visibility Enforcement – Speed	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$0	\$0

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded the purchase of speed detection supplies for law enforcement agencies in ODOT Region 4 to be used for both straight time traffic patrol and to be used to implement ODOT high visibility speed enforcement grant(s).
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	In Region 4 speed is consistently one of the top three aggravating factors involved in fatalities and serious injuries. Every year since 2018, fatalities and serious injuries due to speed have increased significantly and continue to trend upward. Final 2022 data shows an all-time high for speed involved serious injuries and fatalities in the nine central counties. One of the largest population centers in Region 4 exists in Central Oregon, specifically the city of Bend, which is located in Deschutes County. Even as one of the more urban counties in the region, law enforcement agencies in Central Oregon are slow growing and struggling to obtain all the supplies needed to prevent serious injury and fatal crashes in their rapidly growing communities. With a known aggravating factor like speeding, agencies are in need of speed detection units that can help them accurately and adequately deter and enforce speeding laws in their communities. Throughout the region many of the very small law enforcement agencies them have no speed detection units at all to help with the problem despite having interstates or large secondary highways running right

	through their jurisdictions. Speed detection units are a necessary tool for enforcement. As a participant of TSO's high visibility enforcement opportunities, Bend Police Department was provided with five new lidar units and assigned to their traffic team and regular patrol units to support speed-enforcement activities. This was the only sub-grantee awarded funds from this grant.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government
Bend Police Department	Local Law Enforcement

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Speed	SC-24-35-15-00
Project Title	
Region 5 Speed Enforcement Equipment Grant	
Countermeasure	
High Visibility Enforcement – Speed	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$0	\$0

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project funded the purchase of speed detection supplies for law enforcement agencies in ODOT Region 5 to be used for both straight time traffic patrol and to be used to implement ODOT high visibility speed enforcement grant(s).
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	While many, if not all LE agencies in Oregon are short staffed and struggle with budgets, agencies in rural in frontier counties often suffer more than others do. After holding a PP&E Session in Ontario on May 30, 2024, the community shared concerns with risky driving behavior in several areas of Malheur County. The Sheriff's Office was in attendance at the meeting and shared that they had patrol vehicles that were not equipped with speed detection supplies. This conversation at the event led to the Sheriff's Office sending a request letter to the TSO requesting assistance to enhance their speed enforcement throughout the county. As a result of this request, the Malheur County Sheriff's Office received a mini grant to support the purchase of four radars that were delivered and installed in patrol vehicles. This is the only mini grant provided with the available funds.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government
Malheur County Sheriff's Office	County Law Enforcement

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Speed	SC-24-35-16-00
Project Title	
Speed Enforcement – Oregon Impact	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$610,000	\$324,908.11

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was used to fund the speed enforcement efforts and activities by city, county, and tribal law enforcement agencies throughout Oregon. Funding was also be used to maintain the ‘Badge Data’ HVE grant reporting system, and to fund grant administrative support activities by Oregon Impact in relation to speed enforcement overtime. Additionally, funds could have been allocated for purchase of speed measure devices as applicable. This project helped address problems identified in the Region 1 chapter; in the Region 4 chapter; in the Region 5 chapter; in the Pedestrian Safety chapter; in the Impaired Driving chapter; in the Motorcycle Safety chapter; in the Occupant Protection chapter; in the Traffic Enforcement Services (Formerly Police Traffic Services) chapter; in the Speed chapter and in the Work Zone chapter of the Triennial Highway Safety Plan.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	This year, 5,918 hours of speed enforcement with 13,577 stops during the grant period resulted in: • 5,339 speeding warnings/citations issued • 594 distracted driving warnings/citations issued • 322 seat belt warnings/citations issued • 9 child restraint warning/citations issued • 1 crosswalk violation warning/citation issued • 8 arrests made for DUII • 45 other arrests made

Overall spending by law enforcement agencies increased by 11 (18%) when compared to FY2023. There was also an overall increase in citations and warnings issued, which indicated improved drive among participating officers/agencies. Additionally, education campaigns and officer contacts per hour showed a marked improvement, demonstrating a greater focus on proactive community engagement. By law enforcement engaging drivers at a higher rate overall, increases the likelihood that drivers will change their behavior for the better which ultimately will result in fewer serious injury and fatal crashes on Oregon roadways. Slower speed crashes also result in lesser injury and damage.

Sub-Recipient	Organization Type
Oregon Impact	Non-Profit Organization
Albany Police Department	Law Enforcement Agency
Ashland Police Department	Law Enforcement Agency
Astoria Police Department	Law Enforcement Agency
Aumsville Police Department	Law Enforcement Agency
Baker County Sheriff's Office	Law Enforcement Agency
Bandon Police Department	Law Enforcement Agency
Banks Police Department	Law Enforcement Agency
Beaverton Police Department	Law Enforcement Agency
Bend Police Department	Law Enforcement Agency
Bend Police Department	Law Enforcement Agency
Bend Police Department	Law Enforcement Agency
Benton County Sheriff's Office	Law Enforcement Agency
Brookings 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

Clackamas County Sheriff's Office	Law Enforcement Agency
Coburg 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
Coquille Police Department	Law Enforcement Agency
Cornelius Police Department	Law Enforcement Agency
Cottage Grove Police Department	Law Enforcement Agency
Crook 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
Forest Grove Police Department	Law Enforcement Agency
Gaston Police Department	Law Enforcement Agency
Gervais Police Department	Law Enforcement Agency
Gilliam County Sheriff's Office	Law Enforcement Agency
Gladstone Police Department	Law Enforcement Agency
Grants Pass Police Department	Law Enforcement Agency
Gresham Police Department	Law Enforcement Agency
Harney County Sheriff's Office	Law Enforcement Agency
Hermiston Police Department	Law Enforcement Agency
Hillsboro Police Department	Law Enforcement Agency
Hubbard-Donald Police Department	Law Enforcement Agency
Independence Police Department	Law Enforcement Agency
Jackson County Sheriff's Office	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
Lane County Sheriff's Office	Law Enforcement Agency
Lebanon Police Department	Law Enforcement Agency
Malheur County Sheriff's Office	Law Enforcement Agency
Malin Police Department	Law Enforcement Agency
Marion County Sheriff's Office	Law Enforcement Agency
McMinnville Police Department	Law Enforcement Agency
Medford Police Department	Law Enforcement Agency
Medford Police Department	Law Enforcement Agency
Milton-Freewater Police Department	Law Enforcement Agency
Milwaukie Police Department	Law Enforcement Agency
Milwaukie Police Department	Law Enforcement Agency
Molalla Police Department	Law Enforcement Agency
Molalla Police Department	Law Enforcement Agency
Morrow County Sheriff's Office	Law Enforcement Agency
Morrow County Sheriff's Office	Law Enforcement Agency
Multnomah County Sheriff's Office	Law Enforcement Agency
Newberg/Dundee Police Department	Law Enforcement Agency
North Bend Police Department	Law Enforcement Agency
Nyssa Police Department	Law Enforcement Agency
Ontario Police Department	Law Enforcement Agency
Oregon City Police Department	Law Enforcement Agency
Oregon City 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
Portland Police Bureau	Law Enforcement Agency

Portland Police Bureau	Law Enforcement Agency
Prineville Police Department	Law Enforcement Agency
Redmond Police Department	Law Enforcement Agency
Reedsport Police Department	Law Enforcement Agency
Roseburg 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
Springfield Police Department	Law Enforcement Agency
Stayton Police Department	Law Enforcement Agency
Sutherlin Police Department	Law Enforcement Agency
Sutherlin Police Department	Law Enforcement Agency
Sutherlin Police Department	Law Enforcement Agency
Talent Police Department	Law Enforcement Agency
The Dalles Police Department	Law Enforcement Agency
Tigard Police Department	Law Enforcement Agency
Tillamook County Sheriff's Office	Law Enforcement Agency
Tillamook Police Department	Law Enforcement Agency
Tillamook Police Department	Law Enforcement Agency
Tillamook Police Department	Law Enforcement Agency
Toledo Police Department	Law Enforcement Agency
Tualatin Police Department	Law Enforcement Agency
Turner Police Department	Law Enforcement Agency
Umatilla County Sheriff's Office	Law Enforcement Agency
Vernonia Police Department	Law Enforcement Agency
Washington County Sheriff 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
Yamhill Police Department	Law Enforcement Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Speed	SC-24-35-17-00
Project Title	
Speed Enforcement – Oregon State Police	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$125,000	\$75,000

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was used to fund speed enforcement activities by the Oregon State Police and used on rural state highways in areas that through statistical crash analysis, coupled with local OSP office expertise and knowledge of problem areas within each Command, showed a high incidence of speed-related crashes, injuries, and fatalities. This project helped address problems identified in the Region 1 chapter; in the Region 4 chapter; in the Region 5 chapter; in the Pedestrian Safety chapter; in the Impaired Driving chapter; in the Motorcycle Safety chapter; in the Occupant Protection chapter; in the Traffic Enforcement Services (Formerly Police Traffic Services) chapter; in the Speed chapter and in the Work Zone chapter in the Triennial Highway Safety Plan.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	Troopers worked 929.75 overtime hours, resulting in 1,891 contacts (2 contacts per hour). Activities included: • 6 DUII arrests • 778 speed citations • 18 seatbelt citations • 17 lane usage citations • 12 distracted citations • 255 other citations • 890 speed warnings • 24 seatbelt warnings • 106 lane usage warnings • 19 distracted warnings

	• 446 other warnings Selection of locations were based on specific OSP Area Command knowledge of geographical need and data reported within OSP feedback mechanisms (crashes, speeding citations, calls for service, and citizen reports). Area Commands used grants accordingly relating to routes that often presented higher speeds and serious or fatal crashes. HVE operations supported this endeavor having specific operations with a nexus to speed to include multiple “fatal corridors” within Oregon. By focusing these traffic enforcement efforts focused on speeding, roadway safety is improved with driver improvement reducing the risk of serious injury and fatal crashes on Oregon roadways.

Sub-Recipient	Organization Type
Oregon State Police	Law Enforcement Agency

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Speed	SC-24-35-18-00
Project Title	
Speed Enforcement - Region 1-5	
Countermeasure	
High Visibility Enforcement	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$52,400	\$42,706.70

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provided assistance to local law enforcement jurisdictions in acquiring necessary enforcement supplies that will be checked out by individual law enforcement officers working traffic enforcement and the state's HVE programs with a focus on implementing high visibility speed enforcement grant activities. .
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	See projects SC-24-35-17-00 and SC-24-35-16-00. SC-24-35-11-00, SC-24-35-13-00, SC-24-35-14-00, SC-24-35-15-00.

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

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Statewide	SC-24-35-90-00
Project Title	
Program Management – Speed Management	
Countermeasure	
NHTSA Uniform Guidelines for Highway Safety Program Management: Guideline 19	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$21,098.42	\$21,098.42

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services and supplies and office equipment were funded for the for the Speed Management 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 that fiscal and administrative policies were followed; and kept the SHSO current on data, countermeasures, and activities being conducted throughout the state to reduce speed-related fatalities and injuries. Funds allocated to each of TSO's program areas support the operating costs for that program during the grant year (salaries, travel, office supplies, etc.).

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Judicial Education	TC-24-24-00-00
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
\$35,000	\$24,328.51

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to provide traffic safety related education to Oregon municipal, and circuit court judges and justices of the peace via a statewide training conference. Court staff are also eligible to attend as space permits. This project was intended to fund instructors, facility rentals, training materials/supplies, training expenses, per diem travel costs, and possible conference registration assistance. This project was also intended to fund continuing education opportunities for current prosecutors, judges, and justices for webinars or in-person training workshops. This project addressed problems identified in the Judicial Outreach chapter Triennial Highway Safety Plan.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	By providing this information to Oregon's municipal and justice court judges, they remained informed about updates to Oregon case law, new traffic safety regulations, and had the opportunity to learn how other courts addressed various cases. Oregon depends on its judges to uphold the law consistently and appropriately. Through this knowledge, judges were better equipped to emphasize the importance of safe driving to individuals appearing in their courtrooms. This, in turn, contributed to efforts aimed at promoting safer driving behaviors, which were expected to reduce the state's overall number of serious injury and fatal crashes. This year's conference hosted 67 attendees.

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Statewide	TC-24-24-90-00
Project Title	
Program Management – Judicial	
Countermeasure	
NHTSA Uniform Guidelines for Highway Safety Program Management: Guideline 7	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$ 105,492.00	\$58,336.39

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 that fiscal and administrative policies were followed; and kept the SHSO current on data, countermeasures, and activities being conducted throughout the state to reduce motor vehicle fatalities and injuries. Funds allocated to each of TSO's program areas support the operating costs for that program during the grant year (salaries, travel, office supplies, etc.).

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Impaired Driving	TOX_AL-24-15-00-00
Project Title	
DUI Toxicology	
Countermeasure	
BAC Test Refusal Penalties	
Initial Funding Source	Updated Funding Source
405(d)	Choose an item.
Amount Awarded	Amount Expended
\$400,000	\$399,942.59

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project was intended to encourage state and local law enforcement agencies to pursue the collection and analysis of blood evidence for drugs in DUI cases, for the purposes of improved prosecution, more complete data gathering, and as a tool for improving DRE evaluation accuracy. It was also planned to fund the testing of urine for DRE cases to maintain evaluation accuracy and ratings, as well as urine collected voluntarily in HVE efforts such as Operation Trucker Check. The intent of the project was to ensure DUI prosecutions were supported by toxicology evidence in impaired driving cases. Juries are increasingly dependent on possession of concrete knowledge of substances in an offender's system at the time they were driving in order to hold them accountable, even when impairment is overt and/or captured on video. By ensuring prosecutors have toxicology evidence, offenders were more likely to be convicted and be mandated into programs to reduce the likelihood of recidivism.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	65 law enforcement agencies, including the Oregon State Police, 19 county sheriffs' office, and 45 municipal police departments submitted samples to a third-party laboratory for toxicology testing and/or received testimony services related to that testing as part of DUI investigations and prosecutions. The availability of toxicology services for blood samples was determined to be a significant benefit for DUI prosecutions

	throughout the state, where drug-impaired driving cases would otherwise have relied on urine testing and/or testimony by law enforcement officers. The use of urine for DUII toxicology has several well-established limitations, and even testimony by tenured drug recognition experts has limited utility without the support of credible toxicology results. By allowing Oregon law enforcement to seize and test blood samples for DUII cases, offenders were better able to be held accountable, and their likelihood of recidivism was reduced. This increased the overall effectiveness of direct law enforcement interventions into actual impaired driving offenses and contributed to a lasting reduction in impaired driving crashes and their related serious injury and fatality outcomes.

Sub-Recipient	Organization Type
Albany Police Department	Law Enforcement Agency
Baker City Police Department	Law Enforcement Agency
Beaverton Police Department	Law Enforcement Agency
Bend Police Department	Law Enforcement Agency
Benton County Sheriff's Office	Law Enforcement Agency
Canby Police Department	Law Enforcement Agency
Central Point Police Department	Law Enforcement Agency
Clackamas County Sheriff's Office	Law Enforcement Agency
Clatsop County Sheriff's Office	Law Enforcement Agency
Corvallis Police Department	Law Enforcement Agency
Crook County Sheriff's Office	Law Enforcement Agency
Deschutes County Sheriff's Office	Law Enforcement Agency
Douglas County Sheriff's Office	Law Enforcement Agency
Eagle Point Police Department	Law Enforcement Agency
Eugene Police Department	Law Enforcement Agency
Forest Grove Police Department	Law Enforcement Agency
Gilliam County Sheriff's Office	Law Enforcement Agency
Gladstone Police Department	Law Enforcement Agency

Grants Pass Police Department	Law Enforcement Agency
Gresham Police Department	Law Enforcement Agency
Harney County Sheriff's Office	Law Enforcement Agency
Hillsboro Police Department	Law Enforcement Agency
Hood River Police Department	Law Enforcement Agency
Jackson County Sheriff's Office	Law Enforcement Agency
Jefferson County Sheriff's Office	Law Enforcement Agency
Josephine County Sheriff's Office	Law Enforcement Agency
Keizer Police Department	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
Lincoln County Sheriff's Office	Law Enforcement Agency
Madras Police Department	Law Enforcement Agency
Malheur County Sheriff's Office	Law Enforcement Agency
Marion County Sheriff's Office	Law Enforcement Agency
McMinnville Police Department	Law Enforcement Agency
Medford Police Department	Law Enforcement Agency
Milwaukie Police Department	Law Enforcement Agency
Molalla Police Department	Law Enforcement Agency
Newberg Dundee Police Department	Law Enforcement Agency
Newport Police Department	Law Enforcement Agency
Ontario Police Department	Law Enforcement Agency
Oregon City Police Department	Law Enforcement Agency
Oregon State Police	Law Enforcement Agency
Pendleton 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
Redmond Police Department	Law Enforcement Agency
Salem Police Department	Law Enforcement Agency
Sandy Police Department	Law Enforcement Agency
Sherman County Sheriff's Office	Law Enforcement Agency
Silverton Police Department	Law Enforcement Agency
Springfield Police Department	Law Enforcement Agency
St. Helens Police Department	Law Enforcement Agency
Stayton Police Department	Law Enforcement Agency
Talent Police Department	Law Enforcement Agency
The Dalles Police Department	Law Enforcement Agency
Tigard Police Department	Law Enforcement Agency
Toledo Police Department	Law Enforcement Agency
Tualatin Police Department	Law Enforcement Agency
Washington County Sheriff's Office	Law Enforcement Agency
West Linn Police Department	Law Enforcement Agency
Woodburn 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: 2024

Project Information:

Program	Federal Project Number
Traffic Records	TR-24-24-11-00
Project Title	
Risky Driver Research, Data Warehouse and Tool	
Countermeasure	
Data and Program Evaluation	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$200,000	\$127,570.54

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This two-year project is funding fund a data linkage research project that would combine driver records and crash outcomes data to better understand key inputs to variations in driver risk profiles in Oregon. Driver records include the history of the drivers traffic offense convictions, court ordered driver education participation, and DMV improvement programs among other pieces of information useful for understanding Oregon driver risk profiles.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	In year one the project acquired 10 years of citation, crash and driver data from DMV and has almost completed the linkage. The data will be ready for analysis by the end of Q1 in the second year. This project will contribute to reducing fatalities and serious injuries by providing information on risky driver profiles to better position Oregon DMVs resources to target and offer additional interventions for the most risky drivers. The results of this analysis will be a useful tool for directing ongoing implementation of these programs. In addition, this project will support future research. An important goal for this project is to target and offer additional interventions for the most risky 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 Transportation Research	State Government
Oregon State University	Institute of Higher Education

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Statewide	TR-24-54-90-00
Project Title	
Program Management – Traffic Records	
Countermeasure	
NHTSA Uniform Guidelines for Highway Safety Program Management: Guideline 10	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$ 45,983.71	\$45,973.70

Planned Activity Details:

Description: Describe the Planned Activity purpose.	Salaries, benefits, travel, services and supplies and office equipment were funded for the Traffic Records 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 that fiscal and administrative policies were followed; and kept the SHSO current on data, countermeasures, and activities being conducted throughout the state to reduce motor vehicle fatalities and injuries. Funds allocated to each of TSO's program areas support the operating costs for that program during the grant year (salaries, travel, office supplies, etc.).

Sub-Recipient	Organization Type
ODOT Transportation Safety Office	State Government

Oregon Transportation Safety Office Annual Report Planned Activity Results

Federal Fiscal Year: 2024

Project Information:

Program	Federal Project Number
Driver Education	TSP-24-20-16-00
Project Title	
Trauma Nurses Talk Tough (TNTT) – Train the Trainer	
Countermeasure	
Pre-Licensure Driver Education	
Initial Funding Source	Updated Funding Source
402	Choose an item.
Amount Awarded	Amount Expended
\$30,000	\$29,885.14

Planned Activity Details:

Description: Describe the Planned Activity purpose.	This project provides funding to continue statewide training of trauma care providers with the needed hours to teach the TNTT education program. TNTT's effective presentations address bicycle safety and other wheeled sport safety (skateboards, rollerblades and scooters), high risk drivers, safety belt use, impaired driving, cell phone use while driving (including texting/talking on cell phones), speed, and dealing with distractions while driving. The purpose is to train trauma care providers to deliver traffic safety education through presentations at schools, safety fairs and other community events.
Results: Describe how this project contributed to meeting the State's highway safety performance targets?	The TNTT 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 how to enjoy sports safely, as well as how to safely behave in motor vehicles creates the potential for early behavior and culture change when it comes to traveling within the State. Increasing the number of individuals trained in providing this type of education allows for expanded access to the education. During the grant year, over 45 individuals were trained to deliver this traffic safety education and over 7,800 students and community members were recipients of the education.

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

Oregon Transportation Safety Office Annual Report Performance Measure

Federal Fiscal Year: 2024

Performance Information:

Performance Measure							
Grant-Funded Enforcement Activity Measures							
Program							
Occupant Protection, Impaired Driving, Speed							
		FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	5-Year Average
A-1	<i>Seat Belt Citations</i>	2,276	2,858	2,724	2,660	3,265	2,757
A-2	<i>Impaired Driving Arrests</i>	468	536	406	621	855	577
A-3	<i>Speeding Citations Issued</i>	4,489	7,247	5,324	5,819	6,124	5,801

Oregon Transportation Safety Office

Public Participation and Engagement

Public Participation and Engagement is a process that proactively seeks full representation from communities, considers public comments and feedback, and incorporates that feedback into a project, program, or plan when possible. Where PP&E is not intended to inform the public, but rather to consult, deliberate, and create traffic safety projects generated from listening to identified populations and problem areas.

This report details the process and results from public participation and engagement (PP&E) efforts in Oregon for FFY2024 program planning.

Below outlines the data we use, how we connect with communities, the results of those efforts, and the challenges encountered.

Data Sources and Communities of Focus

Oregon's process starts with data, relying on crash reports, census information, local traffic patterns, and highly recognized crash incidents to identify high-priority areas and communities disproportionately affected by traffic safety issues. Data mining involves separating and analyzing the data to identify patterns, trends, and other helpful information.

For example, in Portland we know that pedestrian safety is of critical concern in specific neighborhoods. By analyzing crash data and demographic patterns, ODOT was able to focus engagement efforts in those areas to listen to their unique challenges.

The Transportation Safety Office engages representatives and individuals from communities that are over-represented in traffic crashes, are economically challenged, reside in areas where the transportation infrastructure is lacking or is in poor condition, are not easily identified in the current traffic records databases, or reside in areas with high volumes of traffic-related injuries and deaths.

Examples of TSO's engagement efforts include attending local advocate and community service group meetings and events; Area Commissions on Traffic Safety meetings (ACTs); local traffic safety committees and/or local Safety Action Plan meetings; as well as listening to the public that attends local and state traffic safety committee meetings, such as the Oregon Transportation Safety Committee, the Governor's Advisory Committee on Driving Under the Influence of Intoxicants (DUII), the Governor's Advisory Committee on Motorcycle Safety, the City of Portland's Vision Zero workgroup, and the Lane Council of Governments along with other county and city organizations addressing traffic safety problems in their communities.

The engagement agenda includes conversations regarding identified traffic safety problems and their goals, performance measures, countermeasure strategies, and potential projects to be funded with NHTSA grant dollars. The input received contributes

to the development of Oregon's Triennial Highway Safety Plan (3HSP) as well as its Annual Grant Application (AGA).

ODOT TSO hosts an annual Transportation Safety Conference which includes planning with partner and stakeholder agencies and groups to review proposed performance measures and draft goals or targets that are data driven. The TSO involves the public from the beginning and throughout a program or project's lifecycle to better meet the needs of the community.

These public participation and engagement efforts are meant to meet the initial goal of providing a shared definition of meaningful public involvement and promising practices to help address barriers to inclusion in transportation decision-making. Through these efforts TSO relies on the conference and ongoing engagement events throughout the year to provide direction for their safety programs in determining appropriate countermeasures and resulting projects for the identified traffic safety problems and issues for Oregon.

Three specific communities were identified in the 2024-2026 3HSP as over-represented and under-served for traffic safety incidents and resources, and were invited to TSO's annual conference, and particularly for the public participation and engagement work session and input sought for the 2024 AGA: ODOT Region 1's Hispanic communities, ODOT Region 1's Asian communities, and Oregon's federally recognized Tribes, as well as multiple immigrant and refugee organizations. [ODOT Region 1 accounted for more than 32 percent of the number of Oregon's traffic-related fatalities and serious injuries (five-year average of 2016-2020) *]. Invitees included:

- Immigrant and Refugee Community Organization (IRCO)
- Division Midway Alliance
- Latino Network
- Centro Cultural
- Asian Pacific American Network of Oregon
- Klamath Tribal Health & Family Services
- Confederated Tribes of Grand Ronde (location site for the conference)

Attendance included representatives from the Confederated Tribes of Siletz Indians, the Slavic Community Center of NW, the Klamath Tribes, and the Division Midway Alliance representing multiple communities of color.

Data sheets with hotspot maps broken down by Region and by safety program focus area were shared with attendees at the annual conference in March 2023. These were developed to help the data feel relevant and accessible to the communities represented, helping ODOT better connect with attendees by encouraging their input on what were the most pressing traffic safety problems in their communities, and participant suggestions on 'how' to mitigate them.

Guidance from NHTSA Headquarters came to State Highway Safety Offices (SHSOs) in

February of 2023 on the definition of and requirements of 23 CFR 1300 regulations, including conducting public participation and engagement efforts per the new Bipartisan Infrastructure Law, or BIL, for FFY2024 planning. NHTSA later hosted a 'Lessons Learned: FY24-26 Public Participation and Engagement Planning' webinar in December 2023 that clarified the following:

- Outreach and programs are not engagement
- Data analysis
- Feedback through intentional engagement
- Feedback used to inform 3HSP and AGAs
- Funding requirements

NHTSA also emphasized that the intent of the PP&E requirements was not to inform identified groups, but rather to consult, deliberate, and co-create resolutions for what those communities identify as their traffic safety problems.

SHSOs have since learned from sharing and looking back on what was done for FFY2024 in order to prepare for and conduct PP&E prescribed needs for future grant years.

*It should be noted that Oregon is currently working on updating its 3HSP to incorporate additional over-represented and under-served communities throughout Oregon that were identified but due to oversight not included in the initial approved plan. There are Oregon communities and groups outside of ODOT's Region 1 (1 of 5) that were identified but were not specifically named in the plan itself.

Outreach and Communication Methods

A cornerstone of Oregon's engagement efforts is hosting the annual Transportation Safety Conference. Conference invitees include partners, grantees, advocates, and those groups identified as being overrepresented in crashes and under-served communities. This annual event serves as a platform to share data and project updates while also gathering input from grantees, peers, and community stakeholders.

ODOT's TSO hosted the 2023 conference in March 2023 (instead of the usual Fall timeline) in order to get ahead of the FFY2024 planning needs and to meet PP&E requirements.

The conference included breakout sessions focused on addressing impaired driving and increasing pedestrian safety, as well as a general session where attendees approached 17 different Safety Program tables (i.e., Impaired Driving, Motorcycle Safety, ODOT Region 3, etc.). TSO Program Managers provided program data sheets, suggested countermeasure strategies, and NHTSA's Uniform Guidance for that safety program at each table to encourage discussion and input from attendees.

Participants were able to provide input during the conference in several different ways. Large blank paper was posted at each program table, where colored markers were

provided at participant tables. 'Sticky notes' were also provided for documenting input, as well as internet access to the new [Public Participation and Engagement Survey](#) released from TSO. Verbal input was recorded by TSO staff as well.

The survey offered various ways to participate as well. A QR code was developed and shared at conference tables for attendees to access the survey; [a web page](#) was created to provide online access to the survey, as well as outlining what PP&E is and encouraging the public to provide input at any time throughout the year. A specific PP&E input email address, TransportationSafetyInput@odot.oregon.gov was also created and notifications of the survey and email availability were also shared with partners to share with their members and communities, like:

- Local Traffic Safety Committees
- Bike and Pedestrian Safety committees
- County Commissions
- Groups interested in applying for traffic safety grants
- Neighborhood Associations
- Churches
- School districts

Breakout sessions were also conducted at the conference around Vulnerable Road Users, Impaired Driving, and the Safe Systems Approach as examples. These conversations and input directly influenced ODOT's NHTSA grant funding decisions and helped align priorities across the state.

Outcomes and Impact

TSO compiled all the breakout session and public participation engagement session notes from the conference, along with the public engagement survey results to identify potential projects for the FY24 grant year. As a result, many non-traditional agencies were encouraged to apply for upcoming grant funding opportunities in the coming grant year. Results were also reviewed in considering final funding decisions for FY24.

PP&E input from the Transportation Safety Conference included the following:

- Maintenance of bikeways is a safety issue. South Salem on Liberty Rd SE and Commercial St SE need regular sweeping of the bike lanes
- Need to address the speed racing problem in Marion County
- Provide YouTube videos of basic laws for car seats
- Create statewide access for ridesharing (impairment)
- Williams Hwy, new crosswalks but no lights; put in RRFB's
- Provide the functionality to change the language on state websites (LEP)
- More roadway maintenance is needed. With the updated speed advisory signs in curves, gravel in curves will impact motorcyclist crashes and lead to bicyclists swerving into traffic to avoid debris.

- Re-evaluate Lakeview OHV (off-highway vehicle) street use plan for safety. Is it good or does it need tweaking?
- 3rd street from F-I intersections are all off set about 50 ft. And people are running stop signs where school children congregate between 3rd-5th Streets through S-I Street.

Those recommendations more pertinent to infrastructure safety countermeasures were shared with ODOT's Traffic Safety and other engineers as well as municipal planning organizations, and ODOT Planners working on the Highway Safety Improvement Plan (HSIP) and Oregon's Transportation Safety Action Plan (TSAP, aka the Strategic Highway Safety Plan, SHSP).

The statewide Traffic Safety Survey also played a crucial role in developing Oregon's 2024 safety plan and programs. With over 1,500 responses from every Oregon county received by June 2024, the survey provided insights into statewide trends and localized concerns. For example, it reinforced the growing need for crosswalk safety improvements, particularly in urban areas. The survey is open for input year-round.

Primary respondents to the question "What makes you interested in traffic safety?" were "I'm a bicyclist, ...pedestrian, ...motorcyclist" (all vulnerable road users), and 'roadway users/motorists'. Responses to the question "What is the number one factor that impacts how you feel about driving on Oregon roads?" included "Dangerous drivers passing blind corners and double lines; Passing on a hill you can hardly see ahead; and Speed limit on Highway 20 needs to be lower, back down to 55 mph, heading east." Multnomah County in Portland exhibited the highest number of respondents to the survey, followed by Clackamas, Lane, Marion, Washoe, and Yamhill counties.

For the question, "Where would you invest your traffic safety dollars?" the top answers were bicycle safety, distracted driving, impaired driving, roadway safety, Safe Routes to School, and combatting excessive speeding.

In answering the question "What community organizations or groups do you believe could benefit from traffic safety education?" responses ranged from 'speed violators should have to take their driver license test again,' to the more generic 'Everyone.'

Community events, and e-mail were the top two responses to "How do you best receive traffic safety educational information?"

Over half of the respondents were female (gender choices were male, female, non-binary, and 'prefer not to say'); majority of respondents were age 36 to '65 or older'; and for "Language(s) spoken at home", the majority was English, with Spanish a close second. Interestingly, the third most common response was 'Prefer not to say.' This further implied the problem of those with limited English proficiency (LEP) in understanding Oregon traffic laws and best practices for staying safe on the roadway.

For the FY2024 grant year, projects funded as a result of PP&E efforts included:

- A Transit Safety Program for immigrants and refugees to address community-based travel options outside of work and school, commuting travel options, and Safe Routes to School for historically under-served communities.
- Hosting culturally and linguistically specific community events related to pedestrian bicycle safety laws and best practices, with a focus on newly arrived immigrant groups from the Slavic and European Center, as well as a similar project for incorporating bicycle and pedestrian safety into an existing curriculum to educate members of the local Latino community on road and sidewalk safety.
- A summer camp to teach those with disabilities to independently ride two-wheeled bicycles as a means of transportation in a safe manner with education on local laws and best practice.
- A data linkage research project of driver records and crash outcomes to better understand Oregon's driver risk profiles.
- Multiple high visibility enforcement projects and efforts to address speeding, impaired driving, occupant protection, distracted driving, and pedestrian safety problems (Oregon's 'Fatal Five').
- A tribal public health-based child safety program providing education on what seat to use and its safe installation, as well as car seats to low- and no-income families.
- Better access to emergency responder training for EMS and medical professionals who respond to rural and frontier community crash incidents, the majority of which operate as volunteers.
- Several local community projects to build local safety action plans, following the Safe Systems Approach formula.

The input received was also instrumental in shaping TSO's safety programs. For example:

- Feedback from Portland communities informed several pedestrian safety initiatives.
- Survey results highlighted statewide trends, like the need to address distracted driving in both urban and rural areas.
- Many agencies that attended workshops were encouraged to apply for grant funding, resulting in more diverse and targeted applications and projects.

Challenges and Lessons Learned

Of course, we've faced challenges. A major hurdle has been the lack of clear guidance on how to meet the PP&E requirements under BIL. This led to inconsistent efforts across the state and made it difficult to compile and use community feedback most effectively.

Another challenge is the condensed timeline states face in aligning PP&E events with grant funding cycles. To address this TSO will start the PP&E engagement efforts earlier and continued throughout the year to allow more time for input to be gathered, reviewed, and applied.

This was the first year of BIL implementation and specific PP&E requirements. Oregon has learned that outreach, education, media, or general partnership building alone does not necessarily meet the desired engagement efforts prescribed by the Highway Safety Planning Process regulations (23 CFR § 1300.11(b)(1)). Fortunately, Oregon did reach out to its identified communities from the 3HSP that are over-represented and under-served when it comes to traffic safety. These included Hispanic, Asian, and Tribal communities. These groups were invited to attend the Transportation Safety Conference, but most were not in attendance. These community organizations were also approached by TSO staff throughout the grant year resulting in submittal of several traffic safety grant project applications for funding, like the Division Midway Alliance, the Immigrant and Refugee Community Organization, and the Latino Network.

Oregon will be submitting a 3HSP update request to add to its identified list of over-represented and under-served communities, in relation to traffic safety problems and needs. These additional target groups aren't necessarily ethnic categories, but include gender- and location-, as well as age-related groups.

As mentioned previously, it's become difficult to get people to engage in person. Post-COVID, people often need an incentive to come out and talk to public agencies. Oregon is addressing this by partnering with trusted local organizations and already planned events, like fairs, libraries, tribal gatherings, and community and neighborhood associations. By meeting people where they already are, Oregon hopes to create more meaningful and accessible engagement opportunities.

Conclusion

Getting people to show up is increasingly difficult in today's post-COVID world. People are reluctant to leave their homes without something meaningful in it for them.

To address this, TSO is exploring partnerships with community centers, Tribal spaces, libraries, fairs, neighborhood associations, and our many military bases across the state. Partnering with military bases could allow us to provide traffic safety training for this over-represented demographic, while also gathering valuable PP&E information. Meeting people where they are—at events they already attend and value—will be a key strategy moving forward.

TSO also planned and hosted nine workshops and open houses throughout the state during FFY2024, where results and input received from these were incorporated into the final grant projects that Oregon proposed for the FFY2025 grant year.

PP&E isn't just a checkbox for Oregon—it's the foundation of how we shape our safety programs and allocate resources. From workshops and surveys to conferences and local outreach efforts, we strive to make community voices central to our mission and work.

While challenges remain, we're committed to adapting and improving our approach to ensure that all Oregonians feel heard and valued in ODOT's traffic safety efforts.

Oregon Transportation Safety Office Law Enforcement Community Collaboration

Oregon State Police The Dalles, Oregon 97058

“During our Columbia Gorge Safe Kids Meetings (comprised of multiple community resource agencies and community volunteers), we had a couple participants pretty concerned about young kids on E-bikes. As a State Trooper I reached out to our partners at the Hood River City Police Department and contacted the Safe Routes to School Coordinator in Hood River who happens to be a huge E-Bike advocate (renowned national E-bike speaker). I was able to set up a collaboration meeting with the four of us to discuss the issues they were concerned about. The participants were to the point of writing letters of complaint to the editor, etc., and were educated on E-bikes including current E-bike laws, enforcement practices (our hands are tied), and what is being done to educate the students in local schools regarding bike safety. There is still a long way to go with the laws and unfortunately until another child is killed, it is unlikely for change to happen, but I feel like our discussion was productive.”

The Dalles Traffic Safety Commission The Dalles, Oregon 97058

“I am on The Dalles Traffic Safety Commission (as a private citizen) and we have been having a lot of issues with the 197/I-84/Lone Pine/Brett Clodfelter Interchange as well as Freemont/197 interchange and as a citizen on behalf of the commission I reached out to OSP, Lt. Calloway and the local ODOT managers who put me in touch with the Region managers in Bend and we had a collaboration meeting regarding the issues and invited the key players to discuss it at our local traffic safety commission meeting.

Sadly, not much came of it, because unless someone dies there, it is way down on the priority list. Turns out someone dropped the ball with the new developers/contractors when the property changed hands, and the improvements got left out of the new agreement.”

Oregon State Police with local law enforcement agencies Salem, Oregon

The Oregon State Police and some local law enforcement agencies participated in a public participation session in the fall of 2023 for updating Oregon’s Transportation Safety Action Plan (TSAP). The focus was on impaired driving as one of the top three causes for fatal and serious injury crashes in Oregon. The Governor’s Advisory Committee on DUII was also a participant. Concerns were raised regarding the higher incidence of poly-substance impairment by DUII drivers involved in crashes. Discussion included Oregon’s legalization of marijuana use in 2015, and generated questions for

law enforcement on how to improve the collection of marijuana-use data:

1. Is it a data issue that the officer is not checking the box on the crash form for drugs or both drugs/alcohol?
2. Or once the driver registers 0.08 for alcohol, they stop there and just don't test for drugs?
3. Or is testing for drugs cost-prohibitive and harder to test for?

The response was 'all of these.' Further discussion among participants led to possible solutions and further questions of law enforcement.

- There's a need to educate more officers with the ARIDE program (Advanced Roadside Impaired Driving Enforcement) and provide more access to training to become a Drug Recognition Expert (DRE).
- When an officer gets a low-level alcohol (0.05%) testing outcome, do they call in a DRE, try to get a urine sample?
- Oregon is a Urine Testing state. We might've touched on this in 2018. We're going to need to become a Blood Testing State.
- Take a look at roadside saliva testing; the technology is improving.
- Oregon is not a Preliminary Breath Testing state - we cannot use a breathalyzer roadside.

This discussion led ODOT, the Department of Public Safety Standards of Training (DPSST) and TSO in developing an online ARIDE training program for law enforcement officers for ease of access, as well as addressing an identified problem where smaller LEAs don't have large travel budgets to attend needed training. DPSST was also able to increase the number of DRE training courses being offered and offering them in different locations throughout the state other than just Salem. This was not an easy task, as DRE Training is intense and immersive for students, as well as needing several existing DRE's to provide the training.

Grant project LET_DG-24-14-00-00 included the following activities and goals:

1. Offer one DRE school in eastern Oregon.
2. Offer at least one ARIDE class in each DECP region (12) of Oregon.
3. Coordinate with the DUI Task Force to host a one-day DRE conference in conjunction with the annual DUI Conference within the grant year.
4. Coordinate or be involved in presentations by active DREs regarding drug-related training for school administrators, OLCC, parole and probation, medical personnel, government organizations, and citizen groups at least six times throughout the grant period.
5. Increase the number of certified DREs to 189 (10% increase) during the grant period.

Other topics included ‘how does ODOT and OSP coordinate with all these other road authorities, State vs local roads?’ Discussion included a distinction between Programs vs Projects, a new ODOT Director and structure based partly on the Safe Systems Approach, with opportunities to work better together, and ‘not turn our back on what's happening.’

This community collaboration effort also contributed to the pursuit and eventual success of retracting Measure 110 that legalized single use quantities of ‘illegal’ drugs like meth, cocaine, and fentanyl in Oregon’s 2024 Legislative Session. The public also supported this in results obtained from TSO’s Public Opinion Survey.

Additional discussion around the impaired driving problem in Oregon were concerns about not having a centralized DUII system to track convicted DUII drivers. Issues included someone being arrested two counties over for DUII, then repeating the offense but not being treated as a repeat offender due to lack of centralized enforcement information and unknown adjudication results. Pursuits continue in developing a centralized DUII system to address these deficiencies, as well as in developing additional DUII courts in Oregon to both educate, but also address the addiction problem of many DUII violators.

Portland Community College Quarterly Public Safety Meetings

Quarterly members of organizations and groups from outer east Portland including ODOT, Portland Police Bureau, Portland Bureau of Transportation, 82nd Avenue Business Association, Heart Pathways, PPC Public Safety, Jade District Community Association, AIM for Access, Montevilla News, and the Multnomah County DA’s office meet to discuss public safety issues.

October 23, 2023
December 5, 2023
April 2, 2024
June 4, 2024

OR 211 Safety Corridor Stakeholder Meeting

The OR211 Safety Corridor Stakeholder Group includes representatives from the communities and organizations around the safety corridor, including municipalities (City of Molalla, Colton and Clackamas County), fire, school districts, concerned citizens and law enforcement including Molalla Police, Oregon State Police, and Clackamas County Sheriff.

The meeting agenda was:

1. Road Safety Audit Findings
2. Planned Construction/Projects on OR211

3. OR211 Enforcement Update
4. Clackamas County Safety Action Plan
5. Communications Look Ahead
6. Resources and Opportunities

Portland Police Bureau Office of Community Engagement

In April 2024, Portland Police Bureau refocused on community engagement and added more staff to the Community Engagement office, which had previously been just one officer. Currently, Captain Abrahamson heads up the office under Assistant Chief Lovell. Captain Abrahamson meets with anywhere from 6 to 15 community partners every week.

On June 28, 2024, Captain Abrahamson, along with ODOT and several other organizations participated in a workshop with the Ethiopian and Eritrean Cultural Center about driver education, driving safely and interacting with police. During that workshop there was also a question-and-answer portion where the Captain responded to the communities concerns and questions.

Highway 30 Safety Wauna Safety Council Meeting

ODOT Region 2 was asked to present to Georgia-Pacific Wauna Mill Safety Council (address: 92325 Taylorville Rd, Clatskanie, OR 97016) on 1/19/2024 about driver safety on US-30 Lower Columbia Hwy with Lt. Hasenkamp (OSP) and Mark Buffington (ODOT District 1 Manager).

Below is a list of feedback from community members in Wauna and the ODOT presentation. Wauna is an unincorporated community on the Columbia River in Clatsop County, Oregon. In particular, the community had concerns about crashes on Clatskanie Hill, crossover and lane departure type crashes, speeding, and substance-involved traffic crashes, and they had various engineering safety improvement requests.

For community members who could not attend, Wauna Safety Council collected comments in person and via email. Result: Oregon State Police adjusted enforcement activities and locations. Wauna Safety Council requested information about the ODOT Transportation Safety newsletter to share with constituents about safe driving and provided suggestions to incorporate additional educational countermeasures in certain locations.

Hello:

I know you've all been working really hard this week. Thanks for all you've been doing to keep the Highway open and thanks for still coming to Wauna on Friday.

I wanted to share some feedback that I got from our team on Highway 30.

Most of the comments I received were concerns about the safety of the culvert replacement project and really on striping/lighting/reflectors/etc. I condensed the comments since many of them were similar.

I know that ODOT is working hard and hope that these comments are not received as criticism but in the spirit of wanting to make the highway safer for everyone.

Thank you and see you Friday.

The Culvert replacement is a risky area. Could you please light this area and give more warning for the road adjustment? When will this hazard be completed?
Fresh road lines between Columbia City and Rainier. During inclement weather it is very difficult to determine the lanes.
Trojan area has issues with the turn lane and people passing you on the right. Is the turn lane needed or could an island be put in?
Milepost 64 needs a turning lane where Colvin road intersects with Highway 30. It needs lighting at this intersection.
There is very little warning at Magruder pond when the water is going over the road. Please place more signage and further back when this happens.
Flooding occurs around mile 67 & 69 & Larson road. Warnings when the road is flooded are often present but are small and poorly lit. Improved flood mitigation should be installed (long term). Large signs with multiple flashing lights would more accurately indicate the risk to drivers (short term).
There needs to be lighting at the Palm Hill Cliffs. Lots of debris comes down and it's difficult to see there with the coming headlights. Washington has new purple lighting at the Wye, could this be used?
De-icer is being applied west of the mill and up to the Clatsop County line, Columbia County is only hitting bridges and on ramps.
More plowing and deicing and tree removal on Rainier hill and Clatskanie hill and earlier in the morning. Most of us are on the road at 5 a.m.
The east slope of Bradley hill has passing lanes that allow people to pass in the center lane, can they be removed?
Better markings on the road from Wauna to Astoria, florescent strips?
From Clatskanie to Wauna the lines are really bad when it's raining or super dark, it's hard to tell where you are on the road. Can the white posts have reflectors on both sides of them?
Road conditions are very rough, deep ruts in spots from Rainier to the mill.
A barrier on Clatskanie Hill like Rainier Hill.

Needing to re-address a bypass from MP 90 to connect to HWY 202 south of Astoria. Traffic is so backed up in Astoria and causes wrecks.

Better signage or turning lane at Valley Vet, so many close calls there.

The section between mile post 62 and 65, as well as 67-68, usually never see sunlight and tends to be very slick. They aren't de-iced enough.

What can be done to better light the Highway? Can a LED fixture be put up on some of the PUD poles? How about heat and stick illumination flags that have adhesive at the bottom and are cheaper than the yellow tags in the middle? Can the metal sticks have reflectors on both sides of them to help see where the road is when it's snowing.

PORTLAND POLICE BUREAU
STRATEGIC SERVICES DIVISION

STOPS DATA COLLECTION

2023 ANNUAL REPORT

JUNE 20, 2024



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ITEMS OF NOTE

The following report provides in-depth statistical analysis of the decision points within the traffic & pedestrian stops conducted by the Portland Police Bureau during 2023. This section highlights changes from prior reports and areas of concern noted within the analysis.

- **Stop Numbers:** Officers from the Portland Police Bureau reported performing 17,113 driver stops across the City in 2023 – a 26 percent increase over the previous year and the first time the number of stops have increased in five years.
- **Stop Rates:** The injury collision benchmark was used for driver stops made by both Traffic and Non-Traffic personnel because nearly all drivers stopped by Bureau personnel – regardless of division – in 2023 were reported as solely for a traffic offense. In 2023, no perceived race/ ethnic group of drivers were over- or under-represented in stops performed by Traffic Officers or Non-Traffic personnel when compared to the Injury Collision Benchmark.
- **Stop Reasons:** In 2023, 97.8% of drivers were stopped for traffic reasons alone with speeding as the primary offense observed by Traffic Officers (48.8%) and missing or expired license violations as the predominant stop reasons from Non-Traffic personnel (31.3%). Drivers perceived to be Black/African American were significantly more likely to be stopped for a Non-Moving Violation by Non-Traffic Personnel than other perceived racial/ ethnic groups. This has been identified as an area of concern in four of the last five annual reports.
- **Consent Searches:** In 2023, 0.5% of drivers (78) were asked to consent to a voluntary search – the lowest rate recorded since data collection for this element began in 2018. Drivers refused to consent to a search on 35 percent of requests – an increased rate from prior years. Drivers perceived to be Black / African American were significantly more likely to receive a consent search request in 2023 when compared to White and Hispanic or Latino subjects.
- **Stop Disposition:** Stops with the probable cause or reasonable suspicion of a non-traffic crime were simultaneously predictive of an arrest occurring or no enforcement action at the end of the stop when compared to other traffic-based stop reasons. The Traffic Division was significantly more likely to issue a citation to drivers committing a Dangerous Driving Behavior while being significantly more likely to only issue a warning to drivers perceived to be Black / African American.

INTRODUCTION

The Portland Police Bureau produces an annual report to increase the transparency of the Bureau's use of stops in contacting members of the community. The data, and subsequent reports, highlight the demographics of people stopped by sworn PPB personnel and how those demographics have changed over time. Additionally, the report examines the discretionary decision making practices of police before, during, and after a stop to identify potential disparities across the bureau and within different operational divisions.

It should be noted that the data contained in this report are not necessarily an accurate proxy to aid in the determination of racial profiling. Instead, these data allow for an examination of disparities in stops between different demographic groups from an empirical standpoint. As such they allow for a more informed community-wide discussion about how best to keep the community safe and how to accomplish this in the most equitable manner possible. Through community and police partnerships, we can identify areas of potential concern, find solutions on ways to reduce racial bias and perceptions of racial bias, and develop new strategies for community policing and accountability.

Background

The Portland Police Bureau has been collecting data on traffic and pedestrian stops since 2001 based on recommendations from the Blue Ribbon Panel on Racial Profiling. From the program's outset, officers were required to log their perceptions of driver/pedestrian race, gender, and general age (minor vs. adult); the reason for the stop; whether a search was conducted, the type of search conducted, and results of the search; and the overall outcome of the stop. The Bureau's stops application automatically connects to the Bureau's computer-aided-dispatch (CAD) and electronic citation (eCite) systems to aid in the accountability of Stops report completion. The newest version of the stops data collection system launched on June 27, 2018. An example of the current Stops application system is provided in Appendix B.

POLICE BUREAU DISPARITY BENCHMARK

Most discussion on the relative merits of different type of benchmarking strategies, including U.S. Census data, focus on their ability to accurately describe the racial and ethnic characteristics of the population in areas where law enforcement personnel operate (for a more detailed discussion of this topic, please refer to Appendix D). Historically, the Portland Police Bureau utilized two separate benchmarks to account for the operational mission of officers¹, as personnel from Traffic and Non-Traffic divisions traditionally described traffic stops as being utilized in the pursuit of different goals. The Traffic Division – the primary traffic enforcement arm of the Bureau – performs traffic stops to mitigate dangerous driving behaviors and hazardous equipment conditions that might lead a serious or deadly injury collision for drivers, pedestrians, bike operators, or other road users. Comparatively, Non-Traffic units – such as precinct patrol officers, neighborhood response teams, street crimes units, and other specialty units – described using discretionary traffic stops in pursuit of their mission goal of reducing or preventing violent crime in the City of Portland. While reducing and preventing serious injury collisions is a goal for these units, traditionally it is a secondary or tertiary goal behind crime prevention and responding to calls for service (such as 9-1-1 calls) in the City. These differing operational goals was theorized to lead to differing underlying populations that had the potential to be stopped for their driving behaviors based on the unit performing the Traffic Stop.

However, additional evidence has led the Bureau to reconsider this hypothesis. In December 2020, the Bureau added additional questions to the “Reason for Stop” on the Stops survey that allowed personnel to specify if the reasonable suspicion or probable cause of a non-traffic crime – in addition to the observed traffic violation – was used as the primary or secondary justification for the stop. From December 2020 through December 2023, officers indicated that only 2.4 percent (3.2% of Non-Traffic stops and 0.1% of Traffic Division stops) of all driver stops were performed – at least in part – on the reasonable suspicion or probable cause of another crime. The rarity of these events – compared with the near consensus of utilizing solely driving behaviors or related non-moving factors to stop individuals – do not currently justify the use of a specific benchmark for stops conducted by Non-Traffic personnel. For the 2023 Annual Report, all driver stops – regardless of the operational unit – will be benchmarked against the Injury Collision Benchmark. Increases in the frequency of reporting stops for reasonable suspicion or probable cause of another crime in future years may warrant in the inclusion of additional benchmarks.

¹ Withrow, B.L., Dailey, J.D., & Jackson, H. (2009). The utility of an internal benchmark strategy in racial profiling surveillance. *Justice Research and Policy*, 19, 19 – 47.

Injury Collision Benchmark

Academic researchers have identified the demographics of drivers involved in injury collisions as a best-practice for benchmarking traffic stops². Collision statistics are a reasonable proxy of road users because it describes the frequency that drivers are operating a vehicle, increasing their risk of being involved in a collision or being stopped by law enforcement personnel. Injury collision statistics also act as a proxy for driving location, as the most dangerous locations are over-represented in the statistics. The data can also describe the type of driving behavior that might warrant the attention of police – especially when at-fault drivers are included³. Finally, the data is an unbiased benchmark because police are required to respond to injury collisions, making it independent of any discretionary behavior that could intentionally, or unintentionally, alter the subject demographics. The 2023 Injury Collision Benchmark⁴ summarizes the identified race / ethnicity of involved drivers⁵ in injury collisions investigated by Portland Police Bureau officers⁶.

Table 1. 2023 Injury Collision Statistics, by Race of Drivers

Race/Ethnicity	2023	
	Count	Percent
American Indian/Alaskan	4	0.3%
Asian	88	6.9%
Black/African American	218	17.2%
Hispanic	169	13.3%
Native Hawaiian	11	0.9%
White	777	61.3%
Total	1,267	100.0%

² Alpert, G. P., Smith, M.R., Dunham, R.G. (2004). Toward a better benchmark: Assessing the utility of not-at-fault traffic crash data in racial profiling research. *Justice Research and Policy*, 6, 43 – 69.

³ Withrow, B.L. & Williams, H. (2015). Proposing a benchmark based on vehicle collision data in racial profiling research. *Criminal Justice Review*, 40, 449 – 469.

⁴ The PPB's records management system, RegJIN, does not include "Middle Eastern" as possible racial / ethnic category so the group cannot be included in any benchmark analyses.

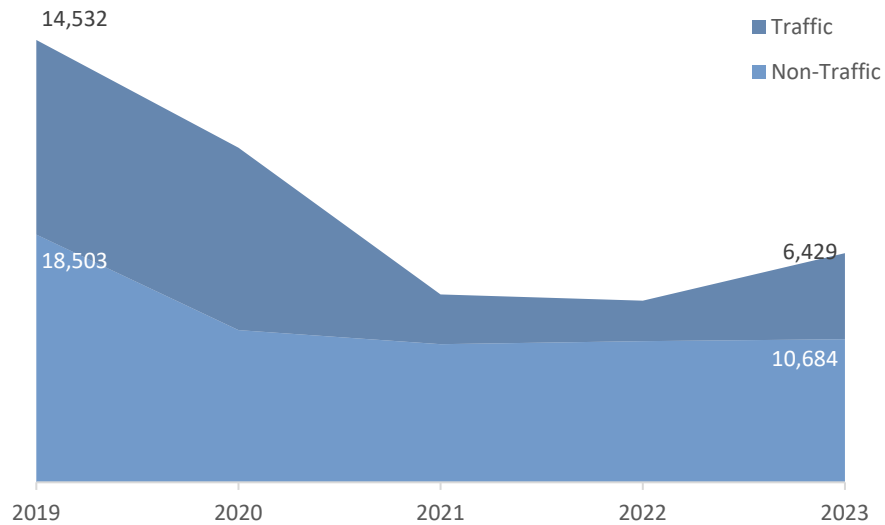
⁵ RegJIN does not include an indicator if involved drivers were "at-fault", so all drivers are included in the analysis.

⁶ An additional 48 drivers involved in injury collisions were classified as "Unknown" in RegJIN. These were excluded from all benchmark totals.

BUREAU-WIDE STOPS OF DRIVERS

Officers from the Portland Police Bureau reported performing 17,113 driver stops across the City in 2023 – a 26 percent increase over the previous year and the first time the number of stops have increased in five years. The increase is almost entirely due to increased activity from the Traffic Division as their total number of stops more than doubled compared to 2022 (3,028 in 2022 vs. 6,429 in 2023). This increase is attributable to

Figure 1. The total number of stops increased for the first time in five years.



the decision to reassign personnel to the Traffic Division after more than two years without dedicated traffic patrol personnel. Currently, there are 15 officers dedicated to traffic enforcement in the Portland Police Bureau. The stops performed by Non-Traffic were essentially static over the prior year (10,536 stops in 2022 vs. 10,684 in 2023).

Within Non-Traffic responsibility units⁷, officers from East Precinct were the most active as they represented 39 percent of all traffic stops not performed by the Traffic Division⁸ - a decline from the 5,273 stops they performed in 2022. East Precinct was the only responsibility unit to decline in stops from year-to-year in the Bureau, with all other units increasing the number of stops performed. Outside of the three precincts, personnel from the Specialized Resources Division – namely the Focused Intervention Team (FIT) – were the only other unit to conduct a sizeable number of stops in 2023⁹.

Table 2. East Precinct personnel performed the most stops among Non-Traffic units.

Responsibility Unit	2023	
	Count	Percent
Traffic Division	6,429	37.6%
East Precinct	4,112	24.0%
Central Precinct	2,734	16.0%
North Precinct	2,283	13.3%
Specialized Resources	1,253	7.3%
Other Divisions / Units	302	1.8%
Traffic Total	17,113	100%

Stop Locations

Portland Police Bureau officers typically focus on a distinct geographic area during the shift (such as Patrol officers work a particular patrol district or Traffic officers monitoring a High Crash Corridor), but may respond to incidents and initiate stops anywhere in the state. Of the stops with a valid

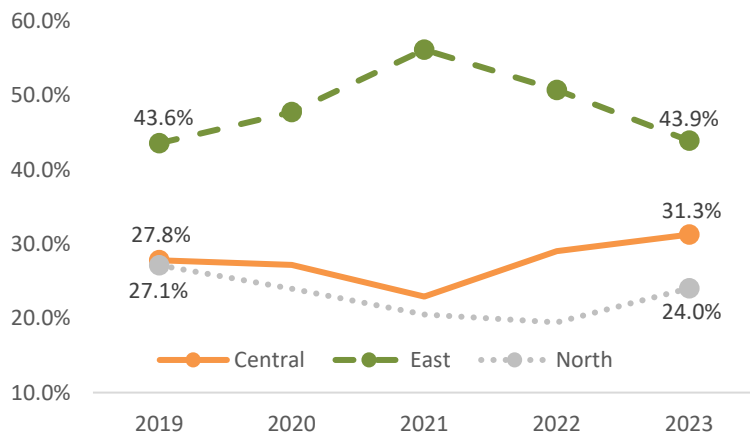
⁷ Please refer to Appendices I – K for detail precinct cross-tabulations.

⁸ A small number of stops – 203 – could not be accurately assigned to a unit at the time the stop occurred and are excluded from all analyses involving operational units.

⁹ Please refer to Appendix H for detailed Focused Intervention Team (FIT) analyses.

location¹⁰, the largest number of driver stops in 2023 occurred in East Precinct, followed by Central Precinct and North Precinct. Officers from two different responsibility units – East Precinct and Specialized Resources Division – perform the majority of their stops in East Precinct while Traffic officers also performed a large proportion of stops in East Precinct. The proportion of stops performed in each precinct has remained static over the past five years, with no particular precinct showing a consistent, significant increase or decrease over that time period¹¹.

Figure 2. Most driver stops have occurred in East Precinct over the past five years.



Stopped Drivers Demographics

Table 3. Racial Demographics of Stopped Drivers, since 2019.

	Race/Ethnicity	2019		2020		2021		2022		2023	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	American Indian/Alaskan	30	0.2%	33	0.2%	14	0.4%	10	0.3%	15	0.2%
	Asian	813	5.6%	678	5.0%	203	5.5%	169	5.6%	414	6.4%
	Black/African American	1,630	11.2%	1,714	12.6%	468	12.6%	327	10.8%	833	13.0%
	Hispanic or Latino	1,429	9.8%	1,519	11.1%	449	12.1%	395	13.0%	889	13.8%
	Middle Eastern	182	1.3%	139	1.0%	30	0.8%	43	1.4%	106	1.6%
	Native Hawaiian	89	0.6%	77	0.6%	13	0.4%	25	0.8%	48	0.7%
	White	10,359	71.3%	9,464	69.5%	2,535	68.3%	2,059	68.0%	4,124	64.1%
	Traffic Total	14,532	100%	13,624	100%	3,712	100%	3,028	100%	6,429	100%
	Race/Ethnicity	2019		2020		2021		2022		2023	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	American Indian/Alaskan	125	0.7%	60	0.5%	47	0.5%	73	0.7%	55	0.5%
	Asian	842	4.6%	472	4.2%	402	3.9%	340	3.2%	452	4.2%
	Black/African American	4,058	21.9%	2,554	22.5%	2,041	19.8%	2,241	21.3%	2,394	22.4%
	Hispanic or Latino	1,855	10.0%	1,133	10.0%	1,152	11.2%	1,291	12.3%	1,578	14.8%
	Middle Eastern	297	1.6%	156	1.4%	149	1.4%	154	1.5%	195	1.8%
	Native Hawaiian	159	0.9%	104	0.9%	90	0.9%	96	0.9%	106	1.0%
	White	11,167	60.4%	6,888	60.6%	6,435	62.4%	6,341	60.2%	5,904	55.3%
	Non-Traffic Total	18,503	100%	11,367	100%	10,316	100%	10,536	100%	10,684	100%

¹⁰ About 4 percent of stops since 2019 cannot have their location verified by the system due to non-standard location entries or typographical errors. These stops are excluded from location analyses.

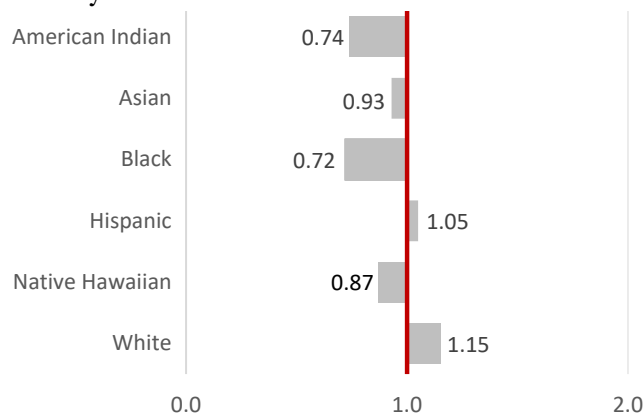
¹¹ Central: $p < .45$, $r^2 = .20$; East: $p < .87$, $r^2 = .01$; North: $p < .34$, $r^2 = .30$

TRAFFIC DIVISION

Officers from the Traffic Division are the primary traffic enforcement arm of the Portland Police Bureau. Officers routinely patrol the High Crash Network¹², Portland's most dangerous streets and intersections for road and sidewalk users, to help prevent road injuries and change user behavior. Traffic officers, in conjunction with the Portland Bureau of Transportation, also perform enforcement missions to support the City's Vision Zero Action Plan, whose goal is to eliminate deaths and serious injuries on Portland streets by 2025. The Injury Collision Benchmark (see Table 1) is utilized to assess potential biases of officers enforcing traffic laws.

The racial demographics of drivers stopped by PPB Traffic officers has significantly changed over the past five years, with officers stopping significantly more¹³ Hispanic (9.8% in 2019 vs. 13.8% in 2023) drivers while stopping significantly fewer¹⁴ White drivers (71.3% in 2019 vs. 64.1% in 2023). This trend mirrors the overall demographic patterns in the area, with the Hispanic / Latino resident population growing at a faster rate in the region than White individuals. The stop rate of Black / African American (11.2% in 2019 vs. 13.0% in 2023) drivers have remained statistically steady¹⁵ over the past five years. In 2023, no perceived race/ ethnic group of drivers were over- or under-represented in stops performed by Traffic Officers when compared to the Injury Collision Benchmark.

Figure 3. No group was under- or over-represented in stops made by Traffic Officers in 2023.



NON-TRAFFIC DIVISIONS

Officers from Non-Traffic divisions – namely, precinct patrol, investigations, and other support divisions – are the primary units responsible for responding to calls for service (including 9-1-1 calls) and preventing, interdicting, and investigating criminal activity in the City of Portland. Units assigned to Non-Traffic divisions also patrol the City's roadways to mitigate dangerous driving behaviors and associated equipment violations that may lead to serious injury or fatal collisions. The Injury Collision Benchmark (see Table 1) is used as the community population benchmark as the vast majority of their stops is solely for traffic-related violations and crimes.

¹² <https://www.portland.gov/transportation/vision-zero/high-crash-network>

¹³ $p < .001$, $r^2 > .99$

¹⁴ $p < .02$, $r^2 = .90$

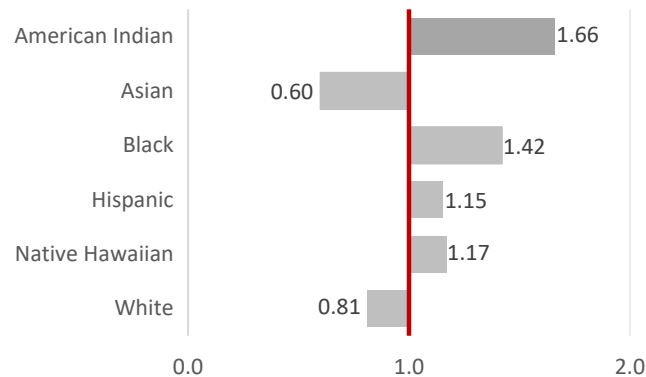
¹⁵ $p < .65$, $r^2 = .08$

Non-Traffic divisions have seen slight changes in demographic stop rates over the past five years.

Officers have increased the number of stops on drivers perceived to be Hispanic / Latino¹⁶ (10.0% in 2019 vs. 14.8% in 2023) while the stop rates for all other perceived racial / ethnic groups have remained statistically similar. Drivers perceived to be Asian¹⁷ (4.6% in 2019 vs. 4.2% in 2023) or White¹⁸ (60.4% in 2019 vs. 55.3% in 2023) were both

stopped at a lower – but non-significant rate – compared to five years ago while the stop rate for Black / African American drivers (21.9% in 2019 vs. 22.4% in 2023) was essentially flat.¹⁹ In 2023, no individual group of drivers were over- and under-represented in stops when compared to the 2023 Injury Collision Benchmark.

Figure 4. Non-Traffic officers stopped drivers in-line with the Injury Collision Benchmark in 2023.



Driver Stop Reasons

Differential stop patterns based on the intersection between the driver's perceived race and the severity of the alleged infraction can highlight biased police behavior; specifically, non-White drivers being stopped at a higher rate for more minor infractions can be an indicator of biased policing. A key action of Vision Zero centers on curbing dangerous behaviors that contribute to fatal and serious injury crashes (including speed, impairment, and other dangerous behaviors) through traffic enforcement. Since Non-Moving Violations rarely contribute to fatal and serious injury crashes, they represent a greater portion of an officer's discretionary judgement on whether to initiate a traffic stop.

Nearly all drivers stopped by Bureau personnel – regardless of division – in 2023 were reported as solely for a traffic offense. Officers reported having probable cause or reasonable suspicion of another crime on only two percent of driver stops. Non-Traffic Officers were significantly more likely to report stopping an individual for some other reason than a traffic offense²⁰, whereas Traffic Officers almost exclusively only stopped drivers for traffic offenses. Non-Traffic displayed differential stop patterns based on the perceived race of the driver²¹, however follow-up pairwise analyses with the Bonferroni correction failed to determine any significant differences between individual perceived race / ethnic groups. Personnel assigned to Central Precinct were significantly more likely²² to stop a subject solely for traffic offenses when compared to the other two precincts.

¹⁶ $p < .02$, $r^2 = .88$

¹⁷ $p < .40$, $r^2 = .25$

¹⁸ $p < .26$, $r^2 = .40$

¹⁹ $p < .96$, $r^2 = .00$

²⁰ $\chi^2 = 180.759$, $p < .001$, $df = 2$

²¹ $\chi^2 = 13.769$, $p < .04$, $df = 6$

²² $\chi^2 = 34.018$, $p < .001$, $df = 4$

Sample size constraints precluded investigating if personnel from either Central or North Precincts displayed differential stop behaviors based on the perceived race / ethnicity of the subject; however, East Precinct displayed no significant differences in the stop rates of individuals between different groups²³.

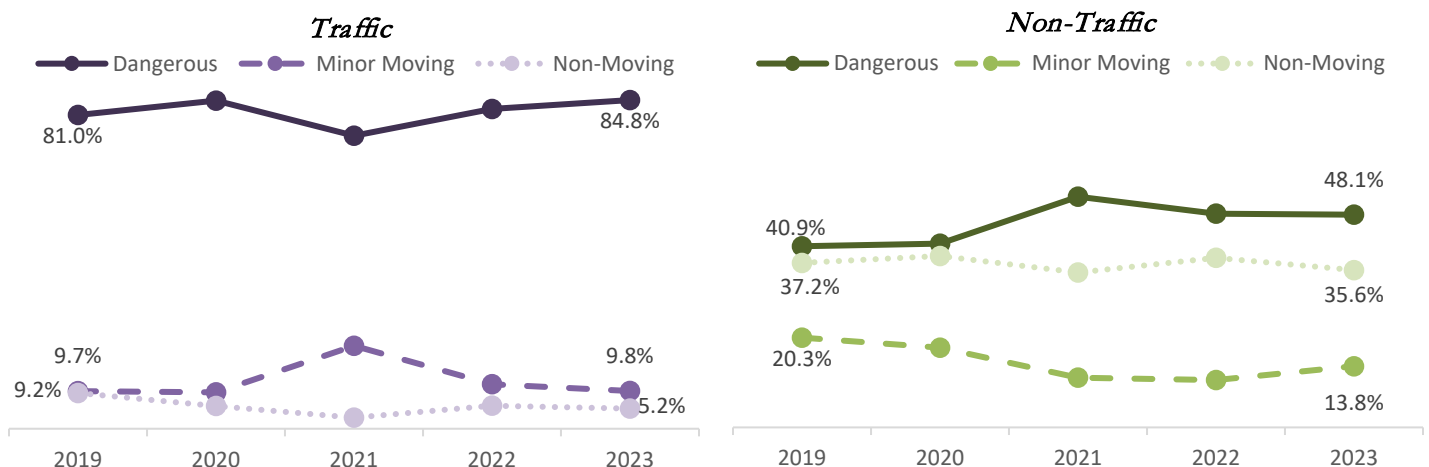
The majority of driver stops initiated by Portland Police Bureau officers in 2023 were for Dangerous Driving Behaviors (61.9%), an increase following the Bureau-record low of 55.9 percent reported in the 2022 Annual Report. The growth is mainly attributed to the increased number of stops performed by Traffic Division personnel in 2022, as their

Table 4. Nearly all drivers stopped in 2023 were solely for traffic offenses.

	Race/Ethnicity	Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
		Count	Percent	Count	Percent	Count	Percent
Traffic	American Indian/Alaskan	15	100.0%	0	0.0%	0	0.0%
	Asian	413	100.0%	0	0.0%	0	0.0%
	Black/African American	833	100.0%	0	0.0%	0	0.0%
	Hispanic or Latino	883	99.4%	1	0.1%	4	0.5%
	Middle Eastern	106	100.0%	0	0.0%	0	0.0%
	Native Hawaiian	48	100.0%	0	0.0%	0	0.0%
	White	4,109	99.8%	4	0.1%	6	0.1%
	Total	6,407	99.8%	5	0.1%	10	0.2%
Non-Traffic	American Indian/Alaskan	54	98.2%	0	0.0%	1	1.8%
	Asian	444	98.4%	1	0.2%	6	1.3%
	Black/African American	2,292	96.0%	35	1.5%	61	2.6%
	Hispanic or Latino	1,512	96.1%	16	1.0%	46	2.9%
	Middle Eastern	189	96.9%	0	0.0%	6	3.1%
	Native Hawaiian	105	99.1%	0	0.0%	1	0.9%
	White	5,709	96.9%	56	1.0%	125	2.1%
	Total	10,305	96.7%	108	1.0%	246	2.3%

stop rate for Dangerous Driving Behaviors has always represented at least 75 percent of their stops in a given year. Non-Traffic personnel traditionally stop drivers for significantly different reasons²⁴, as less than half of their stops in 2023 were for Dangerous Driving Behaviors (48.1%), while a third of their stops (35.6%) were for Non-Moving Offenses with another 14 percent dedicated to Minor Moving Violations. There have been no significant changes in the stop patterns for either Traffic²⁵ or Non-Traffic²⁶ personnel over the past five years for any particular violation category. In 2023, speeding was the primary offense observed by Traffic Officers (48.8% in 2023) while missing or

Figure 5. The stop patterns for both operational divisions have remained stable over the past five years.



²³ $\chi^2 = 7.908, p < .10, df = 4$

²⁴ $\chi^2 = 2583.431, p < .001, df = 3$

²⁵ Dangerous: $p < .71, r^2 = .05$; Minor: $p < .92, r^2 = .00$; Non-Moving: $p < .34, r^2 = .31$

²⁶ Dangerous: $p < .20, r^2 = .48$; Minor: $p < .14, r^2 = .58$; Non-Moving: $p < .57, r^2 = .12$

expired license violations were the predominant stop reasons from Non-Traffic personnel (31.3% in 2023)

The three precincts differed significantly²⁷ among one another in the reasons they use to stop drivers. East Precinct personnel were significantly more likely to stop an individual for Non-Moving Offenses (46.7%) than either Central (28.3%) or North Precinct (29.8%) personnel, Central Precinct personnel were significantly more likely to stop

Table 5. Non-Traffic Officers were significantly more likely to stop a driver for a Non-Moving Violation or Minor Moving Violations in 2023.

	Race/Ethnicity	Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	American Indian/Alaskan	12	80.0%	3	20.0%	0	0.0%	0	0.0%
	Asian	365	88.2%	28	6.8%	20	4.8%	1	0.2%
	Black/African American	680	81.6%	98	11.8%	55	6.6%	0	0.0%
	Hispanic or Latino	770	86.6%	59	6.6%	55	6.2%	5	0.6%
	Middle Eastern	90	84.9%	11	10.4%	5	4.7%	0	0.0%
	Native Hawaiian	42	87.5%	4	8.3%	2	4.2%	0	0.0%
	White	3,492	84.7%	424	10.3%	197	4.8%	11	0.3%
	Total	5,451	84.8%	627	9.8%	334	5.2%	17	0.3%

	Race/Ethnicity	Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	American Indian/Alaskan	23	41.8%	8	14.5%	23	41.8%	1	1.8%
	Asian	281	62.2%	65	14.4%	99	21.9%	7	1.5%
	Black/African American	1,060	44.3%	408	17.0%	859	35.9%	67	2.8%
	Hispanic or Latino	785	49.7%	213	13.5%	530	33.6%	50	3.2%
	Middle Eastern	112	57.4%	22	11.3%	55	28.2%	6	3.1%
	Native Hawaiian	60	56.6%	21	19.8%	24	22.6%	1	0.9%
	White	2,816	47.7%	740	12.5%	2,209	37.4%	139	2.4%
	Total	5,137	48.1%	1,477	13.8%	3,799	35.6%	271	2.5%

for Dangerous Driving Behaviors (60.9%) than East (38.9%) or North (52.9%) personnel, and North Precinct personnel were significantly more likely to stop for Minor Moving Violations (14.5%) than either Central (9.7%) or East (12.2%). A missing or expired license plate was the most common reason East (41.7%) or North (25.7%) Precinct personnel stopped a driver, while Failure to Obey a Traffic Control Device – such as running a red light or failing to stop at a stop sign – was the number one stop reason among Central Precinct (31.1%) personnel.

Non-Traffic Personnel displayed differential stop behavior based on the perceived race of the driver²⁸. Drivers perceived to be Black / African American were significantly more likely to be stopped for a Minor Moving Offenses than White individuals. This is the second straight year that this difference has been identified and is the fourth time out of the last five years that Black / African American subjects have had a significantly different stop pattern than White individuals for Minor or Non-Moving Violations. These differences disappear when examining the results of each precinct responsibility unit individually, indicating a broader organization concern when it comes to reasons for stops for individuals perceived to be Black / African American. There were no significant differences in the stop reasons reported

Table 6. Specific reasons for stop substantially varied between the two operational divisions.

Traffic		
	Count	Percent
Speeding	3,139	48.8%
Distracted Driving	1,467	22.8%
Failure to Obey Traffic Control Devices	604	9.4%
Safety Belt Violations	501	7.8%
Missing or Expired License Plates	267	4.2%

Non-Traffic		
	Count	Percent
Missing or Expired License Plates	3,346	31.3%
Failure to Obey Traffic Control Devices	1,949	18.3%
Speeding	1,481	13.9%
Turning Violations	940	8.8%
Lane Use Violations	693	6.5%

²⁷ $\chi^2 = 406.479, p < .001, df = 6$

²⁸ $\chi^2 = 100.608, p < .001, df = 12$

by Traffic Division personnel when compared to White subjects in 2023.

Consent Search Requests

The Portland Police Bureau analyzes reported consent search requests for potential disparities or inequitable outcomes. Consent search requests can be indicative of systemic and institutional racism embedded in the criminal justice system of our nation as individuals that are identified as Black / African American are routinely asked to consent to searches at a higher rate than their White counterparts²⁹. Consent search requests may also highlight troubling power dynamics between law enforcement officers and community members³⁰ – especially for Black / African American individuals – as compliance with police requests is used as a strategy to minimize potential negative outcomes from contact with law enforcement officials³¹.

In 2023, less than one percent of drivers were asked to consent to a voluntary search – the lowest rate recorded since data collection for this element began in 2018. PPB personnel have gradually, and significantly³², decreased the number of consent search requests over the past five years (4.0% in 2019 vs. 0.5% in 2023). Conversely, the denial rate increased in 2023 – continuing a five-year significant trend³³ – with drivers refusing to consent to a search on 35 percent of requests received compared to 17 percent in 2019. Drivers perceived to be Black / African American were significantly more likely to receive a consent search request in 2023³⁴ when compared to White and Hispanic or Latino subjects. This is the third time in five years that Black / African American subjects were asked to consent to a search at a significantly higher rate than White subjects. There were no significant differences³⁵ in the rate that members of different perceived racial / ethnic groups refused to consent to a search, with Black / African American and White subjects denying a search request about a third of the time.

Table 7. Black / African American drivers were significantly more likely to receive a consent search request in 2023.

Race/Ethnicity	Consent Search			
	Requests	Rate	Refusals	Rate
American Indian/Alaskan	0	0.0%	--	--
Asian	2	0.2%	0	0.0%
Black/African American	28	0.9%	9	32.1%
Hispanic or Latino	7	0.3%	3	42.9%
Middle Eastern	1	0.3%	1	100.0%
Native Hawaiian	0	0.0%	--	--
White	40	0.4%	14	35.0%
Total	78	0.5%	27	34.6%

Search Rates

A common measure for examining bias policing is to examine racial disparities in searches. Police can exercise their discretion in one of two ways during a search—low discretion or high discretion search. In low discretion searches, policy or training dictates the likelihood of a search occurring. For example, if police stop an individual and take custody of them to administer a breathalyzer test,

²⁹ Bandes, S. A. (2018). Police accountability and the problem of regulating consent searches. *University of Illinois Law Review*, 1759.

³⁰ Sommers, R. & Bohns, V.K. (2018). The voluntariness of voluntary consent: Consent searches and the psychology of compliance. *Yale Law Journal*, 128.

³¹ Harris, A. & Amutah-Onukagha, N. (2019). Under the radar: Strategies used by Black mothers to prepare their sons for potential police interactions. *Journal of Black Psychology*, 45.

³² $p < .02$, $r^2 = .88$

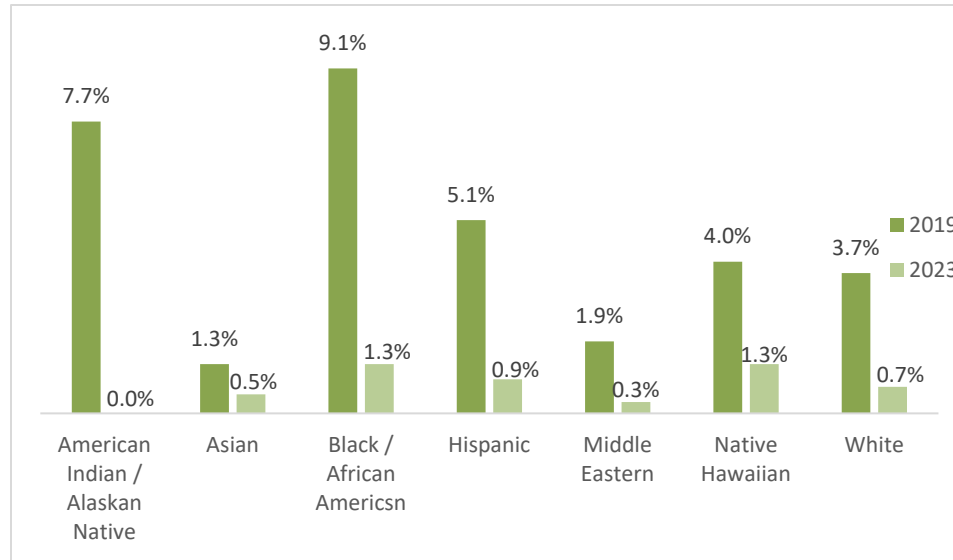
³³ $p < .03$, $r^2 = .87$

³⁴ $\chi^2 = 13.604$, $p < .002$, $df = 2$

³⁵ $\chi^2 = 0.060$, $p < .81$, $df = 1$

policy would require that the subject be searched for weapons prior to being transported. In high discretion searches, such as consent searches, police officers exercise more judgment in their decision to search. Racial profiling experts maintain that if police overuse high discretion searches on people of color, especially when combined with a lower rate of recovering contraband, it could suggest that police are engaged in biased policing³⁶.

Figure 6. Search rates have declined for all racial groups 2019.



In 2023, approximately 1 out of every 125 stops (0.8% of all stops) performed by Portland Police Bureau on drivers included a discretionary search. Non-Traffic officers perform the bulk of searches associated with driver stops in the Bureau, accounting for about 90 percent of all searches conducted

since 2019. The 2023 search rate is the lowest on record for the Portland Police Bureau, primarily due to the significant and consistent decline in overall searches conducted by Non-Traffic officers³⁷. The number of searches conducted by Traffic officers have also declined – but at a non-significant rate – over the past five years³⁸. Drivers stopped by personnel from the Specialized Resources Division (2.1% discretionary search rate) are significantly more likely³⁹ to be searched than any other responsibility unit, with the three precincts (Central: 0.5% ; East: 0.9% ; North: 0.9%) and the Traffic Division (0.5%) similar in search rates.

³⁶ Knowles, J., Persico, N., & Todd, P. (2001). Racial bias in motor vehicle searches: Theory and evidence. *Journal of Political Economy*, 109.

³⁷ $p < .003$, $r^2 = .96$

³⁸ $p < .09$, $r^2 = .66$

³⁹ $\chi^2 = 35.242$, $p < .001$, $df = 4$

Portland Police Bureau officers showed significant differences⁴⁰ at how they searched drivers of different perceived race / ethnicities – but not at concerning disparate rates. White drivers were searched significantly less than Black / African American drivers in 2023, but not at an inequitable rate. Historically, Bureau personnel have disparately searched Black / African American drivers;

however, this is the third straight year that the search rate for this group has moved closer to the overall search rate of White drivers. The search rate for all perceived race / ethnic group of drivers has declined over the past five years, with Black / African American searches falling at the second-fastest rate (behind American Indian / Alaskan Native drivers). The results highlight the strong relationship between the number of individuals searched and the

observed disparities – namely, the more often Portland Police Bureau personnel utilize discretionary searches, the more likely they are to conduct those searches in a disparate way. As search rates have fallen over the past five years, so have the disparate outcomes for Black / African American drivers.

Figure 7. There were no observed disparities in the conducted searches in 2023.

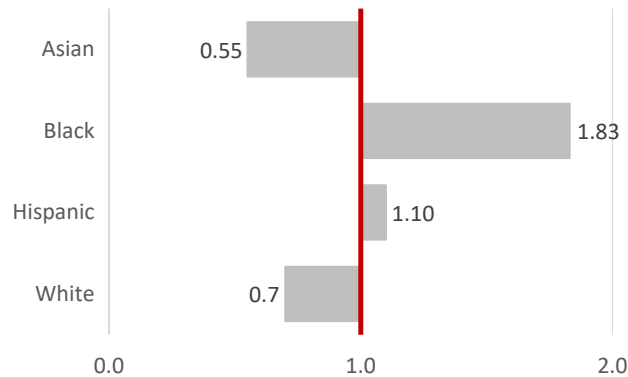


Table 8. There were no significant differences in the types of searches used between Traffic and Non-Traffic personnel in 2023.

	Total Subjects Searched		Consent		Warrant		Warrant Exception	
	Race/Ethnicity	Searches	Rate	Count	Percent	Count	Percent	Count
Traffic	American Indian/Alaskan	0	0.0%	--	--	--	--	--
	Asian	0	0.0%	--	--	--	--	--
	Black/African American	8	1.0%	3	37.5%	0	0.0%	6
	Hispanic or Latino	6	0.7%	2	33.3%	0	0.0%	4
	Middle Eastern	0	0.0%	--	--	--	--	--
	Native Hawaiian	0	0.0%	--	--	--	--	--
	White	21	0.5%	3	14.3%	6	28.6%	13
	Total	35	0.5%	8	22.9%	6	17.1%	23
Non-Traffic	American Indian/Alaskan	0	0.0%	--	--	--	--	--
	Asian	4	0.9%	2	50.0%	0	0.0%	2
	Black/African American	34	1.4%	16	47.1%	6	17.6%	15
	Hispanic or Latino	16	1.0%	2	12.5%	1	6.3%	13
	Middle Eastern	1	0.5%	0	0.0%	0	0.0%	1
	Native Hawaiian	2	1.9%	0	0.0%	1	50.0%	1
	White	49	0.8%	23	46.9%	2	4.1%	25
	Total	106	1.0%	43	40.6%	10	9.4%	57

- NOTE: More than one search type can be utilized and recorded on each interaction

Historically, Consent searches were the most utilized search type in the Bureau, always representing at least half of all searches conducted. However, for the third straight year, Consent searches (36.2% of all searches in 2023 and 0.3% of all driver stops in 2023) were displaced by Warrant Exception

⁴⁰ $\chi^2 = 12.349, p < .007, df = 3$

(56.7% of all searches in 2023 and 0.5% of all driver stops in 2023) searches as the top search method⁴¹. For the first time in recorded Bureau history, there were no significant differences in the types of searches conducted by different organizational units of the Bureau, with Traffic and Non-Traffic officers equally as likely to utilize a Consent⁴² or Warrant Exception⁴³ to search a stopped driver. Hispanic or Latino drivers stopped by Non-Traffic personnel were significantly less likely to be searched with Consent than White subjects⁴⁴ while being significantly more likely to be searched with a Warrant Exception than Black / African American subjects⁴⁵. There were too few searches conducted in 2023 to conduct any pairwise analyses based on the perceived race / ethnicity of the subject for individual precincts and responsibility units within the Bureau.

The decline in conducted Consent Searches is likely due – at least in part – to the 2019 Oregon Supreme Court ruling⁴⁶ that limited the ability of law enforcement personnel to conduct consent searches during legal stops – unless it was directly related to the reason for the stop or additional information was uncovered during the course of the stop. Bureau personnel received additional training on the updates to case law and were advised to end the formal stop interaction – and therefore, allowing the subject to leave if they wish – prior to requesting a consent search. It is unclear if any of the consent search requests recorded as part of the Stops Data Collection system are occurring after the stop or if the stopped subjects are accurately perceiving the consent search request – if it occurs after the stop – as a new interaction, thereby giving them the freedom to leave the scene if they wish.

Contraband Hit Rates

Over the past five years, Portland Police Bureau personnel have become significantly⁴⁷ more-effective at uncovering contraband during searches. In 2023, 67 percent of all searches ended with a PPB officer detecting prohibited material, including alcohol, drugs, stolen property, firearms⁴⁸, other weapons, and other illegal contraband – up from 50 percent in 2019. The hit rate for both Divisions was nearly identical (Traffic: 68.6% hit rate in 2023 ; Non-Traffic: 66.0% hit rate in 2023) last year. Non-Traffic personnel have significantly improved their hit rate over the past five years⁴⁹, while Traffic has improved as well but at a non-significant rate⁵⁰. Warrant and Warrant Exceptions searches are the most likely to discover contraband, while Consent searches are the least likely to be successful⁵¹.

Table 9. Consent Searches are the least likely search type to uncover contraband.

Search Type	Total Searches	Found Contraband	
	Count	Count	Percent
Consent	51	27	52.9%
Warrant	16	15	93.8%
Warrant Exception	80	57	71.3%

⁴¹ Officers can indicate more than one search type per stop.

⁴² $\chi^2 = 3.574, p < .06, df = 1$

⁴³ $\chi^2 = 1.528, p < .22, df = 1$

⁴⁴ $\chi^2 = 6.576, p < .04, df = 2$

⁴⁵ $\chi^2 = 6.277, p < .05, df = 2$

⁴⁶ Oregon v. Arreola-Botello. 64 Or. 695 (2019).

⁴⁷ $p < .04, r^2 = .81$

⁴⁸ Previously, firearm recoveries and other weapon recoveries were reported as a singular “weapons” category.

⁴⁹ $p < .04, r^2 = .82$

⁵⁰ $p < .32, r^2 = .32$

⁵¹ In prior years, statistical analyses were conducted to determine which search types were statistically significant in uncovering contraband. However, the search type field is now a multiple response variable, making it unsuitable for any statistical analysis between the different categories.

Table 10. Alcohol is the most commonly uncovered item during driver searches.

Race/Ethnicity	Total Searches	Found Contraband		Alcohol		Drugs		Firearms		Other Weapons		Stolen Property		Other	
	Count	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Asian	4	2	50.0%	0	0.0%	1	25.0%	0	0.0%	0	0.0%	0	0.0%	1	25.0%
Black/African American	42	32	76.2%	9	21.4%	12	28.6%	13	31.0%	3	7.1%	1	2.4%	6	14.3%
Hispanic or Latino	22	15	68.2%	9	40.9%	5	22.7%	1	4.5%	0	0.0%	0	0.0%	3	13.6%
Middle Eastern	1	1	100.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Native Hawaiian	2	2	100.0%	1	50.0%	0	0.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%
White	70	42	60.0%	17	24.3%	13	18.6%	7	10.0%	2	2.9%	2	2.9%	7	10.0%
Total	141	94	66.7%	37	26.2%	31	22.0%	22	15.6%	5	3.5%	3	2.1%	17	12.1%

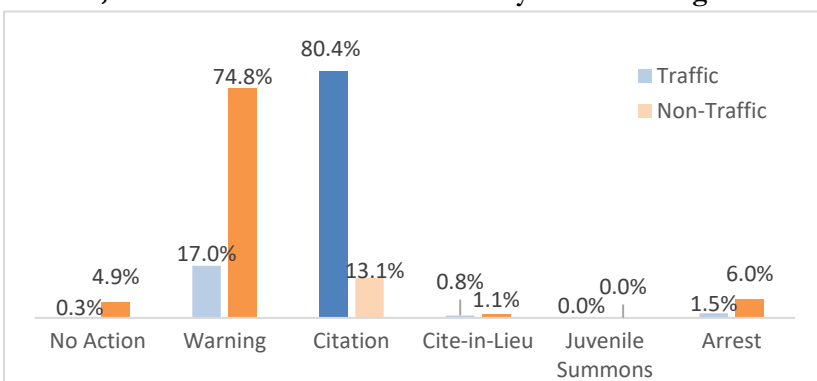
The overall hit rates for all perceived racial / ethnic groups have increased over the last five years, with American Indian / Alaskan Native and Black / African American subjects increasing at a significant rate⁵². The perceived race of the driver is not a significant predictor whether or not contraband will be found at the conclusion of a search⁵³. There are also little differences in the found contraband between different perceived race / ethnic groups, with drugs and/or alcohol the most commonly recovered item across nearly all groups.

Stop Outcomes

Stop disposition, or the outcome of the stop, is a common method to assess disparities among stops made by law enforcement personnel on different groups of people in a community. More locally, Portland community members have cited equitable stop outcomes as an important goal. In the 2009 plan to address racial profiling, community members raised concerns that traffic stops that result in no enforcement action can feel like harassment, especially to people of color. Large differences between racial and ethnic groups may imply an unequal impact on a particular race. Additionally, the progressive nature of a stop, and the multiple decision points within the interaction, make it difficult to discern what role, if any, implicit or explicit racial bias plays in stop disposition.

The largest number of driver stops performed by PPB sworn personnel in 2023 (53.1%) resulted in a warning issued to the vehicle operator. The percentage of stops ending with no enforcement action, a warning, or a cite-in-lieu of an arrest have generally increased at a non-significant rate over the past five years⁵⁴ while citations have had a non-significant decrease over the same time period⁵⁵. Arrests have remained nearly static since 2019⁵⁶. These changes in the long-term trends can generally be explained by the shifting workload across the Bureau and the lower staffing levels of the Traffic Division over portions of the past three years. In 2023 – as in prior years, the

Figure 8. Traffic officers end most of their interactions with a citation, while Non-Traffic officers mainly issue warnings.



⁵² Native: $p < .02$, $r^2 = .97$; Black: $p < .006$, $r^2 = .94$

⁵³ $\chi^2 = 3.122$, $p < .22$, $df = 2$

⁵⁴ No Enforcement Action: $p < .21$, $r^2 = .46$; Warnings: $p < .28$, $r^2 = .37$; Cite-In-Lieu: $p < .25$, $r^2 = .41$

⁵⁵ $p < .27$, $r^2 = .38$

⁵⁶ $p < .52$, $r^2 = .16$

final disposition of the stop varies significantly⁵⁷ based on the organization unit making the stop, with Traffic officers significantly more likely to dispense a citation and Non-Traffic more likely to use every other disposition type.

Table 11. Non-Traffic officers are significantly more likely to provide no enforcement action, warn, or arrest a stopped driver while Traffic officers are significantly more likely to issue a citation.

Traffic	Total Stops			Enforcement Action											
	Race/Ethnicity	Count Percent		None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
	American Indian/Alaskan	15	0.2%	0	0.0%	2	13.3%	13	86.7%	0	0.0%	0	0.0%	0	0.0%
	Asian	414	6.4%	1	0.2%	77	18.6%	332	80.2%	2	0.5%	0	0.0%	2	0.5%
	Black/ African American	833	13.0%	1	0.1%	176	21.1%	620	74.4%	11	1.3%	1	0.1%	24	2.9%
	Hispanic or Latino	889	13.8%	2	0.2%	145	16.3%	717	80.7%	7	0.8%	0	0.0%	18	2.0%
	Middle Eastern	106	1.6%	0	0.0%	16	15.1%	89	84.0%	0	0.0%	0	0.0%	1	0.9%
	Native Hawaiian	48	0.7%	1	2.1%	11	22.9%	34	70.8%	0	0.0%	0	0.0%	2	4.2%
	White	4,124	64.1%	14	0.3%	667	16.2%	3,362	81.5%	30	0.7%	0	0.0%	51	1.2%
Total	6,429	100.0%	19	0.3%	1,094	17.0%	5,167	80.4%	50	0.8%	1	0.0%	98	1.5%	
Non-Traffic	Total Stops			Enforcement Action											
	Race/Ethnicity	Count Percent		None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
	American Indian/Alaskan	55	0.5%	7	12.7%	38	69.1%	4	7.3%	0	0.0%	0	0.0%	6	10.9%
	Asian	452	4.2%	18	4.0%	348	77.0%	67	14.8%	4	0.9%	0	0.0%	15	3.3%
	Black/African American	2,394	22.4%	109	4.6%	1,837	76.7%	246	10.3%	22	0.9%	0	0.0%	180	7.5%
	Hispanic or Latino	1,578	14.8%	60	3.8%	1,173	74.3%	222	14.1%	32	2.0%	1	0.1%	90	5.7%
	Middle Eastern	195	1.8%	16	8.2%	156	80.0%	17	8.7%	2	1.0%	0	0.0%	4	2.1%
	Native Hawaiian	106	1.0%	3	2.8%	83	78.3%	13	12.3%	1	0.9%	0	0.0%	6	5.7%
	White	5,904	55.3%	314	5.3%	4,359	73.8%	830	14.1%	61	1.0%	1	0.0%	339	5.7%
Total	10,684	100.0%	527	4.9%	7,994	74.8%	1,399	13.1%	122	1.1%	2	0.0%	640	6.0%	

To best account for the multiple decision points that occur within a stop interaction, multiple binary logistic regressions were run on stop disposition to better understand how perceived race, stop reason, and the interactions between those variables, can contribute to the officer's decision to cite or arrest⁵⁸ an individual. Traditionally, the results of a search were also included in these analyses – especially for arrests made by members of the Non-Traffic division – as the discovery of contraband after a discretionary search was commonly the most significant predictor of an arrest. However, the significant decline in the searches being conducted by PPB personnel during a traffic stop limits the utility of that variable in inferential statistical analyses due to sample size issues. Due to that known missing variable, arrest results should be interpreted with caution.

The decision to issue a citation instead of a warning by Traffic Division personnel is primarily based on the offense the driver was observed committing. A simple effects model⁵⁹ determined that drivers stopped for Dangerous Driving Behaviors was the strongest predictor⁶⁰ of a citation. Conversely, a driver being perceived to be Black / African American was the strongest predictor of receiving only a warning⁶¹. This is the first time in a PPB Stops Annual Report that it has been revealed that an individual racial / ethnic group has differed significantly compared to White individuals, so results should be interpreted with caution. For Non-Traffic personnel, the only

⁵⁷ $\chi^2 = 7721.594, p < .001, df = 4$

⁵⁸ The State of Oregon requires individuals to be arrested if they are suspected of their involvement in domestic or familial violence, restraining order violations, child abuse, failure to appear for court proceedings, violating pretrial release agreements, or are subject of an arrest warrant from the State of Oregon. In 2023, 39.7% of all driver arrests (33.7% of Traffic arrests and 40.6% of Non-Traffic arrests) were due to a mandatory arrest order. Mandatory arrests are excluded from all multivariate analyses with arrest as the dependant variable.

⁵⁹ Omnibus Test: $\chi^2 = 159.727, p < .001, df = 8, r^2 = .04$

⁶⁰ $Wald = 107.061, B = 0.986, p < .001$

⁶¹ $Wald = 10.777, B = -0.317, p < .002$

significant predictor if a driver received no enforcement action (compared to a citation) in a mixed-effects model⁶² was if the driver was stopped for a crime other than a traffic offense⁶³.

Simple effects statistical models indicated that similar factors were used by Traffic⁶⁴ and Non-Traffic⁶⁵ personnel when deciding to make a non-mandatory arrest at the conclusion of a traffic stop. Being stopped for a crime other than a traffic offense was the strongest predictor⁶⁶ in both models while being subject to a discretionary search⁶⁷ and being perceived as Black / African American⁶⁸ were identified as factors as well. Subjects perceived as Hispanic or Latino⁶⁹ or being stopped for a Minor Moving Violation⁷⁰ were also predictors in non-mandatory arrests made by Non-Traffic personnel in 2023. These results are notable for not only these findings but what is missing – notably, the influence that found contraband has on decisions to arrest. The significance of being searched potentially indicates that contraband would still be a significant factor if the sample size for the analysis improved. An improved sample size would also allow a more robust mixed effects model that would help determine if the interactions between race, stop reason, and search results were significant predictors as well.

The model results for the decision to cite or arrest by Non-Traffic officers highlight the complex nature of utilizing traffic stops as an crime interdiction and investigation mechanism. Being stopped for a crime other than a traffic offense simultaneously made drivers more likely to be arrested or released from the scene with no enforcement action in 2023 – similar to results observed in last year's Stops Annual Report. This dichotomy highlights the relative inefficiency of utilizing traffic stops as a “pretext” to potentially contact individuals connected to criminal activity. Only 34 percent of individuals stopped by Non-Traffic for a non-traffic offense were ultimately arrested at the end of the interaction. These practices and results can undermine the sense of procedural justice and police legitimacy that the community lends to its' law enforcement personnel⁷¹. The Bureau should consider providing guidance to increase the number of non-traffic stops that ultimately lead to an arrest of the driver.

⁶² Omnibus Test: $\chi^2 = 28.595, p < .02, df = 15, r^2 = .048$

⁶³ Wald = 83.055, B = 2.189, $p < .001$

⁶⁴ Omnibus Test: $\chi^2 = 86.105, p < .001, df = 6, r^2 = .10$

⁶⁵ Omnibus Test: $\chi^2 = 288.218, p < .001, df = 6, r^2 = .10$

⁶⁶ Traffic: Wald = 67.430, B = 4.919, $p < .001$; Non-Traffic: Wald = 327.416, B = 2.546, $p < .001$

⁶⁷ Traffic: Wald = 11.289, B = 0.903, $p < .001$; Non-Traffic: Wald = 18.347, B = 1.993, $p < .001$

⁶⁸ Traffic: Wald = 12.983, B = 2.874, $p < .001$; Non-Traffic: Wald = 5.451, B = 0.285, $p < .03$

⁶⁹ Wald = 12.631, B = 0.471, $p < .001$

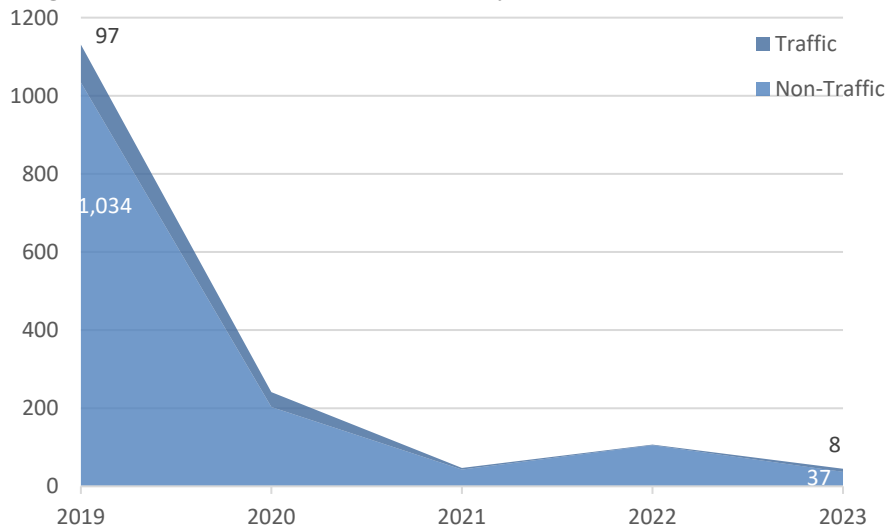
⁷⁰ Wald = 4.973, B = 0.330, $p < .001$

⁷¹ Blanks, J. (2016). Thin blue lies: How pretextual stops undermine police legitimacy. *Case Western Law Review*, 66, 931-946.

BUREAU-WIDE STOPS OF PEDESTRIANS

In 2023, Portland Police Bureau officers reported stopping 45 pedestrians⁷² - a 58 percent decrease over the prior year. After reaching an all-time high in 2019, the Bureau has generally decreased the number of pedestrian stops performed over the past five years. The decrease in 2023 is exclusively due to Non-Traffic officers (37 stops in 2023 vs. 105 stops in 2022), as Traffic personnel increased the total number of pedestrian stops completed in 2023 (8) when compared to 2022 (2).

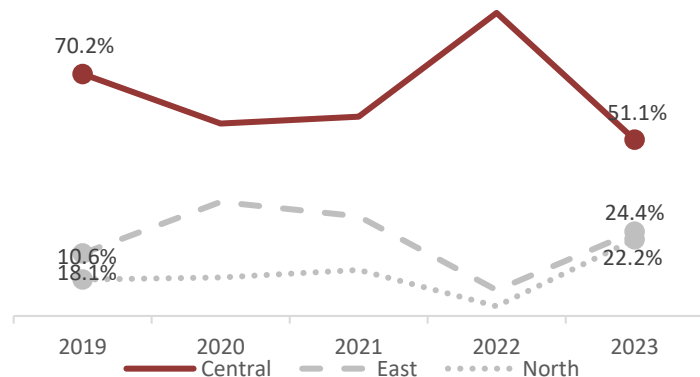
Figure 9. Pedestrian stops decreased by 58 percent in 2023.



Stop Locations

Central Precinct is the primary location for pedestrian stops completed by PPB officers in the City of Portland. For the past five years, the largest number of pedestrian stops occurred in the Precinct and it has accounted for a majority of the stops over the past four years. The precinct encompasses a number of highly-trafficked pedestrian-friendly areas, including Downtown, SE Hawthorne Blvd., and NW 23rd St., where sworn personnel are more likely to encounter people walking in the area.

Figure 10. Central Precinct has been the primary location for pedestrian stops over the past five years



Stopped Pedestrian Demographics

Portland Police Bureau officers contact pedestrians in support of the broad operational mission for their divisions, namely road safety for Traffic officers and crime response and prevention for Non-Traffic officers. However, it is more difficult to determine the appropriate benchmark for comparison to stop demographic statistics as there is no commonly utilized measure in academic

⁷² All “pedestrian” analyses also include stops of subjects on a bicycle.

literature. Population demographics from the decennial Census and associated products (such as the American Community Survey) do not account for visitors, commuters, and houseless individuals in the area, which can be especially problematic since people of color are more likely to utilize public transportation or walk to commute to work (see Appendix D). The small number of pedestrian stops proves problematic as the stopped individuals are not likely to be a random sampling across a city or precinct and be heavily weighted by officers that patrol more pedestrian-friendly districts. Due to these methodological challenges, no disparity analysis was conducted on pedestrian stops.

Table 12. Pedestrian stop rates for perceived racial / ethnic groups has remained steady over the last five years.

	Race/Ethnicity	2019		2020		2021		2022		2023	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	American Indian/Alaskan	1	1.0%	0	0.0%	0	0.0%	0	0.0%	1	12.5%
	Asian	3	3.1%	2	5.3%	0	0.0%	0	0.0%	0	0.0%
	Black/African American	7	7.2%	9	23.7%	0	0.0%	0	0.0%	1	12.5%
	Hispanic or Latino	2	2.1%	2	5.3%	0	0.0%	0	0.0%	0	0.0%
	Middle Eastern*	2	2.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Native Hawaiian*	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	White	82	84.5%	25	65.8%	4	100.0%	2	100.0%	6	75.0%
	Traffic Total	97	100%	38	100%	4	100%	2	100%	8	100%
	Race/Ethnicity	2019		2020		2021		2022		2023	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	American Indian/Alaskan	23	2.2%	4	2.0%	2	4.7%	4	3.8%	1	2.7%
	Asian	10	1.0%	1	0.5%	0	0.0%	2	1.9%	3	8.1%
	Black/African American	171	16.5%	37	18.2%	8	18.6%	5	4.8%	4	10.8%
	Hispanic or Latino	62	6.0%	12	5.9%	2	4.7%	11	10.5%	1	2.7%
	Middle Eastern*	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	2.7%
	Native Hawaiian*	4	0.4%	1	0.5%	0	0.0%	0	0.0%	0	0.0%
	White	764	73.9%	148	72.9%	31	72.1%	83	79.0%	27	73.0%
	Non-Traffic Total	1,034	100%	203	100%	43	100%	105	100%	37	100%

Across all divisions, there have been virtually no changes in the stop demographics of pedestrians over the last five years. No perceived racial / ethnic group significantly increased, or decreased, over the time period. Pedestrians perceived to be White (73.3% in 2023) have consistently been the most stopped group, with Black / African Americans (11.1%) the second most stopped group in 2023, followed by Asian (6.7%) pedestrians. The limited number of pedestrian stops prevented any inferential statistical analysis based on the demographics of the stopped pedestrian.

Pedestrian Stop Reasons

In 2023, a majority of pedestrians (55.6%) were stopped based solely on a traffic violation. Historically, PPB officers have always stopped pedestrians at a higher rate for Non-Traffic offenses. By their very nature, pedestrian stops are often focused on apprehending and identifying known or suspected suspects because without the aid of a moving motor vehicle, individuals are more easily identified. No additional analyses could be conducted on the stop reasons for pedestrians – including disaggregation by race and organizational unit – due to a limited sample size.

Table 13. A plurality of pedestrians were stopped for Non-Traffic Offenses in 2023.

	Race/Ethnicity	Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
		Count	Percent	Count	Percent	Count	Percent
Traffic	American Indian/Alaskan	0	0.0%	0	0.0%	1	100.0%
	Asian	0	0.0%	0	0.0%	0	0.0%
	Black/African American	1	100.0%	0	0.0%	0	0.0%
	Hispanic or Latino	0	0.0%	0	0.0%	0	0.0%
	Middle Eastern	0	0.0%	0	0.0%	0	0.0%
	Native Hawaiian	0	0.0%	0	0.0%	0	0.0%
	White	6	100.0%	0	0.0%	0	0.0%
	Total	7	87.5%	0	0.0%	1	12.5%
Non-Traffic	American Indian/Alaskan	0	0.0%	0	0.0%	1	100.0%
	Asian	3	100.0%	0	0.0%	0	0.0%
	Black/African American	2	50.0%	0	0.0%	2	50.0%
	Hispanic or Latino	1	100.0%	0	0.0%	0	0.0%
	Middle Eastern	1	100.0%	0	0.0%	0	0.0%
	Native Hawaiian	0	0.0%	0	0.0%	0	0.0%
	White	11	40.7%	0	0.0%	16	59.3%
	Total	18	48.6%	0	0.0%	19	51.4%

Table 14. Minor Moving Violations are the most common traffic stop reason for pedestrians.

	Race/Ethnicity	Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor		Violations		Offenses	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	American Indian/Alaskan	0	0.0%	0	0.0%	0	0.0%	1	100.0%
	Asian	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Black/African American	0	0.0%	1	100.0%	0	0.0%	0	0.0%
	Hispanic or Latino	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Middle Eastern	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Native Hawaiian	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	White	2	33.3%	4	66.7%	0	0.0%	0	0.0%
	Total	2	25.0%	5	62.5%	0	0.0%	1	12.5%
Non-Traffic	American Indian/Alaskan	0	0.0%	0	0.0%	0	0.0%	1	100.0%
	Asian	2	66.7%	1	33.3%	0	0.0%	0	0.0%
	Black/African American	2	50.0%	0	0.0%	0	0.0%	2	50.0%
	Hispanic or Latino	0	0.0%	1	100.0%	0	0.0%	0	0.0%
	Middle Eastern	0	0.0%	1	100.0%	0	0.0%	0	0.0%
	Native Hawaiian	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	White	4	14.8%	5	18.5%	1	3.7%	17	63.0%
	Total	8	21.6%	8	21.6%	1	2.7%	20	54.1%

Search Rates

No pedestrians were searched – or were asked to consent – to a search in 2023. Historically, pedestrians were more likely to be searched than drivers.

Table 15. No pedestrians were asked to consent to a search in 2023.

Race/Ethnicity	Consent Search			
	Requests	Rate	Refusal	Rate
American Indian/Alaskan	0	0.0%	--	--
Asian	0	0.0%	--	--
Black/African American	0	0.0%	--	--
Hispanic or Latino	0	0.0%	--	--
Middle Eastern	0	0.0%	--	--
Native Hawaiian	--	--	--	--
White	0	0.0%	--	--
Total	0	0.0%	--	--

Table 16. No pedestrians were subjects of a discretionary search in 2023.

	Race/Ethnicity	Total Subjects Searched		Consent		Warrant		Warrant Exception	
		Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Traffic	American Indian/Alaskan	0	0.0%	--	--	--	--	--	--
	Asian	--	--	--	--	--	--	--	--
	Black/African American	0	0.0%	--	--	--	--	--	--
	Hispanic or Latino	--	--	--	--	--	--	--	--
	Middle Eastern	--	--	--	--	--	--	--	--
	Native Hawaiian	--	--	--	--	--	--	--	--
	White	0	0.0%	--	--	--	--	--	--
	Total	0	0.0%	--	--	--	--	--	--
Non-Traffic	American Indian/Alaskan	0	0.0%	--	--	--	--	--	--
	Asian	0	0.0%	--	--	--	--	--	--
	Black/African American	0	0.0%	--	--	--	--	--	--
	Hispanic or Latino	0	0.0%	--	--	--	--	--	--
	Middle Eastern	0	0.0%	--	--	--	--	--	--
	Native Hawaiian	--	--	--	--	--	--	--	--
	White	0	0.0%	--	--	--	--	--	--
	Total	0	0.0%	--	--	--	--	--	--

- NOTE: More than one search type can be utilized and recorded on each interaction

Contraband Hit Rates

Portland Police Bureau personnel completed zero discretionary searches in 2022; therefore, no contraband was recovered. Traditionally, pedestrian searches have been more successful than driver searches.

Table 17. No discretionary searches were conducted in 2023.

Race/Ethnicity	Total Searches	Found Contraband		Alcohol		Drugs		Firearms		Other Weapons		Stolen Property		Other	
	Count	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Asian	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Black/African American	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Hispanic or Latino	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Middle Eastern	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Native Hawaiian	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
White	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Total	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Stop Outcomes

A plurality of stopped pedestrians in 2023 were issued a warning at the end of their interaction (46.7%). Warnings have traditionally been the most common disposition type among pedestrians and most disposition types have remained steady over time⁷³; however, arrests have significantly and consistently declined over the past five years⁷⁴. No additional analyses – including a comparison between pedestrians and drivers, the different organizational divisions of the PPB, or the perceived race / ethnicity of the stopped pedestrian – could be conducted in 2023 due to the small pedestrian stop rates.

Table 18. A Citation or Warning were the two most common pedestrian stop dispositions in 2023.

Traffic	Total Stops			Enforcement Action											
	Race/Ethnicity	Count	Percent	None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
				Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
	American Indian/Alaskan	1	12.5%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Asian	0	0.0%	--	--	--	--	--	--	--	--	--	--	--	--
	Black/African American	1	12.5%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%
	Hispanic or Latino	0	0.0%	--	--	--	--	--	--	--	--	--	--	--	--
	Middle Eastern	0	0.0%	--	--	--	--	--	--	--	--	--	--	--	--
	Native Hawaiian	0	0.0%	--	--	--	--	--	--	--	--	--	--	--	--
	White	6	75.0%	0	0.0%	1	16.7%	5	83.3%	0	0.0%	0	0.0%	0	0.0%
Total	8	100.0%	0	0.0%	2	25.0%	6	75.0%	0	0.0%	0	0.0%	0	0.0%	
Non-Traffic	Total Stops			Enforcement Action											
	Race/Ethnicity	Count	Percent	None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
				Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
	American Indian/Alaskan	1	2.7%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%
	Asian	3	8.1%	1	33.3%	2	66.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Black/African American	4	10.8%	0	0.0%	2	50.0%	1	25.0%	0	0.0%	0	0.0%	1	25.0%
	Hispanic or Latino	1	2.7%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Middle Eastern	1	2.7%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%
	Native Hawaiian	0	0.0%	--	--	--	--	--	--	--	--	--	--	--	--
	White	27	73.0%	5	18.5%	14	51.9%	3	11.1%	1	3.7%	0	0.0%	4	14.8%
Total	37	100.0%	6	16.2%	19	51.4%	6	16.2%	1	2.7%	0	0.0%	5	13.5%	

⁷³ No Enforcement Action: $p < .49$, $r^2 = .17$; Warning: $p < .09$, $r^2 = .68$; Citation: $p < .09$, $r^2 = .68$

⁷⁴ $p < .05$, $r^2 = .78$

APPENDIX A: STOPS APPLICATION

The STOPS data collection tool was launched on June 27, 2018. The tool was modified on December 21, 2020 to refine the questions related to reason for stop, search type categories, and whether an arrest was mandatory.

Event ID: * Required

Stop Date: 8/1/2020 12:00:00 AM
Location: 1111 SW 2ND AVE

Nature of Stop: * Required

☐ Driver

☐ Bicycle

☐ Pedestrian

☐ Passenger

Cancel Reason:

Duplicate
Not a stop

Perceived Race/Ethnicity: * Required

☐ American Indian or Alaskan Native

☐ Asian

☐ Black or African American

☐ Hispanic or Latino

☐ Middle Eastern

☐ Native Hawaiian or Other Pacific Islander

☐ White

Perceived Age: * Required

Perceived Sex: * Required

☐ F (Female)

☐ M (Male)

☐ X (Non-Binary)

Reason for Stop: * Required

- ☐ Probable Cause of a Traffic Crime or Violation
- ☐ Probable Cause of Other Crime
- ☐ Reasonable Suspicion of Other Crime

Probable Cause of a Traffic Crime or Violation: * Required

Probable Cause of Other Crime: * Required

Reasonable Suspicion of Other Crime: * Required

Consent search: * Required

- ☐ No consent search requested
- ☐ Consent search requested but denied
- ☐ Consent search completed

Other Search Criteria (select all that apply): * Required

- ☐ None
- ☐ Field Sobriety Test
- ☐ Search Warrant
- ☐ Warrant Exception: Emergency Aid Doctrine / Community Caretaking
- ☐ Warrant Exception: Exigent Circumstances / Automobile (Motor Vehicle) / Hot Pursuit
- ☐ Warrant Exception: Incident to Arrest
- ☐ Warrant Exception: Inevitable Discovery
- ☐ Warrant Exception: Inventory
- ☐ Warrant Exception: Open Fields / Abandoned or Lost Property

Search Findings (select all that apply): * Required

- ☐ Nothing Found
- ☐ Alcohol
- ☐ Drugs
- ☐ Stolen Property
- ☐ Other Evidence
- ☐ Weapon(s) - Firearm
- ☐ Weapon(s) - Other

Stop Disposition: * Required

- ☐ No Action Taken
- ☐ Warning (Verbal or Written)
- ☐ Citation
- ☐ Cite-in-Lieu
- ☐ Juvenile Summons
- ☐ Arrest

Was this a mandatory arrest related to a warrant, restraining order violation, or domestic violence incident?: * Required

- ☐ Yes
- ☐ No

Did the subject of the stop have a perceived mental health issue?: * Required

- ☐ Yes
- ☐ No
- ☐ Unknown

✓ Submit

Cancel

APPENDIX B: GLOSSARY OF TERMS

Reason for Stop

Previously, the Bureau divided all statutes into four distinct categories for classification and analysis: Major Moving Violations, Minor Moving Violations, Non-Moving Violations, and Non-Traffic Offenses. The Chief's direction necessitated a modification to these categories as some behaviors specifically identified as dangerous, namely speeding, were classified as a Minor Moving Violation due to their statutory definition and punishment level⁷⁵. Starting with the 2021 Annual Report, the four major classifications for Stop Reason analyses are as follows:

Dangerous Driving Behaviors – All traffic violations that are identified as a “Class A” or “Class B” by State statutes. Traffic-related criminal offenses (such as reckless driving or driving under the influence of intoxicants) are also included when the offense is defined as a misdemeanor or felony in the Oregon Revised Statutes. All speeding, DUII, and distracted driving offenses are also included in this classification.

Minor Moving Violations – All traffic violations that occurred while the driver is moving and are identified as a “Class C”, “Class D”, or “Specific Fine” are included in this group. Additionally, almost all driving violations issued under Portland City Code or Tri-Met Code are also included in this group. Improper turns, failing to signal while changing lanes, and failure to use a seat belt are some of the common offenses in this category.

Non-Moving Violations – All traffic-related violations that can occur regardless if the vehicle was being operated or not. The most common offenses in this group are related to the improper display of license plates, expired license plates, and improper equipment (such as headlights or turn signals).

Non-Traffic Offenses – All crimes and violations that are not related to driving on roadways. This would include almost all elements of the criminal code, including robbery, burglary, larceny, etc.

⁷⁵ ORS 811.109 (1)(a) defines driving 0 to 10 miles per hour in excess of the speed limit as a Class D Violation, whereas ORS 811.109 (1)(b) defines driving 11 to 20 miles per hour in excess as a Class C offense.

APPENDIX C: DATA AND METHODOLOGY

Data Collection History

During the 69th Legislative Assembly in 1997, the Oregon State Legislature passed HB 2433 which required all law enforcement agencies to adopt specific policies prohibiting stops and searches “motivated by the officer’s perception of race, color, sex, or national origin” and to collect data on the topic. The Traffic Stop Data Collection committee, of the Governor’s Public Safety Planning and Policy Council, formed the minimum standards for a voluntary data collection program for stopped subject demographics. The work of that committee, with input from community partners and law enforcement agencies around the state, lead to the development and passage of SB 415 in 2001 which encouraged law enforcement to voluntarily create and launch a standardized stops data collection program and provide public reports on demographics and stop outcomes. Concurrently in the year 2000, a panel of community leaders and PPB representatives was convened to help reduce concerns regarding racial profiling in the City of Portland. The Blue Ribbon Panel recommended the Bureau create a data collection documenting the perceived demographics of the stopped subject and police actions during the stop, including search and outcome information.

Sworn personnel from the Portland Police Bureau first began reporting subject demographics, search patterns, and stop outcomes on all officer-initiated driver, pedestrian, and bicycle stops (initially termed “contacts”) in 2001. The data collection process went through minor revisions until February 2003 with the launch of the Stops Data Collection (SDC) system – the first Bureau-wide standardized system that was integrated and accessible with issued Mobile Digital Computers (MDCs). The Stops Data Collection operated untouched for the next 8 years until Late 2011 when the system was updated with an automated auditing and tracking tool to increase accountability and compliance with Bureau data collection policies. The new SDC (see Appendix A) also increased the number of data collection points to better reflect national best-practices.

In 2017, the 79th Legislative Assembly of the Oregon State Legislature passed HB 2355 (codified as ORS 131.930 through 131.945) which instituted the first mandatory data collection policy for all law enforcement agencies in the State beginning on June 1, 2018 for large agencies such as the Portland Police Bureau. The law mandated minor changes⁷⁶ to PPB’s data collection to become compliant with the new State standards. The Bureau also took the opportunity to refine, modernize, and enhance the existing Stops Data Collection (SDC) system before launching the new Stops application (see Appendix B) on June 27, 2018. The application also submits a copy of all Stops records quarterly to the State of Oregon Criminal Justice Commission (CJC) for mandatory reporting and analysis.

On December 21, 2020, PPB modified to Stops Data Collection system to collect additional data points that provide additional clarity and detail on what happens during the interaction. The Bureau added multiple fields for the reason for Stop, specifically to allow officers to provide the exact statute when a Stop is made on the basis of probable cause or reasonable suspicion of a crime in addition to any traffic violations or crimes committed. The Bureau also added a question asking if the arrest was a mandatory arrest based on Oregon law, which could help explain differences in the arrest rates for Stops. Finally, the Bureau transitioned the search type categories to match the legal

⁷⁶ About 85 percent of required data points were already being collected by the Bureau prior to HB 2355.

definitions for legal search reasons, including warrants, warrant exceptions, and consent searches. This change simplifies the training and understanding needed to complete the Stops mask and will lead to more accurate search data analysis.

Data Source

The Stops application, like the SDC before it, is an automated auditing and tracking tool that flags interactions that require a completed “mask”, or survey. Interactions are flagged for completion when (1) Traffic officers issue an electronic Warning or Citation through their handheld devices or (2) Non-Traffic officers notify dispatch they are making a formal stop of a driver or pedestrian (using the call codes of “TRASTP” or “77”, respectively) when probable cause has been established for a violation or criminal act. The flagged records appear on a list of to-do items for the officer to complete on their Bureau-issued computer and remain there until the officer completes the mask, ideally immediately following the conclusion of the stop or at the end of their shift for motorcycle- or bicycle-based officers. Supervisors throughout the Bureau receive a weekly email highlighting stops reports that are outstanding to ensure complete data collection.

Table 19. About 85 percent of flagged interactions are verified as legitimate stops in the SDC system.

	2012		2013		2014		2015		2016		2017		2018	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Completed Stops	68,968	89.4%	68,053	89.1%	53,190	83.7%	31,474	78.8%	32,737	82.3%	22,470	82.6%	14,729	82.8%
Passenger Stops	447	0.6%	361	0.5%	309	0.5%	242	0.6%	291	0.7%	195	0.7%	142	0.8%
Non-PPB Initiated Stops	23	0.0%	49	0.1%	63	0.1%	122	0.3%	18	0.0%	7	0.0%	0	0.0%
Canceled Stops	7,671	9.9%	7,946	10.4%	10,024	15.8%	8,123	20.3%	6,714	16.9%	4,518	16.6%	2,928	16.5%
Total	77,109	100%	76,409	100%	63,586	100%	39,961	100%	39,760	100%	27,190	100%	17,799	100%

Through the lifespan of the Stops Data Collection system from January 1, 2012 through June 26, 2018, law enforcement personnel completed 351,595 masks related to the contact of a community member. The majority of masks (85.7%) represented completed driver or pedestrian stops, with a smaller number of interactions that were flagged by the system as a formal stop when it was actually another type of interaction (13.6%), including a flag down, mere conversation, or welfare check. Completed stops flagged as passenger stops or stops initiated by officers from other law enforcement agencies were also excluded from all analyses.

In June 2015, PPB made upgrades to the SDC which inadvertently impacted the use of a desktop computer to complete the form. This created an incomplete set of stop records, mainly from Traffic Division officers, between July and December 2015. Therefore, two separate databases were used to extract data from 2015. The SDC system was used to retrieve data conducted by all Non-Traffic units for January 2015 through December 2015 and stops conducted by Traffic Officers from January 2015 through June 2015. The eCite system was used to retrieve missing data on stop location and stop demographics for the second-half of 2015; however, the eCite system does not capture data on stop reasons, searches, search outcomes, and stop disposition at all or in a way that can be translated to the SDC format. These stops were excluded from post-stop statistical analyses, including stop reasons, search rates, hit rates, and stop outcomes.

Table 20. About 90 percent of interactions in the new Stops app were analyzed as completed stops.

	2018		2019		2020		2021		2022		2023	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Completed Stops	15,177	90.2%	34,166	90.8%	25,232	89.9%	14,075	86.8%	13,671	84.6%	17,158	88.1%
Passenger Stops	81	0.5%	184	0.5%	130	0.5%	114	0.7%	81	0.5%	72	0.4%
Non-PPB Initiated Stops	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Canceled Stops	1,561	9.3%	3,260	8.7%	2,719	9.7%	2,028	12.5%	2,408	14.9%	2,239	11.5%
Total	16,819	100%	37,610	100%	28,081	100%	16,217	100%	16,160	100%	19,469	100%

From the launch of the new Stops application on June 27, 2018, PPB personnel completed 134,356 masks related to the contact of a community member. Prior to launch of the new Stops application, additional training was delivered to officers to reduce the number of interactions incorrectly classified as Stops. Additionally, the application was reconfigured to only trigger stops initiated by PPB personnel. To date, the number of masks representing a completed driver or pedestrian stop (88.9%) is higher than the SDC system, with fewer interactions classified as a canceled stop (10.6%).

Table 21. More than 99.9 percent of initiated stops have an accompanying stops survey.

	2018		2019		2020		2021		2022		2023	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-PPB Initiated Stops	0	0.0%	6	9.1%	38	57.6%	1	2.8%	1	4.2%	1	1.1%
PPB Assigned	0	0.0%	2	3.0%	2	3.0%	1	2.8%	1	4.2%	61	66.3%
Unknown Assignment	17	100.0%	58	87.9%	26	39.4%	34	94.4%	22	91.7%	30	32.6%
Total	17	100%	66	100%	66	100%	36	100%	24	100%	92	100%

The new Stops application also allows a complete accounting of all interactions where as mask was initiated – either through the CAD system or an eCitation – but never completed. Since 2018, a total of 301 masks were generated in the system but were never completed. The majority of these (62.1% through 2023) were never accurately assigned to an officer, either due to a typo when logging into the CAD system or a generic unit assignment. Another 47 surveys were never completed as they were stops initiated by an officer from another jurisdiction. Through 2023, only 67 surveys were assigned to a PPB officer but never completed. Overall, more than 99.9% of completed stops have an associated completed survey.

In Winter 2023, a routine audit of East Precinct’s Stolen Vehicle Operations (SVO) in 2022 identified 137 interactions (out of 330 total interactions) that meet the legal classification of a traffic or pedestrian stop but were missing a completed survey in the PPB Stops Application. The majority of the missing reports (99 interactions or 72.8% of missing reports) were due to the case being cleared inside the CAD system with an incorrect case type – preventing a STOPs mask from ever being generated. Another 28 percent of incidents (or 37 interactions) were missing due to a Portland Police Bureau member manually cancelling the survey in the STOPs application without completing it. Guidance was provided to personnel overseeing the SVO missions on proper call clearing procedures and STOP cancellation procedures to address the identified issues. Additionally, the Bureau is developing an electronic data collection application for SVO missions that will ensure more routine audits and compliance with all applicable STOPs laws and procedures.

Data Considerations

The data used this analysis is self-reported by Portland Police Bureau officers through the PPB Stops Application. The automated auditing and tracking tool ensures stops data collection is completed. However, a quality control process is not possible to verify the accuracy of the information submitted by officers or correct any data entry errors or inconsistencies. Comparison of data from the stops application with other PPB data sources has identified inconsistencies in reporting. For the purpose of this analysis, all data entered within the stops application is used as-is without any correction or update.

The race / ethnicity questions on the Stops mask are based on officer perceptions of the stopped individual. As with any perception-based field, there is an inherent amount of variance that is expected and creates a nominal degree of error among racial counts and proportions. Community

members have also identified the potential for misclassification based on officer experience and perceptions, such as Native Americans / Alaskan Natives being misclassified as Hispanic or Asian. Finally, there is no uniformity of racial classification options between different PPB systems and databases, leading to potential confusion on the part of PPB officers on how to classify community members. These potential data inconsistencies may artificially inflate the proportion of some racial groups while underestimating for others. To date, the PPB has been unable to identify a way to confirm the race of the stopped individual without asking potentially invasive questions at the time of the stop.

State-mandated changes to stops data collection variables complicate comparisons to prior years. For perceived gender questions, Non-Binary (X) was added as an option while the Unknown category was removed. Two new race/ethnicity categories were also added: Middle Eastern and Native Hawaiian or Other Pacific Islander while the Other and Unknown categories were removed. The changes to the perceived race category add additional analysis complications as the Middle Eastern category does not align with existing U.S. Census definitions and the State provided no guidance on how officers should meaningfully distinguish between the different perceived categories. It is impossible to know how the addition and removal of categories affected the classification of subjects into the racial / ethnic groups and gender categories that didn't change. Due to these modifications, any analysis of year-to-year trends should be approached with caution until the new stops application has been in place for at least three full years.

Analysis Methodology

A variety of descriptive and inferential statistical analysis methodologies were used to investigate the changes of stops over time and potential racial and ethnic disparities throughout stop interactions. All omnibus or overall statistical analyses utilized a standard significance level of .05 to describe trends. The large number of stops initiated by PPB officers in the last five years, even though the overall trend is downward, makes any statistical analysis highly sensitive to even small differences or trends, potentially overinflating the meaningfulness of the change. The converse problem happens with pedestrian stops, as the small number of overall stops can obscure even meaningful trends. When appropriate, effect size measures are included for all analysis to aid in the interpretation of analyses. All coefficients and effect sizes are included in the footnotes of each page to enhance the transparency of conclusions and aid additional interpretations or analyses.

Simple linear regressions were utilized to describe overall changes over time in stop behaviors. In instances where there were no identified stops of a specified race / ethnicity or subcategory, the overall trend was not described.

Several different analyses were conducted to investigate differences in operational division behavior and to identify potential racial and ethnic disparities in stops. Initial differences were investigated with Chi-Square Tests for Independence. On tests utilizing race / ethnicity as a category, Unknown / Other individuals were excluded due to methodological, data collection, and interpretation concerns about the category. In cases where the expected count of most cells in a particular subcategory of classification was less than 5, the entire classification was removed to preserve the power of the analysis. This led to Native American / Alaskan Native, Native Hawaiian, and Middle Eastern entries to be excluded from most driver analyses and Asian, Hispanic, Native American / Alaskan Native, Native Hawaiian, and Middle Eastern entries to be excluded from most pedestrian analyses. In cases the omnibus test met overall significance, pairwise comparisons were examined

with a Bonferroni correction to tease out specific differences. If the omnibus level was non-significant, additional analyses were not conducted.

The second analysis conducted to examine potential racial and ethnic disparities in stops and searches is an odds ratio, or Disparity Index. Stop rates for each racial / ethnic group were compared to their population benchmark (see Tables 1 and 2) to determine relative over- or under-representation in stop demographics. For search rates, stop rates for each racial group were used as the comparison benchmark. A Disparity Index value of greater than 1.0 indicates general over-representation while a value of less than 1.0 indicates general under-representation in the group; however, values between 0.75 and 1.5 are considered “benign” due to general error rates in data collection and analysis. Based on prior Bureau practices and research best practices, we focused on values above 2.0 as significant over-representation and values below 0.5 as significant under-representation. Disparity analyses were only conducted when the corresponding Chi-Square Test and pairwise comparisons revealed significant differences.

A series of binary logistic regressions were also performed to determine what factors, including perceived race / ethnicity, may significantly contribute to stop outcomes. Three separate simplified outcomes were analyzed: enforcement action (defined as receiving a warning or citation) vs. no enforcement action, citation vs. warning, and arrest (including cite-in-lieus and juvenile summons vs. non-arrest. The main effects of race, stop reason, and search results were the primary hypothesized predictors, however all possible two-way and three-way interaction effects were also included in the model as co-variables to increase the overall power of the analysis. Individual predictors for stop outcome were only considered when the overall model was statistically significant.

Results Limitations

All analyses and statistical tests were selected to help identify differences and disparities between racial and ethnic groups in driver and pedestrian stops; however, they should not be used as definitive proof of police bias, or lack thereof. The analyses do not account for all legitimate factors that may influence the reason for a stop, search, or disposition of the event, including the circumstances that led to the stop, the location of the stop, and severity of the offense. Additionally, data collection challenges could obscure the reality of interactions with community members and is not capturing all actions associated with a stop. The Portland Police Bureau is committed to improving our analysis and data collection methodologies to accurately assess and understand how bias may or may not affect stops.

APPENDIX D: BENCHMARKING DISCUSSION

A fundamental component of any analysis that seeks to determine the relationship between the perceived race and ethnicity of a driver and stopping and searching behavior by police is to understand how those stopped may or may not differ from those in the community. This comparison group, or “benchmark”, should reasonably describe the population that could be contacted, assuming no bias. A benchmark’s value depends on the extent to which it can help explain alternative reasons why stop rates might be different among different groups of people, including driving frequency, driving quality, and the location of driving⁷⁷. Academic researchers have developed and utilized different types of benchmarks for use in various situations and jurisdictions, balancing the availability of data with the strengths and limitations of each method⁷⁸. Subject matter experts emphasize that there is no perfect benchmark and recommend using a variety of methods to assess the role that bias may play in police-initiated stops⁷⁹.

Population counts and estimates from the United State Census Bureau are routinely used as benchmarks for police stops as the data is inexpensive, quick to obtain, and readily available⁸⁰. However, Census data is not a research-supported best practice due to several known limitations that are difficult to overcome, including the age, accuracy, and relevancy of the data. These limitations are described in more detail below.

CENSUS LIMITATION #1: AGE AND ACCURACY OF DATA

The decennial census conducted throughout the United States of America is usually a huge undertaking; however, the 2020 edition was exceptionally so thanks to the COVID-19 pandemic. The bureau was required to adjust its’ data collection strategies and schedules in response to the global pandemic⁸¹, which created additional error when following up households that didn’t respond to the Census⁸². Ultimately, these challenges also resulted in a higher non-response rate⁸³ than 2010⁸⁴ for the entire nation and the State of Oregon. Concerningly, BIPOC individuals – specifically, Black or African-American individuals and Hispanic or Latino individuals - were significantly

⁷⁷ Fridell, L.A. (2005). *Understanding race data from vehicle stops: A stakeholder’s guide*. Washington, DC: Police Executive Research Forum.

⁷⁸ Renauer, B.C., Henning, K., & Covelli, E. (2009). *Benchmarking Portland Police Bureau traffic stop and search data: Technical assistance report*. Portland, Ore.: Criminal Justice Policy Research Institute.

⁷⁹ Engel, R.S. & Calnon, J.M. (2004). Comparing benchmark methodologies for police-citizen contacts: Traffic stop data collection for the Pennsylvania State Police. *Police Quarterly*, 7, 97 – 125.

⁸⁰ Ridgeway, G. & MacDonald, J. (2010). Methods for assessing racially biased policing. In S. Rice & M. White (Eds.), *2010, Race, ethnicity, and policing: New and essential readings* (pp. 180-204). New York: New York University Press.

⁸¹ U.S. Census Bureau. (2022, March 28). 2020 Census Operation Adjustments Due to COVID-19. Retrieved from <https://www.census.gov/programs-surveys/decennial-census/decade/2020/planning-management/operational-adjustments.html>.

⁸² Kennel, T. (2021, March 18). *2020 Post-Enumeration Survey update* [Committee presentation]. Census Scientific Advisory Committee, Washington, DC.

⁸³ Bentley, M. (2021, August 18). 2020 Census operational quality metrics: Sub-state summaries. Retrieved from <https://www.census.gov/newsroom/blogs/random-samplings/2021/08/2020-census-operational-quality-metrics.html>

⁸⁴ U.S. Census Bureau. (2021, October 8). 2010 Census Participation Rates. Retrieved from <https://www.census.gov/data/datasets/2010/dec/2010-participation-rates.html>

undercounted in the 2020 Census⁸⁵. This is a recurring problem for population research estimates produced by the U.S. Census Bureau, as Hispanics, Black or African Americans, and Asians routinely have significantly worse response rates for the Census⁸⁶ and American Community Survey⁸⁷.

Table 22. City of Portland Race by Police Precinct, 2020

Race	Citywide		Central Precinct		East Precinct		North Precinct	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian and Alaska Native	5,167	0.8%	860	0.4%	2,516	1.0%	1,791	0.9%
Asian	56,324	8.6%	15,286	7.3%	30,261	12.4%	10,777	5.4%
Black or African American	37,667	5.8%	6,013	2.9%	12,621	5.2%	19,033	9.6%
Native Hawaiian and Other Pacific Islander	4,026	0.6%	459	0.2%	2,542	1.0%	1,025	0.5%
Other	14,356	2.2%	3,449	1.6%	6,874	2.8%	4,033	2.0%
Two or More	41,120	6.3%	12,390	5.9%	15,145	6.2%	13,585	6.9%
White	493,300	75.7%	172,030	81.7%	173,300	71.2%	147,970	74.7%

Table 23. City of Portland Ethnicity by Police Precinct, 2020

Ethnicity	Citywide		Central Precinct		East Precinct		North Precinct	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Hispanic or Latino	63,624	9.8%	14,756	7.0%	29,901	12.3%	18,967	9.6%
Not Hispanic or Latino	588,336	90.2%	195,731	93.0%	213,358	87.7%	179,247	90.4%

The 2020 Census also presents unique data understanding and utility challenges that were not present in prior versions. The Census Bureau reported that in 2020, the nation was the most racially and ethnically diverse than it has ever been before, with individuals identifying as White alone decreasing to a record low⁸⁸. This is partly attributable to natural changes in demographics, however it can be primarily attributed to survey design changes – and the subsequent analysis of these questions – enacted by the Census Bureau⁸⁹. The largest change in the questionnaire added a open-ended box directly below all racial categories – including White – which asked people to state their “origin.” Census Bureau staff are then manually coding that write-in as a separate race or ethnicity if it matches those definitions, increasing the number of respondents who are identified as having more than one racial identification⁹⁰. This change makes it nearly impossible for independent

⁸⁵ Kubba, S., Heim, K., & Hong, J. (2022). *National census coverage estimates for people in the United States by demographic characteristics: 2020 Post-Enumeration Survey estimation report*, (PES 20-G-01). Washington, DC: U.S. Census Bureau.

⁸⁶ Mule, T. (2012). *Census coverage measurement estimation report: Summary of estimates of coverage for persons in the United States*, (DSSD 2010 Census Coverage Measurement Memorandum Series #2010-G-01). Washington, DC: U.S. Census Bureau, Decennial Statistical Studies Division.

⁸⁷ Griffin, D.H. (2002). *Measuring survey nonresponse by race and ethnicity*, (Working Paper). Washington, DC: U.S. Census Bureau.

⁸⁸ Jensen, E., Jones, N., Rabe, M., Pratt, B., Medina, L., Orozco, K., & Spell, L. (2021, August 12). The chance that two people chosen at random are of difference race or ethnicity groups has increased since 2020. Retrieved from <https://www.census.gov/library/stories/2021/08/2020-united-states-population-more-racially-ethnically-diverse-than-2010.html>.

⁸⁹ Jones, N., Marks, R., Ramirez, R., & Rios-Vargas, M. (2021, August 12). 2020 Census illustrates racial and ethnic composition of the country. Retrieved from <https://www.census.gov/library/stories/2021/08/improved-race-ethnicity-measures-reveal-united-states-population-much-more-multiracial.html>

⁹⁰ Schuster, L. (2021, December 13). We’re reporting census data all wrong. Retrieved from https://www.bostonindicators.org/article-pages/2021/december/census_reporting.

researchers to compare 2020 Census results to prior years or alternative data sources, such as a records management system or third-party perception ratings of race and ethnicity.

Additionally, the 2020 Census is already out-of-date. The entire Portland metropolitan region grew by about 0.4% in 2022⁹¹, almost entirely due to people migrating to the city from other areas of the state and county⁹². Migration is also increasing diversity across Oregon⁹³ and that is especially true within Multnomah County⁹⁴. Over the last 10 years⁹⁵, all race / ethnic groups except for American Indian or Alaskan Natives have grown at a faster rate than White individuals. In fact, the number of White individuals residing in Multnomah County barely grew since 2010⁹⁶, adding only a total of 3,701 individuals. This is vastly different than the Census Bureau estimated prior to 2020, and highlights the general problem with estimates of the resident population between decennial censuses. Analyses indicate that the

average error rate for the overall population for counties similar to Multnomah County (in size and growth) is $\pm 1.61\%$ - the best performing estimate for the Census Bureau⁹⁷. The American Community Survey – the only other Census product that produces race/ethnicity

Table 24. Multnomah County Population, 2010 - 2020

Race / Ethnicity	2010 Census		2020 Census		Growth Rate
	Count	Percent	Count	Percent	
American Indian and Alaska Native	5,576	0.8%	5,455	0.7%	- 2.2%
Asian	47,844	6.5%	61,280	7.5%	+ 28.1%
Black or African American	40,167	5.5%	43,793	5.4%	+ 9.0%
Hispanic or Latino	80,138	10.9%	103,753	12.7%	+ 29.5%
Native Hawaiian and Other Pacific Islander	3,976	0.5%	5,251	0.6%	+ 32.1%
Other	1,520	0.2%	4,885	0.6%	+ 221.4%
Two or More	25,711	3.5%	55,388	6.8%	+ 115.4%
White	531,922	72.2%	535,623	65.7%	+ 0.7%

demographic estimates for local jurisdictions was rated as the least accurate, with overall margin of error ranging from $\pm 4.72\%$ for five-year estimates to $\pm 5.21\%$ for one-year estimates. A literature review did not yield any research on the estimation accuracy of county subpopulations, including race and ethnicity, for Census Bureau products; however, general statistical methodology dictates that higher margin of errors should exist for Hispanic, Black or African American, Asian or other non-White populations in the area due to their smaller frequency in the population.

⁹¹ Population Research Center. (2022, April 19). 2021 Annual Population Report Tables. Population Research Center, Portland State University. Retrieved from <https://www.pdx.edu/population-research/population-estimate-reports>

⁹² Lehner, J. (2022, August 11). A checkup on Oregon's vital statistics. Retrieved from <https://oregoneconomicanalysis.com/2022/08/11/a-checkup-on-oregons-vital-statistics/>.

⁹³ Lehner, J. (2019, January 8). Migration diversifies Oregon, barely. Retrieved from <https://oregoneconomicanalysis.com/2019/01/08/migration-diversifies-oregon-barely/>

⁹⁴ County is the smallest geographic area in which the U.S. Census Bureau produces annual population estimates and is a good proxy for general population trends. The City of Portland represents about 79 percent of the County's population and about 31 percent of the County's land area. 2021 population estimates are scheduled to be released in June 2022.

⁹⁵ U.S. Census Bureau. (2021). 2020 Decennial Census. Table P2: Hispanic or Latino, and not Hispanic or Latino by Race. U.S. Census Bureau.

⁹⁶ U.S. Census Bureau. (2011). 2010 Decennial Census. Table P2: Hispanic or Latino, and not Hispanic or Latino by Race. U.S. Census Bureau.

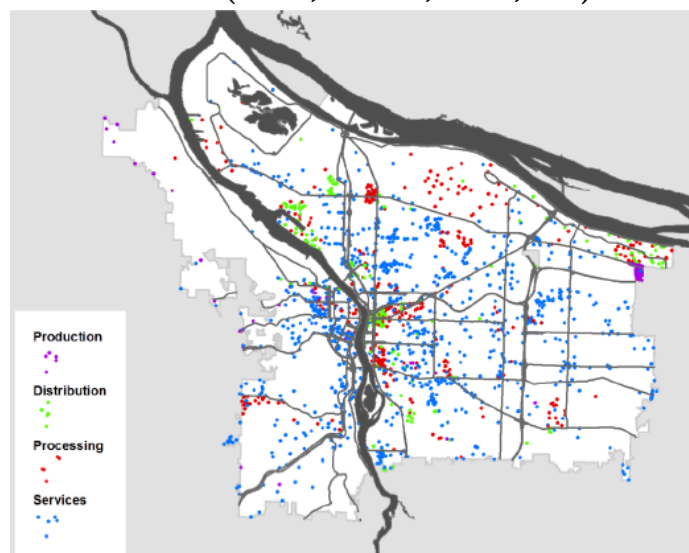
⁹⁷ Yowell, T. & Devine, J. (2013). *Evaluating current and alternative methods to produce 2010 county population estimates*, (U.S. Census Bureau Working Paper No. 100). Washington, DC: U.S. Census Bureau Population Division.

CENSUS LIMITATION #2: ONLY INCLUDES RESIDENT POPULATION

Census products, including the decennial census, population estimates, and the American Community Survey, are explicitly focused on the residential population in the observed jurisdictions. However, Portland residents are not the only population subjected to traffic stops, as the rules of the road apply equally to all road users, including visitors and commuters, regardless of their residency. As the economic center for the region, 219,347 commuters enter Portland daily⁹⁸, swelling the daily commuter-adjusted population estimate⁹⁹ to about 871,000. Most commuters (60.3%) report operating a car or motorcycle to drive alone to work¹⁰⁰, adding 290,000 motor vehicles to the road per day (excluding carpoolers). In addition to commuters, the region is a vibrant tourist destination, as a total of 7.25 million people had an overnight trip in the area in 2021 and stayed an average of 3.4 nights¹⁰¹, boosting the daily population by another 68,000 individuals. About 85 percent of visitors reported operating a motor vehicle – including a personal vehicle or rental car – during their visit, further increasing the number of individuals on Portland roadways¹⁰².

Commuters and tourists are not the only groups that add to Portland's population, as a vibrant entertainment scene invites temporary visitors from neighboring jurisdictions. The City of Portland has more food service employees per capita than any other city in the region with large numbers of restaurants in the Downtown core and along transportation routes¹⁰³. These food services, along with nightlife venues, festivals, and other entertainment options, are destinations for locals and non-locals alike, increasing the number of road users on nights and weekends. The demographics of neighboring municipalities closely

Figure 11. Food employment density in the City of Portland (Green, Schrock, & Liu, 2012)



⁹⁸ U.S. Census Bureau. (2022). LEHD Origin-Destination Employment Statistics Data (2002 – 2020). U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program.

⁹⁹ Total Resident Population + Total Workers Working In Area – Total Workers Living in Area. Equation retrieved from <https://www.census.gov/topics/employment/commuting/guidance/calculations.html>

¹⁰⁰ U.S. Census Bureau. (2022). 2017 – 2021 American Community Survey 5-Year Estimates. Table B08601: Means of Transportation to Work for Workplace Geography. U.S. Census Bureau, American Community Survey.

¹⁰¹ Dean Runyan Associates. (2022). *The Economic Impact of Travel in Oregon: 2021p (Preliminary)*. Portland, Ore: Oregon Tourism Commission. Retrieved from <https://industry.traveloregon.com/resources/research/oregon-travel-impacts-2003-2021-dean-runyan-associates/>

¹⁰² Longwoods International (2018). *Oregon 2017 Regional Visitor Report: Portland Region*. <http://industry.traveloregon.com/research/archive/portland-region-overnight-travel-study-2017-longwoods-international/>

¹⁰³ Green, J., Schrock, G., & Liu, J. (2015). *Portland's Food Economy: Trends and Contributions*. Portland, Ore: City of Portland Bureau of Planning and Sustainability. Retrieved from <https://www.portlandoregon.gov/bps/article/548390>

resemble Portland’s demographics, with White as the largest group in every jurisdiction¹⁰⁴. Data from the 2020 U.S. Census indicates that most Portland suburbs have a higher Hispanic or Latino population and smaller Black or African-American population than Portland as a whole. Most transit usage occurs during the peak hours of 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. on weekdays¹⁰⁵, indicating that most people temporarily visiting Portland for entertainment purposes are likely driving or carpooling to the locale.

Table 25. Racial and Ethnic Demographics of Neighboring Jurisdictions from the 2020 U.S. Census

Race / Ethnicity	Vancouver		Gresham		Beaverton		Tigard		Lake Oswego	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian and Alaska Native	3,309	1.7%	878	0.8%	334	0.3%	196	0.4%	71	0.2%
Asian	10,198	5.3%	6,791	5.9%	11,724	12.0%	4,822	8.8%	3,340	8.2%
Black or African American	5,914	3.1%	5,665	5.0%	2,669	2.7%	1,080	2.0%	310	0.8%
Hispanic or Latino	30,541	15.8%	24,043	21.0%	17,677	18.1%	7,442	13.6%	2,145	5.3%
Native Hawaiian and Other Pacific Islander	3,309	1.7%	1,213	1.1%	503	0.5%	537	1.0%	57	0.1%
Other	959	0.5%	559	0.5%	518	0.5%	278	0.5%	212	0.5%
Two or More	12,603	6.5%	7,001	6.1%	6,532	6.7%	3,485	6.4%	2,482	6.1%
White	126,109	65.4%	68,097	59.6%	57,537	59.0%	36,699	67.3%	32,114	78.8%

The dramatic changes in the city’s population each day makes it especially difficult to understand the demographics of who may be utilizing the City’s public roadways. Portland ranks in the bottom half of all large cities nationwide in Black or African American employment – but in the upper half for White, Hispanic, and Asian employment¹⁰⁶ – highlighting the racial disparities that exist in the City. Black or African American individuals that live in Portland have the lowest labor force participation rate for any racial group, whereas Hispanic or Latinos (of any race) have the highest in the City¹⁰⁷. Nationally, White individuals (16.8%) are more likely to be employed part-time than Black or African American individuals (14.4%)¹⁰⁸, which means that group may be more likely to commute outside of the traditional “rush hours”, further complicating any benchmark of who may be using the public roadways at any particular hour.

The differential commute patterns for individuals that either live, work, or visit Portland further complicate efforts to benchmark Stops data. White individuals that live (53.7%)¹⁰⁹ in Portland are about as likely to drive alone to work than Black individuals (56.1%)¹¹⁰, however White individuals

¹⁰⁴ U.S. Census Bureau. (2021). 2020 Decennial Census. Table P2: Hispanic or Latino, and not Hispanic or Latino by Race. U.S. Census Bureau.

¹⁰⁵ TriMet Code 19.05(A)(D)

¹⁰⁶ Ross, M. & Holmes, N. (2017, Feb. 27). Employment by race and place: Snapshots of America. Retrieved from <https://www.brookings.edu/blog/the-avenue/2017/02/27/employment-by-race-and-place-snapshots-of-america/>

¹⁰⁷ U.S. Census Bureau. (2022). 2017 – 2021 American Community Survey 5-Year Estimates. Table S2301: Employment Status. U.S. Census Bureau, American Community Survey.

¹⁰⁸ Bureau of Labor Statistics, US Department of Labor (2023). Household data: Annual averages: 12. Employed persons by sex, occupation, class of worker, full- or part-time status, and race. Bureau of Labor Statistics, Current Population Survey. Retrieved from <https://www.bls.gov/cps/cpsaat12.htm>

¹⁰⁹ U.S. Census Bureau. (2022). 2017 – 2021 American Community Survey 5-Year Estimates. Table B08105H: Means of Transportation to Work (White Alone, Not Hispanic or Latino). U.S. Census Bureau, American Community Survey.

¹¹⁰ U.S. Census Bureau. (2022). 2017 – 2021 American Community Survey 5-Year Estimates. Table B08105B: Means of Transportation to Work (Black or African American Alone). U.S. Census Bureau, American Community Survey.

that work in the City (60.9%)¹¹¹ are more likely to drive alone than Black individuals (58.1%)¹¹². Black individuals more likely to utilize shared transportation methods such as mass transit (14.4%, 13.2%)^{139,141} than White individuals (9.0%, 8.8%)^{138,140}. These differences in commute methods, combined with the variation in employment levels, likely means there are more cars on the road operated by White individuals than Black individuals, especially during business hours. Racial and ethnic demographics also vary substantially for tourists and visitors – who primarily drive – to the area, as the majority of visitors identify themselves as White (83%) with only 3 percent self-identifying as African-American¹¹³.

By only focusing on the resident population of Portland – which the U.S. Census does – it excludes a significant portion of people that could be using the City’s roadways. Employment and commute pattern demographics indicate that is reasonable to expect an increase in the number of White individuals on Portland roadways. However, much of this growth is primarily during the standard work week. Black or African American individuals are more likely to be unemployed or work part-time, making their roadway usage unpredictable by traditional measures. Available statistics also don’t highlight where certain demographics may be driving, as the purpose of your trip may influence where and when you use City roadways.

CENSUS LIMITATION #3: DOES NOT ACCOUNT FOR DIFFERENTIAL EXPOSURE

The readily available data from the U.S. Census fails to accurately identify the demographic breakdown of who might be using the City’s public roadways in 2019. However, even if it sufficiently described the entire driving population, it would still fail to account for the reality that not all drivers are equally likely to be stopped by police. As described by Tillyer, Engel, and Cherkauskas (2009)¹¹⁴, the best benchmarks “reflect the drivers’ *risk* of being stopped, assuming no bias” on the part of police. There are numerous legitimate and legal reasons why an individual would have the potential for differential exposure to law enforcement officers, and the best benchmarks attempt to account for those.

¹¹¹ U.S. Census Bureau. (2022). 2017 – 2021 American Community Survey 5-Year Estimates. Table B08505H: Means of Transportation to Work for Workplace Geography (White Alone, Not Hispanic or Latino). U.S. Census Bureau, American Community Survey.

¹¹² U.S. Census Bureau. (2022). 2017 – 2021 American Community Survey 5-Year Estimates. Table B08505B: Means of Transportation to Work for Workplace Geography (Black or African American Alone). U.S. Census Bureau, American Community Survey.

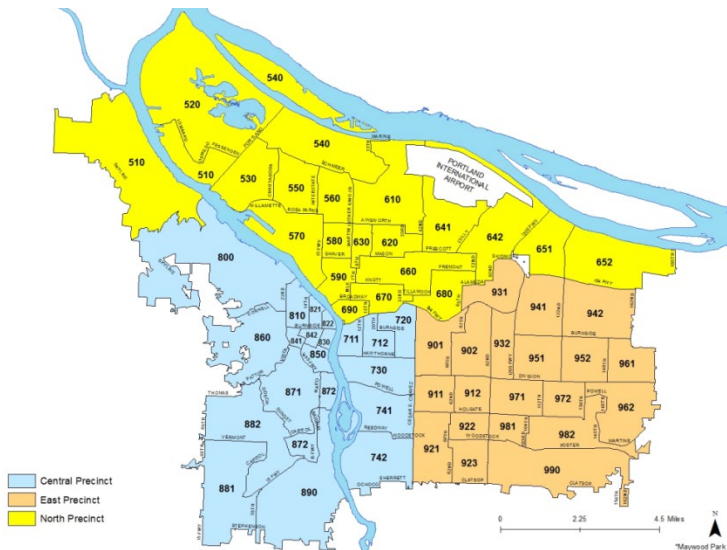
¹¹³ Longwoods International (2018). *Oregon 2017 Regional Visitor Report: Portland Region*.

<http://industry.traveloregon.com/research/archive/portland-region-overnight-travel-study-2017-longwoods-international/>

¹¹⁴ Tillyer, R., Engel, R.S., & Cherkauskas, J.C. (2009). Best practices in vehicle stop data collection and analysis. *Policing: An International Journal of Police Strategies & Management*, 33, 69 – 92.

The area in which the subject is driving is a significant factor in how likely an individual is to be contacted by police. The City of Portland is divided into 3 different administrative areas, called precincts, which form the basis of police patrol activity. Each precinct is further divided into 20 subunits, called patrol districts, that were sized and balanced in 2009 to account for variations in 9-1-1 calls and other calls for police service. The relative size of the district impacts whether a person is more or less likely to encounter an officer on patrol – for instance, driving in District 822 in the Old Town / Chinatown area of Portland (with 7.9 miles of roadways) a subject is more likely to encounter an officer on patrol than in District 882 in Southwest Portland (with 89.4 miles of roadways).

Figure 12. Portland Precincts and Patrol Districts



However, due to staffing shortages across the Bureau, not every precinct and district is staffed evenly; in 2022, not a single precinct had a staffing minimum of 20 officers for every shift¹¹⁵ to ensure each patrol district had at least one officer assigned for all hours of the day. Multiple officers may also be assigned to the same unit, further reducing the overall coverage within a precinct. Without a full complement of officers available, staffing supervisors prioritize district assignment and special patrols based, in part, on reducing violent crime and responding to calls for service, including 9-1-1 calls, from community members. Where an officer patrols can also have significant impact on their policing strategy and discretionary activity, as officers are more likely to take reports and make arrests in areas that are perceived to be high crime, even for more minor offenses that may be handled less formally in other areas of the jurisdiction¹¹⁶.

The intersection between the common patrol areas for Portland police officers and where a subject lives, works, visits, or transits through is a key component of understanding a subject's risk of being stopped when engaging in dangerous or other illegal driving behaviors. About 66 percent of Portland's population self-identified as "White" on the 2020 U.S. Census; however, this does not mean that ratio is true for every neighborhood in the City. Traditional measures of segregation show that Portland is relatively well-integrated, ranking in the top 25% for the largest metro areas¹¹⁷ and cities¹¹⁸. However, this is partly due to methodological challenges, as the city's overall lack of racial

¹¹⁵ Central, East, and North Precincts had 3 shifts: A-Shift (Day) from 7 a.m. to 5 p.m.; C-Shift (Afternoon) from 4 p.m. to 2 a.m.; E-Shift (Night) from 10 p.m. to 8 a.m.

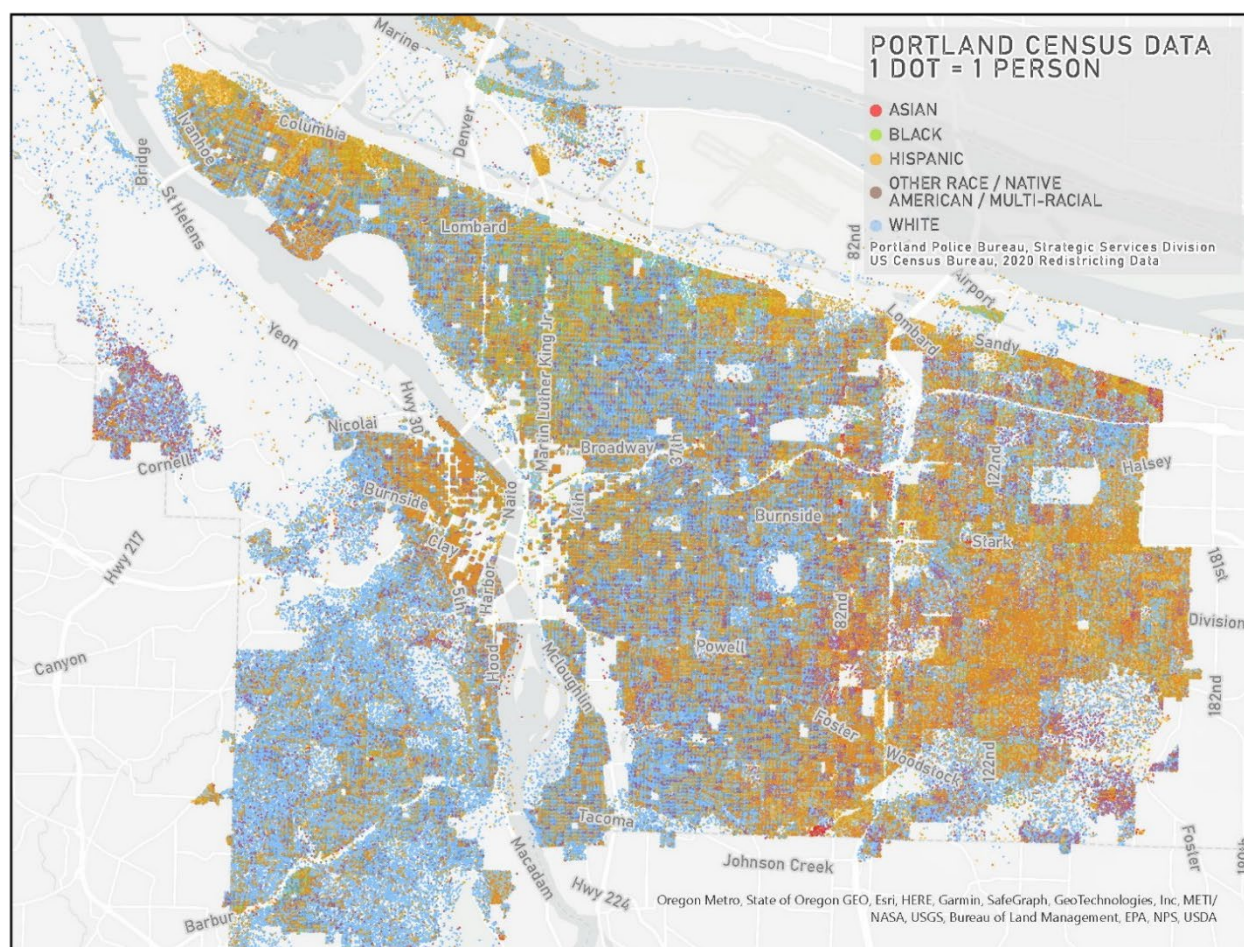
¹¹⁶ Lum, C. (2009). *Does the "race of places" influence police officer decision making?*, Final report, W.E.B. DuBois Fellowship (Award #2007-IF-CX-0032), National Institute of Justice. Washington, DC: U.S. National Institute of Justice. Retrieved from <https://www.ncjrs.gov/pdffiles1/nij/grants/231931.pdf>

¹¹⁷ Michigan Population Studies Center, Institute for Social Research, University of Michigan. (n.d.). New racial segregation measures for large metropolitan areas: Analysis of the 1990-2010 decennial censuses. Retrieved from <https://www.psc.isr.umich.edu/dis/census/segregation2010.html>

¹¹⁸ Silver, N. (2015, May 1). The most diverse cities are often the most segregated. Retrieved from <https://fivethirtyeight.com/features/the-most-diverse-cities-are-often-the-most-segregated/>

diversity limits the usefulness of these measures for Portland. Graphical analyses of Portland racial demographics (see Figure 13) show that Black, Hispanic, and Asian populations cluster in distinct pockets around the City – but these are small enough that a Census tract-based analysis would have difficulty differentiating.

Figure 13. Spatial representation of Portland racial demographics, 2020 US Census



Comparing the residences of Portland’s population with the top locations for 9-1-1 calls and violent crime helps explain the differential exposure to law enforcement in Portland across different racial groups. East Precinct – especially along NE/SE 82nd Avenue, NE/SE 122nd Avenue, and SE Division Street – receive large proportions of the calls for service and violent crime in the City. These areas also coincide with some of the least-White portions of Portland, increasing the likelihood that Hispanic- and Asian-identifying Portlanders encounter a law enforcement officer in the area. Inner Northeast and North Portland also see elevated levels of crime and activity, increasing the likelihood that Black-identifying Portlanders may be contacted by Portland police officers doing patrol work. Conversely, the neighborhoods with the highest proportion of White residents – namely Southwest Portland, the Sellwood-Westmoreland/Eastmoreland neighborhoods in Southeast, and Alameda/Beaumont-Wilshire neighborhoods in Northeast have some of the lowest activity in the City, decreasing the likelihood that residents of those areas would encounter a Portland police officer in their neighborhood.

The analysis also highlights the drawback of using U.S. Census residential data to benchmark traffic stops and police activity. Portland's city center – namely Downtown, Old Town/Chinatown, the Pearl District, Central Eastside Industrial District, and the Lloyd District – are the most active spots in Portland for reported violent crimes and calls for service. However, large portions of these areas were reported to have no official residents as they are primarily places of commerce and business. These areas also have the largest population of houseless and unsheltered populations in the City, which are notoriously hard to locate and count for the decennial censuses¹¹⁹. This is especially relevant given that people that identified as American Indian or Alaskan Native, Native Hawaiian or Pacific Islander, and Black or African American are over-represented in City homelessness rates¹²⁰. Unsheltered people of color disproportionately reported sleeping in the Downtown area compared to other areas in town, further increasing their risk of being contacted by law enforcement officials in the busiest part of town.

The rapid growth and change in Portland's neighborhoods is also likely increasing the risk certain communities face in encountering a police officer while driving. Portland has one of the highest rates of gentrification and displacement in the county¹²¹ with the displacement most prominently affecting traditionally Black communities in North and Northeast Portland¹²². Even though residents are being displaced, it does not necessarily mean their whole community has moved – displaced residents are still traveling to their former communities to shop, worship, work, and visit friends/family. Displaced residents are forced to move further from public transportation hubs¹²³, which can increase the total number of miles based on land use policies and the transportation network¹²⁴. The increased travel time, and miles, that displaced residents of color face increases the likelihood they encounter a Portland police officer on patrol, especially as they commute through high police-activity areas on main arterials.

¹¹⁹ U.S. Government Accountability Office. (2018, July). *2020 Census: Actions Needed to Address Challenges to Enumerating Hard-to-Count Groups*. (Publication No. GAO-18-599). Retrieved from <https://www.gao.gov/assets/700/693450.pdf>

¹²⁰ Joint Office of Homeless Services. (2019). *2019 Point-in-Time Count of Homelessness in Portland/Gresham/Multnomah County, Oregon*. Portland, Ore: Multnomah County. Retrieved from <https://multco.us/housing-and-homelessness/point-time-counts>

¹²¹ Richardson, J., Mitchell, B., & Franco, J. (2019). *Shifting neighborhoods: Gentrification and cultural displacement in American cities*. Washington, DC: National Community Reinvestment Coalition. Retrieved from <https://ncrc.org/gentrification/>

¹²² Bureau of Planning and Sustainability, City of Portland. (2018). *2018 gentrification and displacement neighborhood typology assessment: Key findings and methodology report*. Retrieved from <https://www.portlandoregon.gov/bps/62635>

¹²³ Soursourian, M. (2012). *Community development research brief: Suburbanization of poverty in the Bay Area*. San Francisco: Federal Reserve Bank of San Francisco. Retrieved from <https://www.frbsf.org/community-development/files/Suburbanization-of-Poverty-in-the-Bay-Area2.pdf>

¹²⁴ Chatman, D.G., Xu, R., Park, J. & Spevack, A. (2017). Chapter 4: The effects on auto use of household displacement from rail station areas. In K. Chapple, P. Waddell, D. Chatman, A. Loukaitou-Sideris, & P. Ong. *Developing a new methodology for analyzing potential displacement* (pp. 156 – 180). Berkeley, Calif.: University of California, Berkeley.

APPENDIX E: PERCEIVED GENDER ANALYSIS

The Portland Police Bureau collects data on the officer's perception of the race, gender, and age of all stopped drivers and pedestrians. Male subjects were the most stopped group across all stop types in 2023, representing 71.2% of all stops. Non-Traffic officers were significantly more likely to stop male drivers whereas Traffic officers were significantly more likely to stop female drivers¹²⁵. Stop rates for any perceived gender have not changed significantly over the past five years.

Table 26. Non-Traffic officers stopped male and non-binary drivers at a significantly higher rate.

	Gender	2019		2020		2021		2022		2023	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	Female	5,061	34.8%	4,286	31.5%	1,188	32.0%	1,022	33.8%	2,069	32.2%
	Male	9,461	65.1%	9,308	68.3%	2,513	67.7%	1,999	66.0%	4,337	67.5%
	Non-Binary	10	0.1%	30	0.2%	11	0.3%	7	0.2%	23	0.4%
	Traffic Total	14,532	100%	13,624	100%	3,712	100%	3,028	100%	6,429	100%
Non-Traffic	Female	5,031	27.2%	3,082	27.1%	2,830	27.4%	2,738	26.0%	2,777	26.0%
	Male	13,426	72.6%	8,220	72.3%	7,426	72.0%	7,731	73.4%	7,853	73.5%
	Non-Binary	46	0.2%	65	0.6%	60	0.6%	67	0.6%	54	0.5%
	Non-Traffic Total	18,503	100%	11,367	100%	10,316	100%	10,536	100%	10,684	100%

Table 27. Male pedestrians have traditionally been stopped at a higher rate than male drivers.

	Gender	2019		2020		2021		2022		2023	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	Female	23	23.7%	11	28.9%	0	0.0%	1	50.0%	4	50.0%
	Male	74	76.3%	27	71.1%	4	100.0%	1	50.0%	4	50.0%
	Non-Binary	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Traffic Total	97	100%	38	100%	4	100%	2	100%	8	100%
Non-Traffic	Female	166	16.1%	24	11.8%	6	14.0%	10	9.5%	11	29.7%
	Male	867	83.8%	179	88.2%	36	83.7%	95	90.5%	26	70.3%
	Non-Binary	1	0.1%	0	0.0%	1	2.3%	0	0.0%	0	0.0%
	Non-Traffic Total	1,034	100%	203	100%	43	100%	105	100%	37	100%

When analyzing stops data for disparities by race, it is important to use the best benchmark that acts as a proxy for subjects that may be working, living, recreating, or transiting in an area is supported by the literature. However, the literature shows that no single measure explains potential gender differences by geographic location, with age and physical activity¹²⁶, economic factors¹²⁷, and sexual preference¹²⁸ all contributing to locale-based gender differences. Furthermore, women are also more

Table 28. 2023 Injury Collision Statistics, by Gender of Drivers

Gender	2023	
	Count	Percent
Female	478	36.0%
Male	851	64.0%
Total	1,329	100.0%

¹²⁵ $\chi^2 = 76.831, p < .001, df = 2$

¹²⁶ Pollard, T.M. & Wagnild, J.M. (2017). Gender differences in walking (for leisure, transport, and in total) across adult life: a systematic review. *BMC Public Health*, 17.

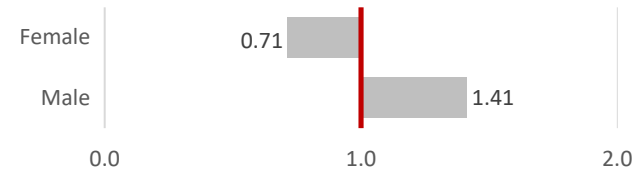
¹²⁷ Chetty, R., Hendren, N., Lin, F., Majerovitz, J., & Scuderi, B. (2016). *Childhood environment and gender gaps in adulthood (Working Paper No. 21936)*. Cambridge, MA: National Bureau of Economic Research.

¹²⁸ Diehm, J. (2018, June). Men are from Chelsea, Women are from Park Slope: How “gayborhoods” in 15 major American cities are divided by gender. Retrieved from <https://pudding.cool/2018/06/gayborhoods/>.

likely to report being victims of violent crimes¹²⁹. Driving behavior can be influenced by the gender of the driver¹³⁰, making those individuals more (or less) likely to come in contact with traffic enforcement personnel. Without comprehensive research on how known and unknown factors contribute to geographic place-making in Portland, the Injury Collision Benchmark¹³¹ for all gender-based driver analyses in 2023.

Based on the reported gender of individuals involved in injury collisions, drivers are stopped similar to expected rates. No comparable benchmark exists for pedestrian stops, so no analysis was conducted.

Figure 14. Drivers are stopped at rates similar to the 2023 Injury Collision Benchmark



Stop Reasons

Non-Traffic officers¹³² and Traffic officers¹³³ display significantly different stop patterns based on the perceived gender of the driver. Female drivers were more likely to be stopped by both divisions for committing a violation for Dangerous Driving Behaviors whereas male drivers were more likely to be stopped for Minor Moving Violations. Traffic personnel were also significantly more likely to stop a male driver for a Non-Moving Violation and Non-Traffic personnel were significantly more likely to stop a male driver for a Non-Traffic Offense. Female drivers were also significantly more likely to be stopped solely for a traffic offense¹³⁴ when stopped by Non-Traffic officers.

Table 29. Female drivers were significantly more likely to be stopped for a Dangerous Driving Behavior than Male drivers.

	Gender	Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor		Violations		Offenses	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	Female	1,812	87.6%	168	8.1%	87	4.2%	2	0.1%
	Male	3,617	83.4%	458	10.6%	247	5.7%	15	0.3%
	Non-Binary	22	95.7%	1	4.3%	0	0.0%	0	0.0%
	Total	5,451	84.8%	627	9.8%	334	5.2%	17	0.3%
	Gender	Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor		Violations		Offenses	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	Female	1,415	51.0%	334	12.0%	989	35.6%	39	1.4%
	Male	3,690	47.0%	1,134	14.4%	2,801	35.7%	228	2.9%
	Non-Binary	32	59.3%	9	16.7%	9	16.7%	4	7.4%
	Total	5,137	48.1%	1,477	13.8%	3,799	35.6%	271	2.5%

¹²⁹ Morgan, R.E., & Truman, J.L. (2018). *Criminal Victimization, 2017* (NCJ 252472). Washington, D.C.: Bureau of Justice Statistics, U.S. Department of Justice.

¹³⁰ Song, X., Yin, Y., Cao, H., Zhao, S., Li, M. & Yi, B. (2021). The mediating effect of driver characteristics on risky driving behaviors moderated by gender, and the classification model of driver's driving risk. *Accident Analysis & Prevention*, 153.

¹³¹ The PPB's records management system, RegJIN, does not include "Non-Binary" as possible gender category so the group cannot be included in any benchmark analyses.

¹³² $\chi^2 = 33.722, p < .001, df = 3$

¹³³ $\chi^2 = 20.669, p < .001, df = 3$

¹³⁴ $\chi^2 = 17.763, p < .001, df = 2$

Table 30. All pedestrian perceived gender groups were stopped most often for Non-Traffic Offenses.

	Gender	Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	Female	0	0.0%	3	75.0%	0	0.0%	1	25.0%
	Male	2	50.0%	2	50.0%	0	0.0%	0	0.0%
	Non-Binary	--	--	--	--	--	--	--	--
	Total	2	25.0%	5	62.5%	0	0.0%	1	12.5%
Non-Traffic	Female	0	0.0%	1	10.0%	0	0.0%	9	90.0%
	Male	8	30.8%	7	26.9%	1	3.8%	10	38.5%
	Non-Binary	--	--	--	--	--	--	--	--
	Total	8	22.2%	8	22.2%	1	2.8%	19	52.8%

Search Rates by Gender

Search rates, based on perceived gender, have significantly changed over the last five years. Males and females were both searched significantly less than they were five years ago¹³⁵. Male subjects were significantly more likely to asked to consent to a search when compared to female subjects (0.5% vs. 0.2%)¹³⁶. Small sample sizes on consent denials prevent any statistical comparison between perceived gender groups.

Figure 15. Search rates have declined for all perceived gender groups since 2019.

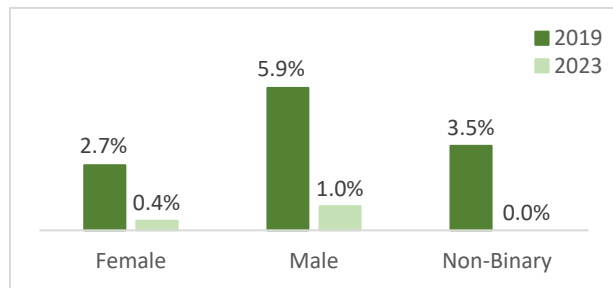


Table 31. Male subjects are significantly more likely to be searched than female subjects.

	Gender	Total Subjects Searched		Consent		Warrant		Warrant Exception	
		Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Traffic	Female	2	0.1%	1	50.0%	0	0.0%	1	50.0%
	Male	33	0.8%	7	21.2%	6	18.2%	22	66.7%
	Non-Binary	0	0.0%	--	--	--	--	--	--
	Total	35	0.7%	8	22.9%	6	17.1%	23	65.7%
Non-Traffic	Female	17	1.2%	4	23.5%	1	5.9%	13	76.5%
	Male	89	1.6%	39	43.8%	9	10.1%	44	49.4%
	Non-Binary	0	1.5%	--	--	--	--	--	--
	Total	106	1.5%	43	40.6%	10	9.4%	57	53.8%

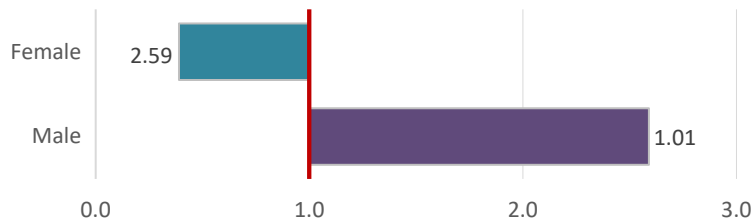
- NOTE: More than one search type can be utilized and recorded on each interaction

¹³⁵ Female: $p < .005$, $r^2 = .95$; Male: $p < .006$, $r^2 = .94$

¹³⁶ $\chi^2 = 7.932$, $p < .006$, $df = 1$

Subjects perceived to be male were searched at a significantly different¹³⁷ – and disparate rate – in 2023. This is the first time in three years – and third time overall in the past five years – where PPB personnel searched male subjects at a disparate rate. There was no significant difference between subjects perceived to be male or female subjects on the likelihood of being searched¹³⁸ with Consent or with a Warrant Exception. Small sample sizes on warrants prevent any statistical comparison between perceived gender groups.

Figure 16. Males have been searched at a disparate rate three out of the last five years.



Contraband Hit Rates

In 2023, there were no significant differences¹³⁹ in the contraband recovery rate between male and female subjects at the conclusion of a discretionary search. Males were found with contraband in 69.7% of searches, while females were found with contraband in 47.4% of searches. Drugs and Alcohol were the most commonly found items for male and female subjects.

Table 32. Alcohol is the most commonly uncovered item during subject searches.

Gender	Total Searches	Found Contraband		Alcohol		Drugs		Firearms		Other Weapons		Stolen Property		Other	
	Count	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Female	19	9	47.4%	5	26.3%	4	21.1%	0	0.0%	0	0.0%	0	0.0%	1	5.3%
Male	122	85	69.7%	32	26.2%	27	22.1%	22	18.0%	5	4.1%	3	2.5%	16	13.1%
Non-Binary	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Total	141	94	66.7%	37	26.2%	31	22.0%	22	15.6%	5	3.5%	3	2.1%	17	12.1%

Stop Outcomes

Table 33. Male subjects were significantly more likely to be arrested – regardless of PPB division.

Traffic	Total Stops		Enforcement Action											
			None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent		
	Female	2,073	32.2%	7	0.3%	348	16.8%	1,693	81.7%	10	0.5%	1	0.0%	14
Male	4,341	67.4%	12	0.3%	738	17.0%	3,467	79.9%	40	0.9%	0	0.0%	84	1.9%
Non-Binary	23	0.4%	0	0.0%	10	43.5%	13	56.5%	0	0.0%	0	0.0%	0	0.0%
Total	6,437	100.0%	19	0.3%	1,096	17.2%	5,173	81.0%	50	0.8%	1	0.0%	98	1.5%

Non-Traffic	Total Stops		Enforcement Action											
			None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent		
	Female	2,788	26.0%	128	4.6%	2,153	77.2%	384	13.8%	24	0.9%	1	0.0%	98
Male	7,879	73.5%	392	5.0%	5,824	73.9%	1,018	12.9%	99	1.3%	1	0.0%	545	6.9%
Non-Binary	54	0.5%	13	24.1%	36	66.7%	3	5.6%	0	0.0%	0	0.0%	2	3.7%
Total	10,721	100.0%	533	5.0%	8,013	75.6%	1,405	13.3%	123	1.2%	2	0.0%	645	6.1%

Male and female subjects had significantly different stop dispositions when stopped by a Portland Police Bureau officer from either division¹⁴⁰. Both divisions were significantly more likely to arrest a male subject than a female subject. Traffic officers were also significantly more likely to warn a

¹³⁷ $\chi^2 = 15.677, p < .001, df = 1$

¹³⁸ Consent: $\chi^2 = 0.924, p < .34, df = 1$; Warrant Exception: $\chi^2 = 2.569, p < .11, df = 1$

¹³⁹ $\chi^2 = 3.680, p < .06, df = 1$

¹⁴⁰ Traffic: $\chi^2 = 18.825, p < .002, df = 4$; Non-Traffic: $\chi^2 = 47.114, p < .001, df = 4$

female subject. The progressive nature of a stop, and the multiple decision points within the interaction, make it difficult to discern what role, if any, gender bias plays in stop disposition.

APPENDIX F: PERCEIVED AGE ANALYSIS

Table 34. Adults aged 25 to 64 are the most commonly stopped group of drivers.

	Age	2019		2020		2021		2022		2023	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	Less than 16	13	0.1%	18	0.1%	4	0.1%	3	0.1%	10	0.2%
	16 to 24	2,519	17.3%	2,689	19.7%	609	16.4%	530	17.5%	1,339	20.8%
	25 to 64	11,373	78.3%	10,438	76.6%	2,939	79.2%	2,339	77.2%	4,837	75.2%
	65 or Older	627	4.3%	479	3.5%	160	4.3%	156	5.2%	243	3.8%
	Traffic Total	14,532	100%	13,624	100%	3,712	100%	3,028	100%	6,429	100%
Non-Traffic	Less than 16	28	0.2%	23	0.2%	21	0.2%	24	0.2%	27	0.3%
	16 to 24	2,810	15.2%	1,669	14.7%	1,530	14.8%	1,374	13.0%	1,521	14.2%
	25 to 64	15,156	81.9%	9,435	83.0%	8,509	82.5%	8,921	84.7%	8,892	83.2%
	65 or Older	509	3.5%	240	1.8%	256	6.9%	217	7.2%	244	3.8%
	Non-Traffic Total	18,503	100%	11,367	100%	10,316	100%	10,536	100%	10,684	100%

Table 35. Adults aged 25 to 64 are the most commonly stopped group of pedestrians.

	Age	2019		2020		2021		2022		2023	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	Less than 16	0	0.0%	1	2.6%	0	0.0%	0	0.0%	0	0.0%
	16 to 24	11	11.3%	8	21.1%	1	25.0%	1	50.0%	0	0.0%
	25 to 64	84	86.6%	28	73.7%	3	75.0%	0	0.0%	8	100.0%
	65 or Older	2	2.1%	1	2.6%	0	0.0%	1	50.0%	0	0.0%
	Traffic Total	97	100%	38	100%	4	100%	2	100%	8	100%
Non-Traffic	Less than 16	3	0.3%	1	0.5%	0	0.0%	0	0.0%	0	0.0%
	16 to 24	66	6.4%	13	6.4%	8	18.6%	15	14.3%	3	8.1%
	25 to 64	950	91.9%	186	91.6%	35	81.4%	88	83.8%	34	91.9%
	65 or Older	15	15.5%	3	7.9%	0	0.0%	2	100.0%	0	0.0%
	Non-Traffic Total	1,034	100%	203	100%	43	100%	105	100%	37	100%

After the completion of the stop, Portland Police Bureau officers indicate their perception of the stopped subject's perceived age using an integer. Like the prior four years, the 25 to 64 group was the most stopped group in 2023 – representing 80.3 percent of all stops – followed by 16 to 24 (16.7%), 65 or Older (2.8%), and Under 16 (0.2%). There have been no significant changes in the stop rates for any perceived age group over the past five years. The operational divisions display differential stop patterns for drivers¹⁴¹, with Traffic officers stopping significantly more 65 or Older and 16 to 24 drivers, and significantly less 25 to 64 year olds drivers than Non-Traffic units.

Table 36. 2023 Injury Collision Statistics, by Age of Drivers

Age	2023	
	Count	Percent
Under 16	6	0.5%
16 to 24	179	13.5%
25 to 64	1,008	75.8%
65 or Over	136	10.2%
Total	1,329	100.0%

Similar to gender analyses, there are no research-supported benchmarks assessing whether officers potentially display bias when choosing to stop a driver based on their perceived age. It's further complicated by the fact that age is not a protected class when it comes to insurance risk analyses¹⁴², with the State explicitly allowing differential

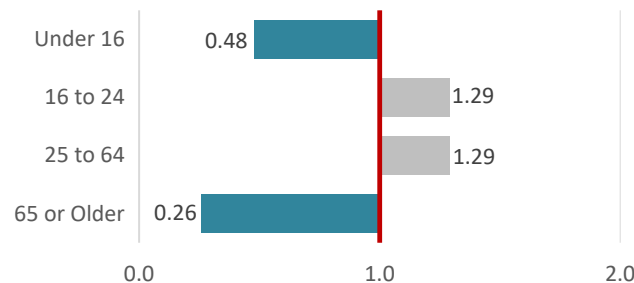
¹⁴¹ $\chi^2 = 169.596, p < .001, df = 3$

¹⁴² OAR 836-080-0055

premiums¹⁴³ for drivers under the age of 25 and over the age of 55 (without an authorized prevention course) as older drivers are more likely to be involved in a motor vehicle collision¹⁴⁴. If officers are making stops based on dangerous driving behaviors, there is a likelihood that a greater number of young drivers (and those 55 or over) would be stopped when compared to their population rate.

Accounting for the factors discussed above, the Injury Collision Benchmark (based on the age of involved drivers) was used for all operational groups of the Bureau. Based on the reported perceived age of stopped drivers involved in injury collisions, underage drivers (Under 16) and older drivers (65 or Older) were stopped less than expected when compared to injury collision rates. All other age groups were stopped at expected rates. No comparable benchmark exists for pedestrian stops, so no analysis was conducted.

Figure 17. Officers stopped fewer drivers aged Under 16 or 65 or Older than expected compared to injury collision rates.



Stop Reasons

Table 37. Non-Traffic officers displayed differential stop patterns based on the age of the driver.

	Age	Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor		Violations		Offenses	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	Under 16	9	90.0%	0	0.0%	1	10.0%	0	0.0%
	16 to 24	1,218	91.0%	67	5.0%	50	3.7%	4	0.3%
	25 to 64	4,045	83.6%	505	10.4%	274	5.7%	13	0.3%
	65 or Older	179	73.7%	55	22.6%	9	3.7%	0	0.0%
	Traffic Total	5,451	84.8%	627	9.8%	334	5.2%	17	0.3%
Non-Traffic		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor		Violations		Offenses	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
	Under 16	15	55.6%	5	18.5%	7	25.9%	0	0.0%
	16 to 24	835	54.9%	211	13.9%	439	28.9%	36	2.4%
	25 to 64	4,145	46.6%	1,228	13.8%	3,288	37.0%	231	2.6%
	65 or Older	142	58.2%	33	13.5%	65	26.6%	4	1.6%
	Non-Traffic Total	5,137	48.1%	1,477	13.8%	3,799	35.6%	271	2.5%

¹⁴³ ORS 742.490

¹⁴⁴ Kahane, C. J. (2013). *Injury vulnerability and effectiveness of occupant protection technologies for older occupants and women*. (Report No. DOT HS 811 766). Washington, DC: National Highway Traffic Safety Administration.

Table 38. Most pedestrians – regardless of perceived Age – were stopped for Non-Traffic Offenses in 2022.

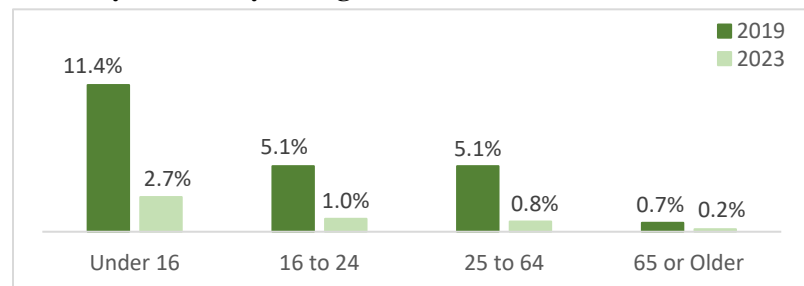
	Age	Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	Under 16	--	--	--	--	--	--	--	--
	16 to 24	--	--	--	--	--	--	--	--
	25 to 64	2	25.0%	5	62.5%	0	0.0%	1	12.5%
	65 or Older	--	--	--	--	--	--	--	--
	Traffic Total	2	25.0%	5	62.5%	0	0.0%	1	12.5%
Non-Traffic	Under 16	--	--	--	--	--	--	--	--
	16 to 24	0	0.0%	1	33.3%	0	0.0%	2	66.7%
	25 to 64	8	23.5%	7	20.6%	1	2.9%	18	52.9%
	65 or Older	--	--	--	--	--	--	--	--
	Non-Traffic Total	8	21.6%	8	21.6%	1	2.7%	20	54.1%

Non-Traffic and Traffic display differential stop patterns based on the perceived age of the driver. Personnel from Non-Traffic divisions were significantly less likely¹⁴⁵ to stop drivers aged 25 to 64 for Dangerous Driving Behaviors and significantly more likely to stop them for Non-Moving Violations. Traffic Officers were significantly more likely¹⁴⁶ to stop drivers aged 16 to 24 for Dangerous Driving Behaviors and drivers 65 or Older for Minor Moving Violations. There were no significant differences¹⁴⁷ in the stop rates between the different perceived age groups for stops involving the reasonable suspicion / probable cause of another crime. No pedestrian analyses were conducted due to small sample size for both divisions.

Search Rates by Age Group

Search rates have changed at a significant, steady rate for most perceived age groups over the past five years. Subjects perceived to be aged 16 to 24 or 25 to 64¹⁴⁸ have seen their searches decline at a significant rate, while those under the age of 16 and 65 or older have generally declined at non-significant rates¹⁴⁹. There were no significant differences in the consent request¹⁵⁰ or consent denial rate¹⁵¹ between the different perceived age groups. All groups of subjects were searched at approximately the

Figure 18. All perceived age groups were searched less in 2023 than they were five years ago.



¹⁴⁵ $\chi^2 = 54.618, p < .001, df = 6$

¹⁴⁶ $\chi^2 = 93.372, p < .001, df = 4$

¹⁴⁷ Non-Traffic: $\chi^2 = 0.418, p < .82, df = 2$; Traffic could not be analyzed due to small sample size

¹⁴⁸ 16 to 24: $p < .02, r^2 = .90$; 25 to 64: $p < .005, r^2 = .95$

¹⁴⁹ Under 16: $p < .30, r^2 = .35$; 65 or Older: $p < .57, r^2 = .12$

¹⁵⁰ $\chi^2 = 0.691, p < .41, df = 1$

¹⁵¹ $\chi^2 = 0.694, p < .41, df = 1$

same rate for each of the different search types¹⁵². Portland Police officers did not display disparate or significantly different¹⁵³ search patterns based on the perceived age of the subject in 2023.

Figure 19. All groups were searched at rates similar to their overall stop rates in 2023.

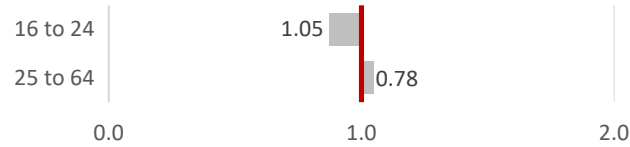


Table 39. Warrant exception searches were the primary search type across most age groups.

	Age	Total Subjects Searched		Consent		Warrant		Warrant Exception	
		Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Traffic	Under 16	0	0.0%	--	--	--	--	--	--
	16 to 24	8	0.6%	2	25.0%	0	0.0%	2	25.0%
	25 to 64	27	0.6%	3	11.1%	5	18.5%	11	40.7%
	65 or Older	0	0.0%	--	--	--	--	--	--
	Total	35	0.5%	5	14.3%	5	14.3%	13	37.1%
Non-Traffic	Under 16	1	3.7%	0	0.0%	0	0.0%	1	100.0%
	16 to 24	20	1.3%	8	40.0%	3	15.0%	9	45.0%
	25 to 64	84	0.9%	35	41.7%	7	8.3%	46	54.8%
	65 or Older	1	0.4%	0	0.0%	0	0.0%	1	100.0%
	Total	106	1.0%	43	40.6%	10	9.4%	57	53.8%

- NOTE: More than one search type can be utilized and recorded on each interaction

Contraband Hit Rates

There were no statistical differences¹⁵⁴ in the rate that contraband was discovered and the perceived age of the stopped subject. Portland Police officers found contraband on a majority of all searches, regardless of the age of the subject being searched. Among the groups with adequate sample sizes, Alcohol and Drugs were the most commonly uncovered items on subjects between the ages of 25 and 64, while Firearms and Alcohol were most commonly found on subjects aged 16 to 24.

Table 40. Contraband hit rates are similar for all perceived age groups.

Age	Total Searches	Found Contraband		Alcohol		Drugs		Firearms		Other Weapons		Stolen Property		Other	
	Count	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Under 16	1	1	100.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%
16 to 24	28	17	60.7%	5	17.9%	7	25.0%	7	25.0%	0	0.0%	0	0.0%	3	10.7%
25 to 64	111	75	67.6%	32	28.8%	22	19.8%	15	13.5%	5	4.5%	3	2.7%	13	11.7%
65 or Older	1	1	100.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	141	94	66.7%	37	26.2%	31	22.0%	22	15.6%	5	3.5%	3	2.1%	17	12.1%

¹⁵² Consent: $\chi^2 = 0.574, p < .45, df = 1$; Warrant Exception: $\chi^2 = 1.336, p < .25, df = 1$; Small sample sizes on warrants prevent any statistical comparison between perceived age groups.

¹⁵³ $\chi^2 = 0.846, p < .36, df = 1$

¹⁵⁴ $\chi^2 = 0.469, p < .50, df = 1$

Stop Outcomes

Stop dispositions reported by PPB Traffic¹⁵⁵ and Non-Traffic¹⁵⁶ officers varied significantly by the perceived age of the stopped subject. Subjects perceived to be between the ages of 16 and 24 were more likely to receive a citation from either Traffic or Non-Traffic officers. Traffic personnel were significantly more likely to issue a warning for drivers aged 25 to 64 while those aged 65 or Older were more likely to receive a warning when stopped by a Non-Traffic officer. The progressive nature of a stop, and the multiple decision points within the interaction, make it difficult to discern what role, if any, age plays in stop disposition.

Table 41. Both operational divisions of the PPB displayed different patterns based on age of subject.

Traffic	Total Stops			Enforcement Action											
	Age	Count	Percent	None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
				Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Under 16	10	0.2%	0	0.0%	0	0.0%	9	90.0%	0	0.0%	1	10.0%	0	0.0%	
16 to 24	1,339	20.8%	3	0.2%	145	10.8%	1,167	87.2%	7	0.5%	0	0.0%	17	1.3%	
25 to 64	4,845	75.3%	14	0.3%	870	18.0%	3,841	79.3%	39	0.8%	0	0.0%	81	1.7%	
65 or Over	243	3.8%	2	0.8%	81	33.3%	156	64.2%	4	1.6%	0	0.0%	0	0.0%	
Traffic Total	6,437	100.0%	19	0.3%	1,096	17.2%	5,173	81.0%	50	0.8%	1	0.0%	98	1.5%	
Non-Traffic	Total Stops			Enforcement Action											
	Age	Count	Percent	None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
				Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Under 16	27	0.3%	2	7.4%	18	66.7%	3	11.1%	0	0.0%	1	3.7%	3	11.1%	
16 to 24	1,524	14.2%	61	4.0%	1,087	71.3%	269	17.7%	14	0.9%	1	0.1%	92	6.0%	
25 to 64	8,926	83.3%	457	5.1%	6,708	75.2%	1,109	12.4%	108	1.2%	0	0.0%	544	6.1%	
65 or Over	244	2.3%	13	5.3%	200	82.0%	24	9.8%	1	0.4%	0	0.0%	6	2.5%	
Non-Traffic Total	10,721	100.0%	533	5.0%	8,013	75.6%	1,405	13.3%	123	1.2%	2	0.0%	645	6.1%	

¹⁵⁵ $\chi^2 = 42.687, p < .001, df = 3$

¹⁵⁶ $\chi^2 = 44.184, p < .001, df = 8$

APPENDIX G: PERCEIVED MENTAL HEALTH STATUS ANALYSIS

The Portland Police Bureau began collecting officers' perceptions on the stopped subject's mental health status on October 1, 2014 as a component of the City's settlement agreement with the United States Department of Justice¹⁵⁷. Officers are mandated to indicate whether they perceive if the subject has a mental health issue by using one of three options: Yes, No, or Unknown. Since 2019, the number of subjects perceived to not have a mental health issue has decreased at a consistent and significant rate (98.3% in 2019 vs. 96.3% in 2023)¹⁵⁸. Subjects classified as unknown has gradually increased (1.2% in 2019 vs. 3.2% in 2023) at a non-significant rate¹⁵⁹ while those perceived to have a mental health issue has remained essentially static¹⁶⁰ (0.4% in 2019 vs. 0.5% in 2023). In 2023, Non-Traffic Officers were significantly more likely¹⁶¹ to perceive a subject to have no mental health issue while Traffic personnel were significantly more likely to indicate that the subject's status was unknown. The PPB does not collect the perceived mental health status for individuals involved in injury collision accidents, so there is no research-supported benchmark to compare to for disparity analyses.

Table 42. Non-Traffic Officers were significantly more likely to identify that a subject's mental health status was unknown at the time of the stop.

		2019		2020		2021		2022		2023	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	Mental Health Status										
	No Perceived Mental Health Issue	14,408	99.1%	13,548	99.4%	3,628	97.7%	2,984	98.5%	6,078	94.5%
	Perceived Mental Health Issue	45	0.3%	53	0.4%	60	1.6%	37	1.2%	32	0.5%
	Unknown Mental Health Issue	79	0.5%	23	0.2%	24	0.6%	7	0.2%	319	5.0%
	Traffic Total	14,532	100%	13,624	100%	3,712	100%	3,028	100%	6,429	100%
Non-Traffic	Mental Health Status										
	No Perceived Mental Health Issue	18,151	98.1%	11,057	97.3%	10,005	97.0%	10,249	97.3%	10,410	97.4%
	Perceived Mental Health Issue	41	0.2%	35	0.3%	52	0.5%	57	0.5%	46	0.4%
	Unknown Mental Health Issue	311	1.7%	275	2.4%	259	2.5%	230	2.2%	228	2.1%
	Non-Traffic Total	18,503	100%	11,367	100%	10,316	100%	10,536	100%	10,684	100%

Table 43. Pedestrians were more likely to be perceived to be having a mental health issue.

		2019		2020		2021		2022		2023	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	Mental Health Status										
	No Perceived Mental Health Issue	92	94.8%	37	97.4%	4	100.0%	2	100.0%	6	75.0%
	Perceived Mental Health Issue	5	5.2%	1	2.6%	0	0.0%	0	0.0%	0	0.0%
	Unknown Mental Health Issue	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	25.0%
	Traffic Total	97	100%	38	100%	4	100%	2	100%	8	100%
Non-Traffic	Mental Health Status										
	No Perceived Mental Health Issue	941	91.0%	181	89.2%	31	72.1%	99	94.3%	33	89.2%
	Perceived Mental Health Issue	56	5.4%	14	6.9%	8	18.6%	2	1.9%	2	5.4%
	Unknown Mental Health Issue	37	3.6%	8	3.9%	4	9.3%	4	3.8%	2	5.4%
	Non-Traffic Total	1,034	100%	203	100%	43	100%	105	100%	37	100%

¹⁵⁷ United States of America v. City of Portland, No. 3:12-cv-02265-SI (D. Ore. 2012).

¹⁵⁸ $p < .05$, $r^2 = .79$

¹⁵⁹ $p < .06$, $r^2 = .75$

¹⁶⁰ $p < .63$, $r^2 = .09$

¹⁶¹ $\chi^2 = 104.824$, $p < .001$, $df = 2$

Stop Reasons by Perceived Mental Health Status

The small expected counts of subjects perceived to have a mental health issue or those with an unknown mental health status prohibits the utilization of inferential statistical analyses to determine what differences exist, if any, with and between the different operational divisions of the Portland Police Bureau or differences between pedestrians and drivers. Small sample sizes for subjects perceived to have a mental health issue also preclude any analyses involving that group for all stop reason analysis categories.

Table 44. Subjects with an unknown mental health issue were significantly more likely to be stopped for Non-Traffic Offenses or Non-Moving Violations.

	Mental Health Status	Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	No Perceived Mental Health Issue	5,129	84.4%	614	10.1%	319	5.2%	16	0.3%
	Perceived Mental Health Issue	16	50.0%	12	37.5%	4	12.5%	0	0.0%
	Unknown Mental Health Issue	306	95.9%	1	0.3%	11	3.4%	1	0.3%
	Traffic Total	5,451	84.8%	627	9.8%	334	5.2%	17	0.3%
Non-Traffic		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
	No Perceived Mental Health Issue	5,002	48.0%	1,447	13.9%	3,700	35.5%	261	2.5%
	Perceived Mental Health Issue	28	60.9%	7	15.2%	10	21.7%	1	2.2%
	Unknown Mental Health Issue	107	46.9%	23	10.1%	89	39.0%	9	3.9%
	Non-Traffic Total	5,137	48.1%	1,477	13.8%	3,799	35.6%	271	2.5%

Table 45. The majority of pedestrians stopped with a perceived mental health issue or unknown mental health issue were stopped for a Non-Traffic Offense.

	Mental Health Status	Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	No Perceived Mental Health Issue	2	33.3%	3	50.0%	0	0.0%	1	16.7%
	Perceived Mental Health Issue	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Unknown Mental Health Issue	0	0.0%	2	100.0%	0	0.0%	0	0.0%
	Traffic Total	2	25.0%	5	62.5%	0	0.0%	1	12.5%
Non-Traffic		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
	No Perceived Mental Health Issue	7	21.2%	8	24.2%	1	3.0%	17	51.5%
	Perceived Mental Health Issue	0	0.0%	0	0.0%	0	0.0%	2	100.0%
	Unknown Mental Health Issue	1	50.0%	0	0.0%	0	0.0%	1	50.0%
	Non-Traffic Total	8	21.6%	8	21.6%	1	2.7%	20	54.1%

Search Rates by Perceived Mental Health Status

Small overall search rates of people perceived to be experiencing a mental health issue preclude any in-depth analyses on the number of searches or search types used. Historically, individuals with a perceived mental health issue have always been searched at a higher rate than other groups. Search rates for all perceived mental health groups have declined at a significant and consistent rate since 2019¹⁶².

Figure 20. Search rates for all perceived mental health groups have declined since 2019.

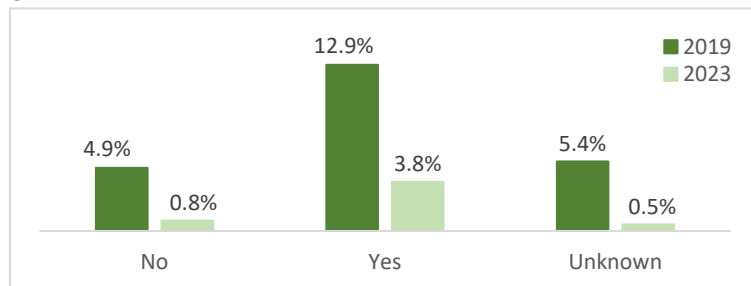


Table 46. Subjects were a perceived mental health issue have a higher search rate but small sample sizes prevent any inferential statistical analyses to discern differences.

	Mental Health Status	Total Subjects Searched		Consent		Warrant		Warrant Exception	
		Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Traffic	No Perceived Mental Health Issue	33	0.5%	8	24.2%	5	15.2%	22	66.7%
	Perceived Mental Health Issue	1	3.1%	0	0.0%	0	0.0%	1	100.0%
	Unknown Mental Health Issue	1	0.3%	0	0.0%	1	100.0%	0	0.0%
	Total	35	0.7%	8	22.9%	6	17.1%	23	65.7%
Non-Traffic									
	Mental Health Status	Total Subjects Searched		Consent		Warrant		Warrant Exception	
		Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	No Perceived Mental Health Issue	102	1.0%	42	41.2%	10	9.8%	54	52.9%
	Perceived Mental Health Issue	2	4.2%	1	50.0%	0	0.0%	1	50.0%
	Unknown Mental Health Issue	2	0.9%	0	0.0%	0	0.0%	2	100.0%
	Total	106	1.5%	43	40.6%	10	9.4%	57	53.8%

- NOTE: More than one search type can be utilized and recorded on each interaction

Contraband Hit Rates

No statistical analyses could be conducted due to small search rates for subjects with an unknown or perceived mental health issue.

Table 47. Contraband hit rates were similar across all perceived mental health groups.

Mental Health Status	Total Searches	Found Contraband		Alcohol		Drugs		Firearms		Other Weapons		Stolen Property		Other	
	Count	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
No Perceived Mental Health Issue	135	89	65.9%	35	25.9%	29	21.5%	21	15.6%	4	3.0%	3	2.2%	16	11.9%
Perceived Mental Health Issue	3	3	100.0%	1	33.3%	2	66.7%	1	33.3%	0	0.0%	0	0.0%	1	33.3%
Unknown Mental Health Issue	3	2	66.7%	1	33.3%	0	0.0%	0	0.0%	1	33.3%	0	0.0%	0	0.0%
Total	141	94	66.7%	37	26.2%	31	22.0%	22	15.6%	5	3.5%	3	2.1%	17	12.1%

¹⁶² No: $p < .005$, $r^2 = .95$; Unknown: $p < .03$, $r^2 = .86$; Yes: $p < .04$, $r^2 = .81$

Stop Outcomes

Small sample sizes across the different stop outcomes preclude any inferential analysis based on the perceived mental health status of the stopped subject.

Table 48. Subjects perceived to have a mental health issue were arrested at a higher rate than subjects with no known mental health issue; however small sample sizes prevent any inferential statistical analyses to better understand and quantify the differences.

Traffic		Total Stops		Enforcement Action											
				None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
	Mental Health Status	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
	No Perceived Mental Health Issue	6,084	94.5%	18	0.3%	1,039	17.1%	4,897	80.5%	38	0.6%	1	0.0%	91	1.5%
	Perceived Mental Health Issue	32	0.5%	1	3.1%	2	6.3%	26	81.3%	2	6.3%	0	0.0%	1	3.1%
	Unknown Mental Health Issue	321	5.0%	0	0.0%	55	17.1%	250	77.9%	10	3.1%	0	0.0%	6	1.9%
	Traffic Total	6,437	100.0%	19	0.3%	1,096	17.2%	5,173	81.0%	50	0.8%	1	0.0%	98	1.5%
Non-Traffic		Total Stops		Enforcement Action											
				None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
	Mental Health Status	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
	No Perceived Mental Health Issue	10,443	97.4%	483	4.6%	7,857	75.2%	1,355	13.0%	118	1.1%	1	0.0%	629	6.0%
	Perceived Mental Health Issue	48	0.4%	6	12.5%	24	50.0%	14	29.2%	0	0.0%	0	0.0%	4	8.3%
	Unknown Mental Health Issue	230	2.1%	44	19.1%	132	57.4%	36	15.7%	5	2.2%	1	0.4%	12	5.2%
	Non-Traffic Total	10,721	100.0%	533	5.0%	8,013	75.6%	1,405	13.3%	123	1.2%	2	0.0%	645	6.1%

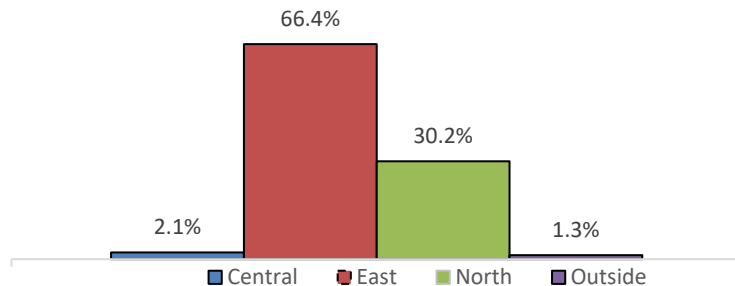
APPENDIX H: FOCUSED INTERVENTION TEAM

In 2020 and 2021, the City of Portland experienced record levels of gun violence across the City. In response, Mayor Ted Wheeler directed the Portland Police Bureau to create a new team aimed at interdicting gun violence before it happens. On January 19, 2022, the Focused Intervention Team (FIT) officially began patrolling the streets of Portland with a dedicated team of 12 officers and two sergeants. Initially, the team primarily worked between 2 p.m. and Midnight every Wednesday, Thursday, Friday, and Saturday ; however, the team eventually added Tuesday to a regular patrol schedule as well. Collectively, PPB personnel utilizing unit IDs associated with FIT worked 21,056.51 hours – including overtime – across 265 days in 2023.

FIT Stop Locations

Overall, personnel from the Focused Intervention Team performed 966 driver and 4 pedestrian stops in 2023. On average, the team initiated about 3.7 stops per day each day they were working. The majority of the stops were performed in East Precinct (66.4%) followed by North Precinct (30.2%). Very few stops were performed in either Central Precinct (2.0%) or outside of the City of Portland (1.3%).

Figure 21. The majority of subjects stopped by FIT personnel were in East Precinct.



FIT Stopped Subject Demographics

FIT officers performed stops on a significantly different group of subjects than other divisions¹⁶³, stopping significantly more Black / African American subjects than other Traffic and Non-Traffic units and significantly fewer Asian and White subjects. The specialized mission of the Focused Intervention Team makes it challenging to select an appropriate benchmark. There is no research-supported benchmark for specifically analyzing the activities of one unit within a larger organization, so one is not included in this analysis.

Table 49. FIT officers stopped significantly more Black / African American drivers than other officers from other divisions.

Race/Ethnicity	2022*		2023	
	Count	Percent	Count	Percent
American Indian/Alaskan	0	0.0%	4	0.4%
Asian	10	1.8%	24	2.5%
Black/African American	199	36.5%	405	41.8%
Hispanic or Latino	67	12.3%	158	16.3%
Middle Eastern*	3	0.6%	12	1.2%
Native Hawaiian*	5	0.9%	13	1.3%
White	261	47.9%	354	36.5%
Traffic Total	545	100%	970	100%

* Includes all stops initiated by FIT personnel on and after January 6, 2022.

¹⁶³ $\chi^2 = 583.161, p < .001, df = 12$

FIT Stop Reasons

The majority of driver stops completed in 2023 by FIT personnel were solely for a traffic-related crime or violation (90.6%). This is a substantial increase over the unit's first year in 2022 (67.7%), when about a third of all stops included a criminal component compared to about 10 percent this past year. Despite the changing trend, the stop reasons for FIT significantly differed when compared to other divisions in the Portland Police

Bureau¹⁶⁴. FIT personnel are significantly more likely to stop a subject based on the probable cause or reasonable suspicion of another crime – either in tandem with a traffic violation or in isolation. Conversely, they are also significantly less likely to stop a subject solely for a traffic violation. There were no significant differences¹⁶⁵ in the stop reason by difference perceived race / ethnic groups in 2023.

FIT personnel also differed significantly¹⁶⁶ from other units and divisions when stopping subjects for traffic offenses. Officers from the Focused Intervention Team were significantly more likely to stop a subject for a Minor Moving Violation or a Non-Traffic Offense than other divisions, while being significantly less likely to stop a subject for a Dangerous Driving Behavior. Personnel were also significantly more likely to stop a subject for a Non-Moving Violation than officers from the Traffic Division. There were no significant differences¹⁶⁷ based on the perceived race of the subject for individuals stopped by FIT personnel in 2023.

Table 50. FIT officers were significantly more likely to stop drivers for involvement in a Non-Traffic crime than other units and divisions.

Race/Ethnicity	Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	4	100.0%	0	0.0%	0	0.0%
Asian	23	95.8%	0	0.0%	1	4.2%
Black/African American	364	89.9%	15	3.7%	26	6.4%
Hispanic or Latino	146	92.4%	5	3.2%	7	4.4%
Middle Eastern	10	83.3%	0	0.0%	2	16.7%
Native Hawaiian	13	100.0%	0	0.0%	0	0.0%
White	319	90.1%	19	5.4%	16	4.5%
Total	879	90.6%	39	4.0%	52	5.4%

Table 51. Drivers from different perceived race / ethnic groups were stopped for similar reasons by FIT personnel in 2023.

Race/Ethnicity	Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
	Dangerous		Minor		Count	Percent	Count	Percent
American Indian/Alaskan	1	25.0%	1	25.0%	2	50.0%	0	0.0%
Asian	8	33.3%	11	45.8%	4	16.7%	1	4.2%
Black/African American	127	31.5%	137	34.0%	114	28.3%	25	6.2%
Hispanic or Latino	62	39.2%	46	29.1%	43	27.2%	7	4.4%
Middle Eastern	3	25.0%	3	25.0%	4	33.3%	2	16.7%
Native Hawaiian	4	30.8%	6	46.2%	3	23.1%	0	0.0%
White	112	31.8%	111	31.5%	114	32.4%	15	4.3%
Total	317	32.8%	315	32.6%	284	29.4%	50	5.2%

Table 52. License plate violations are the number one reason FIT personnel stopped subjects in 2023.

Traffic Violations		
	Count	Percent
Missing or Expired License Plates	251	26.0%
Turning Violations	204	21.1%
Speeding	140	14.5%
Lane Use Violation	124	12.8%
Failure to Obey Traffic Control Devices	55	5.7%
Non-Traffic Offenses		
	Count	Percent
Unauthorized Use of a Motor Vehicle	54	60.7%
Prostitution Offenses	11	12.4%
Warrant / Failure to Appear	4	4.5%
Drug Offenses	4	4.5%
Assault Offenses	3	3.4%

¹⁶⁴ $\chi^2 = 389.671, p < .001, df = 4$

¹⁶⁵ $\chi^2 = 3.423, p < .50, df = 4$

¹⁶⁶ $\chi^2 = 2988.865, p < .001, df = 6$

¹⁶⁷ $\chi^2 = 6.227, p < .40, df = 6$

The self-reported reasons for stopping a subject based on the reasonable suspicion or probable cause for a Non-Traffic Offense shifted substantially in 2023 when compared to 2022. For both years, stops related to a stolen vehicle were the most numerous charge – however, more so in 2023 as it represented a majority of these stops (60.7% in 2023 vs. 48.3% in 2022). The largest changes occurred in the succeeding stop totals; charges related to prostitution (either soliciting, promoting, or engaging in it) was the second most common stop reason for criminal activity in 2023 (12.4% of all crime-related stops) even though it was an infrequent stop reason the preceding year (2.8% of all crime-related stops). In the prior year, 31 percent of stops were for crimes related to the core mission of FIT (assault, homicide, and weapons offenses). However, in 2023 these were given as stop reasons in only five percent of stops. These dramatic changes potentially show a change in the daily operational mission of FIT and the approach to the interdiction of gun violence.

FIT Consent Search Requests

In 2023, about one percent of all subjects stopped by members of the Focused Intervention Team were asked to consent to a search. The request rate is significantly higher¹⁶⁸ than it is for subjects stopped by the Traffic Division but similar to the request rate for other Non-Traffic personnel. No statistical analyses could be conducted on the perceived race / ethnicity for consent requests or denials for FIT personnel due to a limited sample size.

Table 53. FIT personnel asked subjects to consent to a search at a significantly higher rate than the Traffic Division.

Race/Ethnicity	Consent Search			
	Requests	Rate	Refusals	Rate
American Indian/Alaskan	0	0.0%	--	--
Asian	0	0.0%	--	--
Black/African American	7	1.7%	1	14.3%
Hispanic or Latino	1	0.6%	1	100.0%
Middle Eastern	0	0.0%	--	--
Native Hawaiian	0	0.0%	--	--
White	1	0.3%	0	0.0%
Total	9	0.9%	2	22.2%

FIT Search Rates

Table 54. Subjects were significantly more likely to be searched with Consent when stopped and searched by a Focused Intervention Team member in 2023.

Race/Ethnicity	Total Subjects Searched		Consent		Warrant		Warrant Exception	
	Searches	Rate	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	0	0.0%	--	--	--	--	--	--
Asian	0	0.0%	--	--	--	--	--	--
Black/African American	13	3.2%	6	46.2%	3	23.1%	4	30.8%
Hispanic or Latino	1	0.6%	0	0.0%	0	0.0%	1	100.0%
Middle Eastern	0	0.0%	--	--	--	--	--	--
Native Hawaiian	1	7.7%	0	0.0%	1	100.0%	0	0.0%
White	4	1.1%	1	25.0%	1	25.0%	2	50.0%
Total	19	2.0%	7	36.8%	5	26.3%	7	36.8%

- NOTE: More than one search type can be utilized and recorded on each interaction

Approximately 1 out of every 50 stops (2.0%) initiated by the Focused Intervention Team in 2023 included a discretionary search. FIT personnel were significantly more likely¹⁶⁹ to search a subject than officers from any other division in 2023. FIT personnel were not significantly differentiated in their search methods, with both Consent¹⁷⁰ and Warrant Exception¹⁷¹ searches similar to other divisions. Small sample sizes prevented any analysis of search patterns based on the perceived race / ethnicity of the subjects.

¹⁶⁸ $\chi^2 = 12.543, p < .003, df = 2$

¹⁶⁹ $\chi^2 = 22.085, p < .001, df = 2$

¹⁷⁰ $\chi^2 = 3.713, p < .16, df = 2$

¹⁷¹ $\chi^2 = 4.232, p < .13, df = 2$

FIT Contraband Hit Rates

About 74 percent of the searches conducted by the Focused Intervention Team resulted in the recovery of at least one type of contraband. Firearms¹⁷² (39.1%) were the most commonly recovered items, followed by Drugs (26.3%), Other Weapons (15.8%) and Other Contraband (15.8%). There are no significant differences¹⁷³ in the hit rates between FIT and other divisions of the Bureau.

Table 55. Firearms and Drugs were the most commonly recovered items by FIT in 2023.

Race/Ethnicity	Total Searches	Found Contraband		Alcohol		Drugs		Firearms		Other Weapons		Stolen Property		Other	
	Count	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Asian	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Black/African American	13	9	69.2%	1	7.7%	5	38.5%	5	38.5%	2	15.4%	0	0.0%	1	7.7%
Hispanic or Latino	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Middle Eastern	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Native Hawaiian	1	1	100.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%
White	4	4	100.0%	0	0.0%	0	0.0%	1	25.0%	1	25.0%	1	25.0%	2	50.0%
Total	19	14	73.7%	1	5.3%	5	26.3%	7	36.8%	3	15.8%	1	5.3%	3	15.8%

FIT Stop Outcomes

Focused Intervention Team personnel displayed significantly different stop outcomes when compared to other elements of the Portland Police Bureau¹⁷⁴. FIT officers were significantly more likely to issue a Cite-In-Lieu, Warning, or Issue No Enforcement Action and significantly less likely to issue a Citation when compared to the Traffic Division. The specialty unit was also significantly more likely to arrest an individual compared to all other units and divisions in the Bureau. Limited sample size – especially as it relates to searches and recoveries – prevent any robust multivariate analysis on stop disposition, especially when considering that the progressive nature of a stop, and the multiple decision points within the interaction, make it difficult to discern how different elements could affect the stop disposition for individual members of different race / ethnic groups.

Table 56. FIT personnel were significantly more likely to arrest a subject at the end of a stop when compared to Traffic and other Non-Traffic personnel across the Bureau.

Race/Ethnicity	Total Stops		Enforcement Action									
			None		Warning		Citation		Cite-in-Lieu		Juvenile Summons	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	4	0.4%	2	50.0%	1	25.0%	1	25.0%	0	0.0%	0	0.0%
Asian	24	2.5%	0	0.0%	21	87.5%	0	0.0%	0	0.0%	0	0.0%
Black/African American	405	41.8%	18	4.4%	302	74.6%	23	5.7%	4	1.0%	0	0.0%
Hispanic or Latino	158	16.3%	12	7.6%	120	75.9%	7	4.4%	4	2.5%	0	0.0%
Middle Eastern	12	1.2%	1	8.3%	11	91.7%	0	0.0%	0	0.0%	0	0.0%
Native Hawaiian	13	1.3%	0	0.0%	10	76.9%	1	7.7%	0	0.0%	0	0.0%
White	354	36.5%	18	5.1%	287	81.1%	9	2.5%	10	2.8%	0	0.0%
Total	970	100.0%	51	5.3%	752	77.5%	41	4.2%	18	1.9%	0	0.0%

¹⁷² Firearms refer to the total number of searches where at least one firearm was recovered – not a total number of weapons recovered.

¹⁷³ $\chi^2 = 0.685, p < .72, df = 2$

¹⁷⁴ $\chi^2 = 7829.390, p < .001, df = 8$

APPENDIX I: CENTRAL PRECINCT CROSS TABULATION TABLES

Central Precinct Stopped Subject Demographics

	Race/Ethnicity	2019		2020		2021		2022		2023	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Drivers	American Indian/Alaskan	31	0.8%	14	0.6%	13	0.5%	21	0.8%	13	0.5%
	Asian	186	4.6%	102	4.3%	93	3.6%	73	2.9%	129	4.7%
	Black/African American	616	15.3%	340	14.2%	384	15.0%	426	16.7%	436	15.9%
	Hispanic or Latino	345	8.6%	224	9.4%	264	10.3%	266	10.4%	348	12.7%
	Middle Eastern	114	2.8%	66	2.8%	62	2.4%	72	2.8%	69	2.5%
	Native Hawaiian	27	0.7%	20	0.8%	18	0.7%	19	0.7%	20	0.7%
	White	2,700	67.2%	1,627	68.0%	1,733	67.5%	1,677	65.7%	1,719	62.9%
	Traffic Total	4,019	100%	2,393	100%	2,567	100%	2,554	100%	2,734	100%
	Race/Ethnicity	2019		2020		2021		2022		2023	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Pedestrians	American Indian/Alaskan	10	1.5%	3	2.6%	1	3.8%	4	4.3%	1	5.9%
	Asian	5	0.7%	1	0.9%	0	0.0%	2	2.1%	0	0.0%
	Black/African American	111	16.5%	19	16.7%	5	19.2%	1	1.1%	1	5.9%
	Hispanic or Latino	42	6.3%	7	6.1%	1	3.8%	9	9.6%	1	5.9%
	Middle Eastern	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	5.9%
	Native Hawaiian	3	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	White	501	74.6%	84	73.7%	19	73.1%	78	83.0%	13	76.5%
	Non-Traffic Total	672	100%	114	100%	26	100%	94	100%	17	100%

Central Precinct Stop Reasons

	Race/Ethnicity	Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
		Count	Percent	Count	Percent	Count	Percent
Drivers	American Indian/Alaskan	13	100.0%	0	0.0%	0	0.0%
	Asian	127	98.4%	0	0.0%	2	1.6%
	Black/African American	430	98.6%	1	0.2%	5	1.1%
	Hispanic or Latino	346	99.4%	0	0.0%	2	0.6%
	Middle Eastern	69	100.0%	0	0.0%	0	0.0%
	Native Hawaiian	19	95.0%	0	0.0%	1	5.0%
	White	1,696	98.7%	3	0.2%	19	1.1%
	Total	2,700	98.8%	4	0.1%	29	1.1%
	Race/Ethnicity	Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
		Count	Percent	Count	Percent	Count	Percent
Pedestrians	American Indian/Alaskan	0	0.0%	0	0.0%	1	100.0%
	Asian	--	--	--	--	--	--
	Black/African American	1	100.0%	0	0.0%	0	0.0%
	Hispanic or Latino	1	100.0%	0	0.0%	0	0.0%
	Middle Eastern	1	100.0%	0	0.0%	0	0.0%
	Native Hawaiian	--	--	--	--	--	--
	White	5	38.5%	0	0.0%	8	61.5%
	Total	8	47.1%	0	0.0%	9	52.9%

Central Precinct Traffic Stop Reasons

	Race/Ethnicity	Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor		Violations		Offenses	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Drivers	American Indian/Alaskan	6	46.2%	3	23.1%	4	30.8%	0	0.0%
	Asian	90	69.8%	13	10.1%	24	18.6%	2	1.6%
	Black/African American	239	54.8%	53	12.2%	139	31.9%	5	1.1%
	Hispanic or Latino	222	63.8%	33	9.5%	91	26.1%	2	0.6%
	Middle Eastern	51	73.9%	9	13.0%	9	13.0%	0	0.0%
	Native Hawaiian	11	55.0%	5	25.0%	3	15.0%	1	5.0%
	White	1,046	60.8%	150	8.7%	503	29.3%	20	1.2%
	Total	1,665	60.9%	266	9.7%	773	28.3%	30	1.1%
	Race/Ethnicity	Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor		Violations		Offenses	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Pedestrians	American Indian/Alaskan	0	0.0%	0	0.0%	0	0.0%	1	100.0%
	Asian	--	--	--	--	--	--	--	--
	Black/African American	1	100.0%	0	0.0%	0	0.0%	0	0.0%
	Hispanic or Latino	0	0.0%	1	100.0%	0	0.0%	0	0.0%
	Middle Eastern	0	0.0%	1	100.0%	0	0.0%	0	0.0%
	Native Hawaiian	--	--	--	--	--	--	--	--
	White	0	0.0%	3	23.1%	1	7.7%	9	69.2%
	Total	1	5.9%	5	29.4%	1	5.9%	10	58.8%

Central Precinct Consent Search Requests

	Race/Ethnicity	Consent Search			
		Requests	Rate	Refusals	Rate
Drivers	American Indian/Alaskan	0	0.0%	--	--
	Asian	1	0.8%	0	0.0%
	Black/African American	2	0.5%	1	50.0%
	Hispanic or Latino	2	0.6%	1	50.0%
	Middle Eastern	0	0.0%	--	--
	Native Hawaiian	0	0.0%	--	--
	White	9	0.5%	2	22.2%
	Total	14	0.5%	4	28.6%
	Race/Ethnicity	Consent Search			
		Requests	Rate	Refusals	Rate
Pedestrians	American Indian/Alaskan	0	0.0%	--	--
	Asian	--	--	--	--
	Black/African American	0	0.0%	--	--
	Hispanic or Latino	0	0.0%	--	--
	Middle Eastern	0	0.0%	--	--
	Native Hawaiian	--	--	--	--
	White	0	0.0%	--	--
	Total	0	0.0%	--	--

Central Precinct Search Rates

	Race/Ethnicity	Total Subjects Searched		Consent		Warrant		Warrant Exception	
		Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Drivers	American Indian/Alaskan	0	0.0%	--	--	--	--	--	--
	Asian	1	0.8%	1	100.0%	0	0.0%	0	0.0%
	Black/African American	1	0.2%	1	100.0%	0	0.0%	0	0.0%
	Hispanic or Latino	2	0.6%	1	50.0%	0	0.0%	1	50.0%
	Middle Eastern	0	0.0%	--	--	--	--	--	--
	Native Hawaiian	0	0.0%	--	--	--	--	--	--
	White	10	0.6%	7	70.0%	0	0.0%	3	30.0%
	Total	14	0.5%	10	71.4%	0	0.0%	4	28.6%
Pedestrians	American Indian/Alaskan	0	0.0%	--	--	--	--	--	--
	Asian	--	--	--	--	--	--	--	--
	Black/African American	0	0.0%	--	--	--	--	--	--
	Hispanic or Latino	0	0.0%	--	--	--	--	--	--
	Middle Eastern	0	0.0%	--	--	--	--	--	--
	Native Hawaiian	--	--	--	--	--	--	--	--
	White	0	0.0%	--	--	--	--	--	--
	Total	0	0.0%	--	--	--	--	--	--

- NOTE: More than one search type can be utilized and recorded on each interaction

Central Precinct Contraband Hit Rates

	Race/Ethnicity	Total Searches	Found Contraband		Alcohol		Drugs		Firearms		Other Weapons		Stolen Property		Other	
		Count	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Drivers	American Indian/Alaskan	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Asian	1	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%
	Black/African American	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Hispanic or Latino	2	1	50.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Middle Eastern	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Native Hawaiian	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	White	10	3	30.0%	1	10.0%	1	10.0%	2	20.0%	0	0.0%	0	0.0%	0	0.0%
	Total	14	5	35.7%	2	14.3%	1	7.1%	2	14.3%	0	0.0%	0	0.0%	1	7.1%
Pedestrians	American Indian/Alaskan	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Asian	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Black/African American	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Hispanic or Latino	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Middle Eastern	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Native Hawaiian	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	White	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Total	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Central Precinct Stop Outcomes

Drivers	Total Stops		Enforcement Action												
	Race/Ethnicity	Count	Percent	None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
				Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	13	0.5%	1	7.7%	10	76.9%	2	15.4%	0	0.0%	0	0.0%	0	0.0%	
Asian	129	4.7%	4	3.1%	108	83.7%	14	10.9%	0	0.0%	0	0.0%	3	2.3%	
Black/African American	436	15.9%	19	4.4%	338	77.5%	60	13.8%	3	0.7%	0	0.0%	16	3.7%	
Hispanic or Latino	348	12.7%	13	3.7%	270	77.6%	53	15.2%	3	0.9%	1	0.3%	8	2.3%	
Middle Eastern	69	2.5%	3	4.3%	61	88.4%	4	5.8%	0	0.0%	0	0.0%	1	1.4%	
Native Hawaiian	20	0.7%	0	0.0%	19	95.0%	1	5.0%	0	0.0%	0	0.0%	0	0.0%	
White	1,719	62.9%	76	4.4%	1,310	76.2%	267	15.5%	15	0.9%	0	0.0%	51	3.0%	
Total	2,734	100.0%	116	4.2%	2,116	77.4%	401	14.7%	21	0.8%	1	0.0%	79	2.9%	

	Total Stops		Enforcement Action												
			None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested		
	Race/ Ethnicity	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent		
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent		
Pedestrians	American Indian/Alaskan	1	5.9%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%
	Asian	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Black/African American	1	5.9%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%
	Hispanic or Latino	1	5.9%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Middle Eastern	1	5.9%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%
	Native Hawaiian	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	White	13	76.5%	1	7.7%	7	53.8%	2	15.4%	0	0.0%	0	0.0%	3	23.1%
	Total	17	100.0%	1	5.9%	8	47.1%	5	29.4%	0	0.0%	0	0.0%	3	17.6%

APPENDIX J: EAST PRECINCT CROSS TABULATION TABLES

East Precinct Stopped Subject Demographics

	Race/Ethnicity	2019		2020		2021		2022		2023	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Drivers	American Indian/Alaskan	45	0.5%	29	0.5%	23	0.4%	44	0.8%	26	0.6%
	Asian	455	5.6%	272	4.7%	224	4.0%	191	3.6%	202	4.9%
	Black/African American	1,532	18.7%	1,237	21.4%	1,229	22.0%	1,125	21.3%	863	21.0%
	Hispanic or Latino	833	10.2%	588	10.2%	643	11.5%	700	13.3%	626	15.2%
	Middle Eastern	105	1.3%	62	1.1%	63	1.1%	57	1.1%	71	1.7%
	Native Hawaiian	75	0.9%	57	1.0%	48	0.9%	42	0.8%	48	1.2%
	White	5,143	62.8%	3,538	61.2%	3,367	60.2%	3,114	59.1%	2,276	55.4%
	Traffic Total	8,188	100%	5,783	100%	5,597	100%	5,273	100%	4,112	100%
	Race/Ethnicity	2019		2020		2021		2022		2023	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Pedestrians	American Indian/Alaskan	7	4.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Asian	4	2.5%	0	0.0%	0	0.0%	0	0.0%	3	50.0%
	Black/African American	24	14.7%	8	14.0%	1	11.1%	2	33.3%	0	0.0%
	Hispanic or Latino	13	8.0%	3	5.3%	0	0.0%	2	33.3%	0	0.0%
	Middle Eastern	0	0.0%	1	1.8%	0	0.0%	0	0.0%	0	0.0%
	Native Hawaiian	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	White	115	70.6%	45	78.9%	8	88.9%	2	33.3%	3	50.0%
	Non-Traffic Total	163	100%	57	100%	9	100%	6	100%	6	100%

East Precinct Stop Reasons

	Race/Ethnicity	Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
		Count	Percent	Count	Percent	Count	Percent
Drivers	American Indian/Alaskan	25	96.2%	0	0.0%	1	3.8%
	Asian	201	99.5%	0	0.0%	1	0.5%
	Black/African American	840	97.8%	11	1.3%	8	0.9%
	Hispanic or Latino	600	96.0%	7	1.1%	18	2.9%
	Middle Eastern	71	100.0%	0	0.0%	0	0.0%
	Native Hawaiian	48	100.0%	0	0.0%	0	0.0%
	White	2,197	97.0%	24	1.1%	45	2.0%
	Total	3,982	97.2%	42	1.0%	73	1.8%
	Race/Ethnicity	Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
		Count	Percent	Count	Percent	Count	Percent
Pedestrians	American Indian/Alaskan	--	--	--	--	--	--
	Asian	3	100.0%	0	0.0%	0	0.0%
	Black/African American	--	--	--	--	--	--
	Hispanic or Latino	--	--	--	--	--	--
	Middle Eastern	--	--	--	--	--	--
	Native Hawaiian	--	--	--	--	--	--
	White	1	33.3%	0	0.0%	2	66.7%
	Total	4	66.7%	0	0.0%	2	33.3%

East Precinct Traffic Stop Reasons

	Race/Ethnicity	Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor		Violations		Offenses	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Drivers	American Indian/Alaskan	9	34.6%	3	11.5%	13	50.0%	1	3.8%
	Asian	113	55.9%	31	15.3%	57	28.2%	1	0.5%
	Black/African American	336	38.9%	108	12.5%	407	47.2%	12	1.4%
	Hispanic or Latino	248	39.6%	74	11.8%	285	45.5%	19	3.0%
	Middle Eastern	33	46.5%	4	5.6%	34	47.9%	0	0.0%
	Native Hawaiian	29	60.4%	8	16.7%	11	22.9%	0	0.0%
	White	833	36.6%	274	12.0%	1,114	48.9%	55	2.4%
	Total	1,601	38.9%	502	12.2%	1,921	46.7%	88	2.1%
	Race/Ethnicity	Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor		Violations		Offenses	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Pedestrians	American Indian/Alaskan	--	--	--	--	--	--	--	--
	Asian	2	66.7%	1	33.3%	0	0.0%	0	0.0%
	Black/African American	--	--	--	--	--	--	--	--
	Hispanic or Latino	--	--	--	--	--	--	--	--
	Middle Eastern	--	--	--	--	--	--	--	--
	Native Hawaiian	--	--	--	--	--	--	--	--
	White	0	0.0%	1	33.3%	0	0.0%	2	66.7%
	Total	2	33.3%	2	33.3%	0	0.0%	2	33.3%

East Precinct Consent Search Requests

	Race/Ethnicity	Consent Search			
		Requests	Rate	Refusals	Rate
Drivers	American Indian/Alaskan	0	0.0%	--	--
	Asian	1	0.5%	0	0.0%
	Black/African American	3	0.3%	0	0.0%
	Hispanic or Latino	2	0.3%	1	50.0%
	Middle Eastern	0	0.0%	--	--
	Native Hawaiian	0	0.0%	--	--
	White	11	0.5%	2	18.2%
	Total	17	0.4%	3	17.6%
	Race/Ethnicity	Consent Search			
		Requests	Rate	Refusals	Rate
Pedestrians	American Indian/Alaskan	--	--	--	--
	Asian	0	0.0%	--	--
	Black/African American	--	--	--	--
	Hispanic or Latino	--	--	--	--
	Middle Eastern	--	--	--	--
	Native Hawaiian	--	--	--	--
	White	0	0.0%	--	--
	Total	0	0.0%	--	--

East Precinct Search Rates

	Race/Ethnicity	Total Subjects Searched		Consent		Warrant		Warrant Exception	
		Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Drivers	American Indian/Alaskan	0	0.0%	--	--	--	--	--	--
	Asian	2	1.0%	1	50.0%	0	0.0%	1	50.0%
	Black/African American	8	0.9%	3	37.5%	0	0.0%	6	75.0%
	Hispanic or Latino	6	1.0%	1	16.7%	0	0.0%	5	83.3%
	Middle Eastern	1	1.4%	0	0.0%	0	0.0%	1	100.0%
	Native Hawaiian	1	2.1%	0	0.0%	0	0.0%	1	100.0%
	White	21	0.9%	9	42.9%	0	0.0%	12	57.1%
	Total	39	0.9%	14	35.9%	0	0.0%	26	66.7%
Pedestrians	American Indian/Alaskan	--	--	--	--	--	--	--	--
	Asian	0	0.0%	--	--	--	--	--	--
	Black/African American	--	--	--	--	--	--	--	--
	Hispanic or Latino	--	--	--	--	--	--	--	--
	Middle Eastern	--	--	--	--	--	--	--	--
	Native Hawaiian	--	--	--	--	--	--	--	--
	White	0	0.0%	--	--	--	--	--	--
	Total	0	0.0%	--	--	--	--	--	--

- NOTE: More than one search type can be utilized and recorded on each interaction

East Precinct Contraband Hit Rates

	Race/Ethnicity	Total Searches	Found Contraband		Alcohol		Drugs		Firearms		Other Weapons		Stolen Property		Other	
		Count	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Drivers	American Indian/Alaskan	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Asian	2	1	50.0%	0	0.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Black/African American	8	7	87.5%	2	25.0%	4	50.0%	2	25.0%	1	12.5%	1	12.5%	1	12.5%
	Hispanic or Latino	6	6	100.0%	2	33.3%	5	83.3%	0	0.0%	0	0.0%	0	0.0%	2	33.3%
	Middle Eastern	1	1	100.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Native Hawaiian	1	1	100.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	White	21	12	57.1%	1	4.8%	7	33.3%	3	14.3%	1	4.8%	1	4.8%	2	9.5%
	Total	39	28	71.8%	7	17.9%	17	43.6%	5	12.8%	2	5.1%	2	5.1%	5	12.8%
Pedestrians	American Indian/Alaskan	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Asian	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Black/African American	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Hispanic or Latino	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Middle Eastern	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Native Hawaiian	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	White	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Total	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--

East Precinct Stop Outcomes

Drivers	Total Stops		Enforcement Action												
			None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested		
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent		
	American Indian/Alaskan	26	0.6%	2	7.7%	19	73.1%	1	3.8%	0	0.0%	0	0.0%	4	15.4%
	Asian	202	4.9%	9	4.5%	149	73.8%	37	18.3%	2	1.0%	0	0.0%	5	2.5%
Black/African American	863	21.0%	42	4.9%	663	76.8%	88	10.2%	10	1.2%	0	0.0%	60	7.0%	
Hispanic or Latino	626	15.2%	19	3.0%	464	74.1%	97	15.5%	11	1.8%	0	0.0%	35	5.6%	
Middle Eastern	71	1.7%	10	14.1%	49	69.0%	10	14.1%	1	1.4%	0	0.0%	1	1.4%	
Native Hawaiian	48	1.2%	1	2.1%	35	72.9%	8	16.7%	1	2.1%	0	0.0%	3	6.3%	
White	2,276	55.4%	137	6.0%	1,618	71.1%	321	14.1%	21	0.9%	0	0.0%	179	7.9%	
Total	4,112	100.0%	220	5.4%	2,997	72.9%	562	13.7%	46	1.1%	0	0.0%	287	7.0%	

Pedestrians	Total Stops		Enforcement Action										
			None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested
	Race/ Ethnicity	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
	American Indian/Alaskan	--	--	--	--	--	--	--	--	--	--	--	--
	Asian	3	50.0%	1	33.3%	2	66.7%	0	0.0%	0	0.0%	0	0.0%
Black/African American	--	--	--	--	--	--	--	--	--	--	--	--	
Hispanic or Latino	--	--	--	--	--	--	--	--	--	--	--	--	
Middle Eastern	--	--	--	--	--	--	--	--	--	--	--	--	
Native Hawaiian	--	--	--	--	--	--	--	--	--	--	--	--	
White	3	50.0%	0	0.0%	2	66.7%	1	33.3%	0	0.0%	0	0.0%	
Total	6	100.0%	1	16.7%	4	66.7%	1	16.7%	0	0.0%	0	0.0%	

APPENDIX K: NORTH PRECINCT CROSS TABULATION TABLES

North Precinct Stopped Subject Demographics

	Race/Ethnicity	2019		2020		2021		2022		2023	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Drivers	American Indian/Alaskan	21	0.6%	11	0.6%	7	0.4%	8	0.5%	8	0.4%
	Asian	122	3.2%	56	3.2%	48	2.9%	48	2.9%	73	3.2%
	Black/African American	920	24.2%	504	28.7%	351	21.4%	398	23.8%	564	24.7%
	Hispanic or Latino	418	11.0%	184	10.5%	189	11.5%	199	11.9%	351	15.4%
	Middle Eastern	55	1.4%	17	1.0%	14	0.9%	15	0.9%	29	1.3%
	Native Hawaiian	37	1.0%	13	0.7%	19	1.2%	22	1.3%	22	1.0%
	White	2,223	58.6%	971	55.3%	1,009	61.6%	985	58.8%	1,236	54.1%
	Traffic Total	3,796	100%	1,756	100%	1,637	100%	1,675	100%	2,283	100%
	Race/Ethnicity	2019		2020		2021		2022		2023	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Pedestrians	American Indian/Alaskan	0	0.0%	0	0.0%	1	14.3%	0	0.0%	0	0.0%
	Asian	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Black/African American	8	25.0%	3	27.3%	1	14.3%	2	66.7%	1	10.0%
	Hispanic or Latino	2	6.3%	0	0.0%	1	14.3%	0	0.0%	0	0.0%
	Middle Eastern	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Native Hawaiian	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	White	22	68.8%	8	72.7%	4	57.1%	1	33.3%	9	90.0%
	Non-Traffic Total	32	100%	11	100%	7	100%	3	100%	10	100%

North Precinct Stop Reasons

	Race/Ethnicity	Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
		Count	Percent	Count	Percent	Count	Percent
Drivers	American Indian/Alaskan	8	100.0%	0	0.0%	0	0.0%
	Asian	71	98.6%	1	1.4%	0	0.0%
	Black/African American	536	95.4%	7	1.2%	19	3.4%
	Hispanic or Latino	337	96.6%	3	0.9%	9	2.6%
	Middle Eastern	28	96.6%	0	0.0%	1	3.4%
	Native Hawaiian	22	100.0%	0	0.0%	0	0.0%
	White	1,197	97.0%	9	0.7%	28	2.3%
	Total	2,199	96.6%	20	0.9%	57	2.5%
	Race/Ethnicity	Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
		Count	Percent	Count	Percent	Count	Percent
Pedestrians	American Indian/Alaskan	--	--	--	--	--	--
	Asian	--	--	--	--	--	--
	Black/African American	0	0.0%	0	0.0%	1	100.0%
	Hispanic or Latino	--	--	--	--	--	--
	Middle Eastern	--	--	--	--	--	--
	Native Hawaiian	--	--	--	--	--	--
	White	4	44.4%	0	0.0%	5	55.6%
	Total	4	40.0%	0	0.0%	6	60.0%

North Precinct Traffic Stop Reasons

	Race/Ethnicity	Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor		Violations		Offenses	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Drivers	American Indian/Alaskan	4	50.0%	1	12.5%	3	37.5%	0	0.0%
	Asian	51	69.9%	8	11.0%	13	17.8%	1	1.4%
	Black/African American	283	50.2%	93	16.5%	167	29.6%	21	3.7%
	Hispanic or Latino	203	57.8%	51	14.5%	86	24.5%	11	3.1%
	Middle Eastern	19	65.5%	4	13.8%	5	17.2%	1	3.4%
	Native Hawaiian	15	68.2%	2	9.1%	5	22.7%	0	0.0%
	White	633	51.2%	171	13.8%	402	32.5%	30	2.4%
	Total	1,208	52.9%	330	14.5%	681	29.8%	64	2.8%
	Race/Ethnicity	Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor		Violations		Offenses	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Pedestrians	American Indian/Alaskan	--	--	--	--	--	--	--	--
	Asian	--	--	--	--	--	--	--	--
	Black/African American	0	0.0%	0	0.0%	0	0.0%	1	100.0%
	Hispanic or Latino	--	--	--	--	--	--	--	--
	Middle Eastern	--	--	--	--	--	--	--	--
	Native Hawaiian	--	--	--	--	--	--	--	--
	White	4	44.4%	0	0.0%	0	0.0%	5	55.6%
	Total	4	40.0%	0	0.0%	0	0.0%	6	60.0%

North Precinct Consent Search Requests

	Race/Ethnicity	Consent Search			
		Requests	Rate	Refusals	Rate
Drivers	American Indian/Alaskan	0	0.0%	--	--
	Asian	0	0.0%	--	--
	Black/African American	4	0.7%	2	50.0%
	Hispanic or Latino	0	0.0%	--	--
	Middle Eastern	0	0.0%	--	--
	Native Hawaiian	0	0.0%	--	--
	White	6	0.5%	3	50.0%
	Total	10	0.4%	5	50.0%
	Race/Ethnicity	Consent Search			
		Requests	Rate	Refusals	Rate
Pedestrians	American Indian/Alaskan	--	--	--	--
	Asian	--	--	--	--
	Black/African American	0	0.0%	--	--
	Hispanic or Latino	--	--	--	--
	Middle Eastern	--	--	--	--
	Native Hawaiian	--	--	--	--
	White	0	0.0%	--	--
	Total	0	0.0%	--	--

North Precinct Search Rates

	Race/Ethnicity	Total Subjects Searched		Consent		Warrant		Warrant Exception	
		Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Drivers	American Indian/Alaskan	0	0.0%	--	--	--	--	--	--
	Asian	1	1.4%	0	0.0%	0	0.0%	1	100.0%
	Black/African American	6	1.1%	2	33.3%	1	16.7%	4	66.7%
	Hispanic or Latino	5	1.4%	0	0.0%	1	20.0%	4	80.0%
	Middle Eastern	0	0.0%	--	--	--	--	--	--
	Native Hawaiian	0	0.0%	--	--	--	--	--	--
	White	9	0.7%	3	33.3%	0	0.0%	6	66.7%
	Total	21	0.9%	5	23.8%	2	9.5%	15	71.4%
Pedestrians	American Indian/Alaskan	--	--	--	--	--	--	--	--
	Asian	--	--	--	--	--	--	--	--
	Black/African American	0	0.0%	--	--	--	--	--	--
	Hispanic or Latino	--	--	--	--	--	--	--	--
	Middle Eastern	--	--	--	--	--	--	--	--
	Native Hawaiian	--	--	--	--	--	--	--	--
	White	0	0.0%	--	--	--	--	--	--
	Total	0	0.0%	--	--	--	--	--	--

- NOTE: More than one search type can be utilized and recorded on each interaction

North Precinct Contraband Hit Rates

	Race/Ethnicity	Total Searches	Found Contraband		Alcohol		Drugs		Firearms		Other Weapons		Stolen Property		Other	
		Count	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Drivers	American Indian/Alaskan	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Asian	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Black/African American	6	4	66.7%	1	16.7%	1	16.7%	2	33.3%	0	0.0%	0	0.0%	0	0.0%
	Hispanic or Latino	5	3	60.0%	2	40.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	20.0%
	Middle Eastern	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Native Hawaiian	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	White	9	6	66.7%	3	33.3%	2	22.2%	1	11.1%	0	0.0%	0	0.0%	0	0.0%
	Total	21	13	61.9%	6	28.6%	3	14.3%	3	14.3%	0	0.0%	0	0.0%	1	4.8%
Pedestrians	American Indian/Alaskan	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Asian	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Black/African American	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Hispanic or Latino	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Middle Eastern	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Native Hawaiian	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	White	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Total	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--

North Precinct Stop Outcomes

	Total Stops		Enforcement Action											
			None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
	Race/Ethnicity		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
			Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Drivers	American Indian/Alaskan		8	0.4%	1	12.5%	5	62.5%	0	0.0%	0	0.0%	0	25.0%
	Asian		73	3.2%	3	4.1%	59	80.8%	7	9.6%	1	1.4%	3	4.1%
	Black/African American		564	24.7%	27	4.8%	447	79.3%	53	9.4%	4	0.7%	33	5.9%
	Hispanic or Latino		351	15.4%	11	3.1%	264	75.2%	46	13.1%	5	1.4%	25	7.1%
	Middle Eastern		29	1.3%	1	3.4%	27	93.1%	0	0.0%	1	3.4%	0	0.0%
	Native Hawaiian		22	1.0%	2	9.1%	17	77.3%	2	9.1%	0	0.0%	1	4.5%
	White		1,236	54.1%	63	5.1%	976	79.0%	126	10.2%	10	0.8%	60	4.9%
	Total		2,283	100.0%	108	4.7%	1,795	78.6%	234	10.2%	21	0.9%	124	5.4%

	Total Stops		Enforcement Action											
			None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
	Race/Ethnicity		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
			Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Pedestrians	American Indian/Alaskan		--	--	--	--	--	--	--	--	--	--	--	--
	Asian		--	--	--	--	--	--	--	--	--	--	--	--
	Black/African American		1	10.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%
	Hispanic or Latino		--	--	--	--	--	--	--	--	--	--	--	--
	Middle Eastern		--	--	--	--	--	--	--	--	--	--	--	--
	Native Hawaiian		--	--	--	--	--	--	--	--	--	--	--	--
	White		9	90.0%	3	33.3%	5	55.6%	0	0.0%	0	0.0%	1	11.1%
	Total		10	100.0%	3	30.0%	6	60.0%	0	0.0%	0	0.0%	1	10.0%

FFY 2024 PAID MEDIA CAMPAIGNS - Speed, O

Campaign	Fund	Media Budget
Excessive Speed August 5 to September 30, 2024 Education and Culture		\$ 31,000.00
Occupant Protection February 2-28, 2024 National HVE		\$ 15,000.00
Occupant Protection May 1 - June 30, 2024 National HVE - Click it or Ticket		\$ 58,869.00
Occupant Protection May 1-31, 2024 Child Heatstroke Awareness		\$ 3,000.00
Occupant Protection September 1-30, 2024 Child Safety Seat Awareness		\$ 23,550.00
Impaired Driving April 15 - May 12, 2024 Education and Culture - Marijuana Impairment		\$ 15,378.00
Impaired Driving July 1 - September 16, 2024 State Education - 100 Deadliest Days		\$ 127,887.00
Impaired Driving September 2, 2023 - June 2, 2024 Education Culture - University Sports		\$ 68,060.00

Results

:30 TV PSA run on Streaming channels, 1,469,742 digital impressions total

689,292 impressions delivered on streaming channels (78% View Thru Rate), 727,824 impressions delivered on YouTube (99.34% View Through Rate)

1,390,922 streaming impressions delivered (82% VTR), 1,214,438 delivered on YouTube (99% VTR), 17 billboard postings (11,252,712 impressions) More than 13 million impressions

913,925 impressions on META

515,271 impressions across Spanish TV (Streaming), 614,833 impressions across Podcast, 113 Radio spots, 894,107 across META. More than 2 million impressions

35 posts - dispensary locations for Marijuana Impairment Awareness

1,617,170 impressions across Streaming TV, 21 billboard postings (14,632,056 impressions), 1,061,383 impressions across Spanish TV (video, digital). More than 17 million impressions

6,785,425 impressions across radio, digital video, eBlasts (student body, alumni, fans), location signage

Speed
FY 2024 Paid Media Summary

OTT/CTV

Creative: "Second Chances" (NEW :30)

Market	Targeting	Impressions	VCR	Media Cost
Oregon	Adults 21-54	1,469,742	88.8%	\$ 31,000.00

*VCR = Video completion rate

Campaign dates:

08/05-09/30/24

Added Value	
\$	12,400.00

DUII
FY 2024 Paid Media Summary

OTT/CTV

Creative: "Know the signs" / "Good Human"

Market	Targeting	VTR	Impressions	Media Cost
Oregon	Adults 21-44; Bar & Nightlife enthusiasts	90.5%	1,617,170	\$ 43,000.40

Billboard

Creative: "Keep Marijuana in Its Place" (Couch)

County	Postings	Impressions	Media Cost
Multnomah	5	2,020,596	\$7,000
Clackamas	1	867,560	\$1,400
Washington	1	1,169,208	\$1,400
Marion	2	3,907,636	\$8,100
Benton	1	174,928	\$2,630
Lincoln	1	399,864	\$2,880
Lane	3	2,329,628	\$4,200
Linn	1	1,275,228	\$3,400
Clatsop	1	173,624	\$3,200
Tillamook	1	373,884	\$3,740
Columbia	1	121,692	\$3,900
Yamhill	1	464,968	\$4,576
Baker	1	676,620	\$4,610
Malheur	1	676,620	\$3,851
TOTAL:	21	14,632,056	\$54,887
Added Value:			

Dispensary Signage

Creative: "FACT"

Market	Postings	Media Cost
Ashland	1	\$15,378
Astoria	1	
Astoria	1	
Aurora	1	
Beaverton	3	
Bend	4	
Brookings	2	
Clackamas	1	
Eugene	5	
Medford	1	
Portland	15	
TOTAL:	35	\$15,378

Added Value:**Water Closet**

Creative: "Keep A Handle On Your Ride" / "Ride Sober to Live"

Market	Postings	Media Cost
Beaverton,OR	2	\$7,000
Eugene, OR	1	
Gladstone, OR	1	
Gresham,OR	1	
Lake Oswego, OR	1	
Oregon City,OR	1	
Portland, OR	17	
TOTAL:	24	\$7,000

Added Value:

Spanish Media (KUNP/Univision)

Creative: "Buena Humana"/"The Price You Pay" (NHTSA) / "El Reencuentro" (NHTSA)

Campaign dates: 07/01-09/08/24	Market	Targeting	Media Type	Impressions	Cost
	Oregon	Spanish Audiences	Broadcast TV	512,500	\$ 30,000.00
	Oregon	Spanish Audiences	Display Ads (Static)	119,700	
	Added Value	Oregon	Spanish Audiences	Display Outreach	
	\$ 8,600.08	Oregon	Spanish Audiences	Preroll	
Campaign dates: 07/01-09/08/24	Oregon	Spanish Audiences	Branded Content	6,288	
	Oregon	Spanish Audiences	Facebook Social	329,795	
	TOTAL:			1,061,383	\$ 30,000.00

Market value					
\$7,750					
\$1,550					
\$1,550					
\$8,900					
	Market	Targeting	Media Type	Impressions	Cost
\$2,780	Oregon	College Sports Enthusiasts	Football Radio	Unrated (299+ aired spots)	\$34,000.00
\$3,380	Oregon	College Sports Enthusiasts	eBlast - Oregon Athletics	1: 247,473 2: 247,473 3: 75,054	
\$4,650	Oregon	College Sports Enthusiasts	Ducks Rec Center	586,000	
\$3,800	TOTAL:			1,156,000	\$34,000.00
\$3,700					
\$4,040					
\$4,200					
\$5,176					
\$5,010	Oregon	College Sports Enthusiasts	Fan 365 Digital Video	261,707	\$34,060.00
\$4,351	Oregon	College Sports Enthusiasts	Football Radio (Rivalry)	3,100,000	
\$60,837	Oregon	College Sports Enthusiasts	Tail Mail Banner Ads	843,000	
\$5,687	Oregon	College Sports Enthusiasts	OSU Beaver Store Signage	1,424,718	
	TOTAL:			5,629,425	\$34,060.00

Campaign dates:

4/15/24-5/12/24

Market value
\$18,092
\$18,092

\$2,714

Campaign dates:

02/26/24-5/26/24

Market value
\$10,000
\$10,000

\$3,000

Campaign dates:

07/01-09/16/24

Added Value	
\$	9,100.00
\$	9,100.00

Campaign dates:

9/2/23-6/30/24

Added Value	
\$7,000.00	
\$7,000.00	

Campaign dates:

08/24/23-5/31/24

Added Value	
\$13,940.00	
\$13,940.00	

DUII / NHTSA
FY 2024 Paid Media Summary

Broadcast: Radio

Creative Per Flight:

Campaign dates:

"No Excuses" w/SuperBowl tag 02/05-02/11/24
 "No Excuses" Spanish

"No Excuses" w/St. Patty's Day tag 03/08-03/17/24
 "No Excuses" Spanish

"No Excuses" w/4th of July tag 6/27-7/4/24
 "No Excuses" Spanish

"No Excuses" w/Labor Day tag 08/26-09/2/24
 "No Excuses" Spanish

Market	Total Spots	Media Cost	Added Value
Oregon	2,257	\$47,648	\$9,530
Oregon	2,489	\$52,239	\$10,448
Oregon	2,525	\$50,000	\$10,000
Oregon	2,433	\$49,998	\$10,000
TOTALS:	9,704	\$199,886	\$39,977

**Occupant Protection
FY 2024 Paid Media Summary**

OTT/CTV - Flight 1

Campaign dates:

Creative: "Father Son Showdown" / "The Date" (:15)

02/01-02/28/24

Market	Targeting	Impressions	VTR	Media Cost	Added Value
Oregon	M 18-54; M 45+	689,292	78.1%	\$ 10,000.00	\$ 1,800.00

OTT/CTV - Flight 2

Campaign dates:

Creative: "Father Son Showdown" / "The Date" (:15)

05/01-06/30/24

Market	Targeting	Impressions	VTR	Media Cost	Added Value
Oregon	M 18-54; M 45+	1,390,922	82.0%	\$ 20,000.00	\$ 3,800.00

YouTube - Flight 1

Campaign dates:

Creative: "Father Son Showdown" / "The Date" (:15)

02/01-02/28/24

Market	Targeting	Impressions	VTR	Media Cost	Added Value
Oregon	Male, 18-54	727,284	99.34%	\$ 5,001.19	

YouTube - Flight 2

Campaign dates:

Creative: "Father Son Showdown" / "The Date" (:15)

05/01-06/30/24

Market	Targeting	Impressions	VTR	Media Cost	Added Value
Oregon	Male, 18-54	1,214,438	99.71%	\$ 10,001.72	

TOTAL: **4,021,936** **99.57%** **\$ 45,002.91** **\$ 5,600.00**

*VTR - View through rate

Billboards

Campaign dates:

Creative:

5/6/23-6/30/24

Market	Postings	Type	Media Cost	Market value
Portland	11	Posters	\$15,125	\$16,775
Salem	1	Poster	\$1,375	\$1,525
Eugene	2	Posters	\$2,750	\$3,050
Medford	1	Poster	\$1,375	\$1,525
Eastern OR	1	Bulletin	\$4,874	\$5,554
Bend	1	Bulletin	\$3,370	\$3,370
TOTAL:	17		\$28,869	\$31,799

Added Value: **\$2,930**

**Occupant Protection
FY 2024 Paid Media Summary**

OTT/CTV - Spanish

Creative: "De el ejemplo"

Campaign dates:

09/01-09/30/24

Market	Targeting	Impressions	VTR	Media Cost	Added Value
Oregon	Spanish speaking; parents/caretake	515,271	99.1%	\$ 7,500.00	\$ 1,425.00

Podcasts

Creative: "One Easy Way"

Campaign dates:

09/01-09/30/24

Market	Targeting	Impressions	LTR	Media Cost	Added Value
Oregon	parents/caretakers	614,833	98.8%	\$ 8,500.00	\$ 2,040.00

Radio - Spanish

Creative: "De el ejemplo"

Campaign dates:

09/02-09/30/24

Market	Targeting	Station	# of Spots	Media Cost	Added Value
Oregon	Adults 25-54	KRYP	69	\$ 3,748.50	\$ 862.16
Oregon	Adults 25-54	KTUP	44	\$ 660.00	\$ 132.00
TOTAL:			113	\$ 4,408.50	\$ 994.16

Occupant Protection

Facebook & Instagram

Creative: "Child Heatstroke Awareness"

Campaign dates:

05/01-05/31/24

Market	Demo	IMPS	Clicks	Media Cost
Oregon	Parents, Caretakers, Families, A18-54	913,925	3782	\$2,700.00
TOTAL:		913,925	3,782	\$2,700

Occupant Protection

Facebook & Instagram

Creative: "Child Safety Seat"

Campaign dates:

09/15-09/21/24

Market	Demo	IMPS	Clicks	Media Cost
Oregon	Parents, Caretakers, Families, A18-54	894,107	1,856	\$3,150.00
TOTAL:		894,107	1,856	\$3,150

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary

State: Oregon

2024-HSP-41

Posted: 02/05/2025

Page: 1

Report Date: 02/20/2025

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
164 Transfer Funds								
164 Alcohol								
	164AL-2024-14-01-00	Statewide Services DUII Outreach TOX_DG	\$116,462.38	\$.00	\$116,462.38	\$.00	\$116,462.38	\$.00
	164 Alcohol Total		\$116,462.38	\$.00	\$116,462.38	\$.00	\$116,462.38	\$.00
164 Paid Media								
	164PM-2024-14-01-00	Statewide Services DUII Media	\$175,260.58	\$6,733.73	\$175,260.58	\$.00	\$175,260.58	\$.00
	164 Paid Media Total		\$175,260.58	\$6,733.73	\$175,260.58	\$.00	\$175,260.58	\$.00
	164 Transfer Funds Total		\$291,722.96	\$6,733.73	\$291,722.96	\$.00	\$291,722.96	\$.00
FAST Act NHTSA 402								
Planning and Administration								
	PA-2024-91-90-00	Planning Administration	\$174,039.66	\$108,538.13	\$174,039.66	\$.00	\$174,039.66	\$.00
	Planning and Administration Total		\$174,039.66	\$108,538.13	\$174,039.66	\$.00	\$174,039.66	\$.00
Emergency Medical Services								
	EM-2024-24-01-00	Statewide Services - Emergency Medical S	\$51,419.25	\$45,267.38	\$51,419.25	\$.00	\$51,419.25	\$.00
	EM-2024-24-90-00	Program Management	\$3,878.34	\$480.58	\$3,878.34	\$.00	\$3,878.34	\$.00
	Emergency Medical Services Total		\$55,297.59	\$45,747.96	\$55,297.59	\$.00	\$55,297.59	\$.00
Motorcycle Safety								
	MC-2024-80-90-00	Program Management	\$2,641.28	\$2,641.28	\$2,641.28	\$.00	\$2,641.28	\$.00
	Motorcycle Safety Total		\$2,641.28	\$2,641.28	\$2,641.28	\$.00	\$2,641.28	\$.00
Occupant Protection								
	OP-2024-45-01-00	Statewide Services (OP)	\$80,500.00	\$.00	\$80,500.00	\$.00	\$80,500.00	\$.00
	OP-2024-45-16-00	Local PD Safety Belt - Mini-grants	\$261,121.25	\$124,566.42	\$261,121.25	\$.00	\$261,121.25	\$261,121.25
	OP-2024-45-90-00	Program Management	\$79,637.21	\$25,776.40	\$79,637.21	\$.00	\$79,637.21	\$.00
	Occupant Protection Total		\$421,258.46	\$150,342.82	\$421,258.46	\$.00	\$421,258.46	\$261,121.25
Pedestrian/Bicycle Safety								
	PS-2024-68-01-00	Statewide Services - Bicycle	\$263,901.05	\$112,952.73	\$263,901.05	\$.00	\$263,901.05	\$23,630.00
	PS-2024-68-11-00	Region 1 Grassroots Partnerships - Mini-	\$288,347.35	\$59,355.45	\$288,347.35	\$.00	\$288,347.35	\$65,385.51
	PS-2024-68-13-00	Region 3 Grassroots Partnerships - Mini-	\$10,000.00	\$.00	\$10,000.00	\$.00	\$10,000.00	\$.00
	PS-2024-68-14-00	Region 4 Grassroots Partnerships - Mini-	\$10,000.00	\$.00	\$10,000.00	\$.00	\$10,000.00	\$.00
	PS-2024-68-15-00	Region 5 Grassroots Partnerships - Mini-	\$15,000.00	\$.00	\$15,000.00	\$.00	\$15,000.00	\$.00
	PS-2024-68-90-00	Program Management	\$8,322.94	\$4,717.70	\$8,322.94	\$.00	\$8,322.94	\$.00
	Pedestrian/Bicycle Safety Total		\$595,571.34	\$177,025.88	\$595,571.34	\$.00	\$595,571.34	\$89,015.51

Police Traffic Services

PT-2024-30-00-00	DPSST Law Enforcement Training	\$139.62	\$12,133.59	\$139.62	\$0.00	\$139.62	\$0.00
PT-2024-30-01-00	Statewide Law Enforcement Training	\$67,820.30	\$26,955.08	\$67,820.30	\$0.00	\$67,820.30	\$67,820.30
PT-2024-30-90-00	Program Management	\$2,313.34	\$578.34	\$2,313.34	\$0.00	\$2,313.34	\$0.00
Police Traffic Services Total		\$70,273.26	\$39,667.01	\$70,273.26	\$0.00	\$70,273.26	\$67,820.30

Traffic Records

TR-2024-24-11-00	Risky Driver Research, Data Warehouse	\$200,000.00	\$50,000.26	\$200,000.00	\$0.00	\$200,000.00	\$28,181.78
TR-2024-54-90-00	Program Management	\$41,057.71	\$4,598.00	\$41,057.71	\$0.00	\$41,057.71	\$0.00
Traffic Records Total		\$241,057.71	\$54,598.26	\$241,057.71	\$0.00	\$241,057.71	\$28,181.78

Community Traffic Safety Project

CP-2024-20-15-16	Portable Education Awareness	\$15,235.09	\$0.00	\$15,235.09	\$0.00	\$15,235.09	\$0.00
CP-2024-24-11-00	Outreach and Education Region 1	\$34,610.67	\$20,793.08	\$34,610.67	\$0.00	\$34,610.67	\$0.00
CP-2024-24-13-00	Outreach and Education Reg 3	\$3,228.00	\$0.00	\$3,228.00	\$0.00	\$3,228.00	\$0.00
CP-2024-24-14-01	Region 4 Driver Ed for Low Income Teens	\$10,000.00	\$0.00	\$10,000.00	\$0.00	\$10,000.00	\$0.00
CP-2024-24-14-02	Financial Assistance for LE/Traffic Safe	\$9,000.00	\$0.00	\$9,000.00	\$0.00	\$9,000.00	\$0.00
CP-2024-24-15-01	Region 5 Driver Ed for Low Income Teens	\$7,000.00	\$0.00	\$7,000.00	\$0.00	\$7,000.00	\$0.00
CP-2024-24-15-02	Financial Assistance for LE/Traffic Safe	\$8,000.00	\$0.00	\$8,000.00	\$0.00	\$8,000.00	\$0.00
CP-2024-25-16-00	Clackamas County Safe Communities	\$0.00	\$33,691.22	\$0.00	\$0.00	\$0.00	\$0.00
CP-2024-25-17-00	Lane County Safe Communities	\$95,000.00	\$107,127.79	\$95,000.00	\$0.00	\$95,000.00	\$111,252.94
CP-2024-25-18-00	Deschutes County Safe Communities	\$4,386.59	\$33,177.00	\$4,386.59	\$0.00	\$4,386.59	\$95,000.00
CP-2024-25-19-00	Safe Community Services: Oregon Impact	\$160,000.00	\$40,000.00	\$160,000.00	\$0.00	\$160,000.00	\$31,343.63
CP-2024-25-20-00	Safe Communities Assistance	\$0.00	\$25,000.00	\$0.00	\$0.00	\$0.00	\$0.00
CP-2024-25-21-00	Local Safety Action Plans	\$597,212.26	\$120,000.00	\$597,212.26	\$0.00	\$597,212.26	\$51,012.01
CP-2024-25-90-00	Program Management	\$29,495.44	\$4,592.75	\$29,495.44	\$0.00	\$29,495.44	\$0.00
Community Traffic Safety Project Total		\$973,168.05	\$384,381.84	\$973,168.05	\$0.00	\$973,168.05	\$288,608.58

Codes and Laws

CL-2024-80-16-00	Vehicle Equipment Safety Standards – Saf	\$14,285.00	\$3,750.00	\$14,285.00	\$0.00	\$14,285.00	\$0.00
CL-2024-80-90-00	Program Management	\$19,320.00	\$2,030.21	\$19,320.00	\$0.00	\$19,320.00	\$0.00
Codes and Laws Total		\$33,605.00	\$5,780.21	\$33,605.00	\$0.00	\$33,605.00	\$0.00

Driver Education

DE-2024-20-90-00	Program Management	\$79,610.63	\$16,339.25	\$79,610.63	\$0.00	\$79,610.63	\$0.00
DE-2024-24-14-00	Region 4 Roundabout Education Media Camp	\$43,029.00	\$22,101.15	\$43,029.00	\$0.00	\$43,029.00	\$0.00
Driver Education Total		\$122,639.63	\$38,440.40	\$122,639.63	\$0.00	\$122,639.63	\$0.00

Roadway Safety

RS-2024-77-16-00	Safety Corridor Education	\$12,049.28	\$2,503.21	\$12,049.28	\$0.00	\$12,049.28	\$0.00
Roadway Safety Total		\$12,049.28	\$2,503.21	\$12,049.28	\$0.00	\$12,049.28	\$0.00

Speed Management

SC-2024-35-00-00	Speed Public Information	\$0.00	\$23.57	\$0.00	\$0.00	\$0.00	\$0.00
SC-2024-35-16-00	speed Enforcement	\$35,556.97	\$21,934.06	\$35,556.97	\$0.00	\$35,556.97	\$0.00
Speed Management Total		\$35,556.97	\$21,957.63	\$35,556.97	\$0.00	\$35,556.97	\$0.00

Traffic Courts

TC-2024-24-00-00	Judicial Education	\$3,908.84	\$977.21	\$3,908.84	\$0.00	\$3,908.84	\$2,345.00
Traffic Courts Total		\$3,908.84	\$977.21	\$3,908.84	\$0.00	\$3,908.84	\$2,345.00

Distracted Driving

DD-2024-20-90-00	Program Management	\$55,879.24	\$3,287.74	\$55,879.24	\$0.00	\$55,879.24	\$0.00

Distracted Driving Total		\$55,879.24	\$3,287.74	\$55,879.24	\$.00	\$55,879.24	\$.00
Teen Safety Program							
TSP-2024-20-16-00	Trauma Nurses Tough Talk- Train TRNGR	\$10,554.97	\$35,686.86	\$10,554.97	\$.00	\$10,554.97	\$.00
Teen Safety Program Total		\$10,554.97	\$35,686.86	\$10,554.97	\$.00	\$10,554.97	\$.00
FAST Act NHTSA 402 Total		\$2,807,501.28	\$1,071,576.44	\$2,807,501.28	\$.00	\$2,807,501.28	\$737,092.42
FAST Act 405b OP High							
405b High HVE							
M1HVE-2024-46-16-00	Local PD	\$106,704.68	\$21,250.00	\$106,704.68	\$.00	\$106,704.68	\$68,000.00
M1HVE-2024-46-17-00	Statewide Safety Belt Enforcement OSP	\$85,000.00	\$21,250.00	\$85,000.00	\$.00	\$85,000.00	\$.00
405b High HVE Total		\$191,704.68	\$42,500.00	\$191,704.68	\$.00	\$191,704.68	\$68,000.00
405b High Community CPS Services							
M1CPS-2024-45-11-00	CPS inspection Stations Region 1	\$4,754.54	\$14,580.00	\$4,754.54	\$.00	\$4,754.54	\$10,000.00
M1CPS-2024-45-12-00	CPS inspection Stations Region 2	\$12,000.00	\$6,890.88	\$12,000.00	\$.00	\$12,000.00	\$.00
M1CPS-2024-45-13-00	CPS inspection Stations Region 3	\$12,000.00	\$4,667.09	\$12,000.00	\$.00	\$12,000.00	\$.00
M1CPS-2024-45-14-00	CPS inspection Stations Region 4	\$7,740.00	\$1,912.10	\$7,740.00	\$.00	\$7,740.00	\$.00
405b High Community CPS Services Total		\$36,494.54	\$28,050.07	\$36,494.54	\$.00	\$36,494.54	\$10,000.00
FAST Act 405b OP High Total		\$228,199.22	\$70,550.07	\$228,199.22	\$.00	\$228,199.22	\$78,000.00
FAST Act 405c Data Program							
405c Data Program							
M3DA-2024-54-16-00	CARS Modernization	\$263,651.27	\$65,912.82	\$263,651.27	\$.00	\$263,651.27	\$.00
M3DA-2024-54-17-00	CAR Imaging of Crash Reports	\$160,200.00	\$40,000.00	\$160,200.00	\$.00	\$160,200.00	\$.00
405c Data Program Total		\$423,851.27	\$105,912.82	\$423,851.27	\$.00	\$423,851.27	\$.00
FAST Act 405c Data Program Total		\$423,851.27	\$105,912.82	\$423,851.27	\$.00	\$423,851.27	\$.00
FAST Act 405d Impaired Driving Mid							
405d Mid HVE							
M5HVE-2024-14-00-00	DUII Enforcement	\$.00	\$220,175.49	\$.00	\$.00	\$.00	\$.00
405d Mid HVE Total		\$.00	\$220,175.49	\$.00	\$.00	\$.00	\$.00
405d Mid Court Support							
M5CS-2024-14-00-00	Support for BSOBR Court	\$10,000.00	\$2,505.00	\$10,000.00	\$.00	\$10,000.00	\$.00
M5CS-2024-15-16-00	Prosecuting Drugged DRV / Protect Lives,	\$10,646.06	\$26,437.81	\$10,646.06	\$.00	\$10,646.06	\$.00
M5CS-2024-15-18-00	MADD Court Monitoring	\$136,000.00	\$41,592.98	\$136,000.00	\$.00	\$136,000.00	\$.00
405d Mid Court Support Total		\$156,646.06	\$70,535.79	\$156,646.06	\$.00	\$156,646.06	\$.00
405d Mid Training							
M5TR-2024-14-00-00	Law Enforcement DUII Training	\$150,000.00	\$150,000.00	\$150,000.00	\$.00	\$150,000.00	\$.00
405d Mid Training Total		\$150,000.00	\$150,000.00	\$150,000.00	\$.00	\$150,000.00	\$.00
405d Impaired Driving Mid							
M5X-2024-12-90-00	Program Management – Impaired Driving	\$11,061.40	\$.00	\$11,061.40	\$.00	\$11,061.40	\$.00
405d Impaired Driving Mid Total		\$11,061.40	\$.00	\$11,061.40	\$.00	\$11,061.40	\$.00
405d Mid Drug and Alcohol Training							
FDMDATR-2024-24-11-00	Initial Alcohol	\$9,075.00	\$4,000.00	\$9,075.00	\$.00	\$9,075.00	\$.00
405d Mid Drug and Alcohol Training Total		\$9,075.00	\$4,000.00	\$9,075.00	\$.00	\$9,075.00	\$.00
FAST Act 405d Impaired Driving Mid Total		\$326,782.46	\$444,711.28	\$326,782.46	\$.00	\$326,782.46	\$.00

FAST Act 405e Comprehensive Distracted Driving**405e DD Law Enforcement**

M8DDLE-2024-20-00-00	Distracted Driving High Visibility Enfor	\$60,679.68	\$55,758.45	\$60,679.68	\$0.00	\$60,679.68	\$0.00
M8DDLE-2024-20-16-00	DD High Visibility Enforcement Oregon St	\$112,461.69	\$28,115.42	\$112,461.69	\$0.00	\$112,461.69	\$0.00

405e DD Law Enforcement Total

\$173,141.37	\$83,873.87	\$173,141.37	\$0.00	\$173,141.37	\$0.00

405e Community Traffic Safety

M8*CP-2024-02-00-00	Transportation Safety Conference	\$35,000.00	\$0.00	\$35,000.00	\$0.00	\$35,000.00	\$0.00

405e Community Traffic Safety Total

\$35,000.00	\$0.00	\$35,000.00	\$0.00	\$35,000.00	\$0.00

405e Paid Advertising

M8*PM-2024-22-01-00	Statewide Services – Media Report	\$35,000.00	\$0.00	\$35,000.00	\$0.00	\$35,000.00	\$0.00
M8*PM-2024-22-02-00	Safe Driving Statewide: Education	\$134,436.94	\$8,750.00	\$134,436.94	\$0.00	\$134,436.94	\$266,265.65
M8*PM-2024-22-90-00	Safe Driver	\$28,565.40	\$0.00	\$28,565.40	\$0.00	\$28,565.40	\$0.00

405e Paid Advertising Total

\$198,002.34	\$8,750.00	\$198,002.34	\$0.00	\$198,002.34	\$266,265.65

FAST Act 405e Comprehensive Distracted Driving Total

\$406,143.71	\$92,623.87	\$406,143.71	\$0.00	\$406,143.71	\$266,265.65

FAST Act 405f Motorcycle Safety Programs**405f Safety Motorcyclist Training**

M11MT-2024-50-00-00	Trng	\$6,822.53	\$0.00	\$6,822.53	\$0.00	\$6,822.53	\$0.00

405f Safety Motorcyclist Training Total

\$6,822.53	\$0.00	\$6,822.53	\$0.00	\$6,822.53	\$0.00

405f Safety Motorcyclist Awareness

M11MA-2024-50-00-00	Motorist Awareness of MC Riders – Commun	\$58,839.47	\$0.00	\$58,839.47	\$0.00	\$58,839.47	\$0.00

405f Safety Motorcyclist Awareness Total

\$58,839.47	\$0.00	\$58,839.47	\$0.00	\$58,839.47	\$0.00

FAST Act 405f Motorcycle Safety Programs Total

\$65,662.00	\$0.00	\$65,662.00	\$0.00	\$65,662.00	\$0.00

FAST Act 405h Nonmotorized Safety**405h Public Education**

FHPE-2024-68-00-00	Oregon Friendly Driver	\$175,515.13	\$14,109.00	\$175,515.13	\$0.00	\$175,515.13	\$0.00

405h Public Education Total

\$175,515.13	\$14,109.00	\$175,515.13	\$0.00	\$175,515.13	\$0.00

FAST Act 405h Nonmotorized Safety Total

\$175,515.13	\$14,109.00	\$175,515.13	\$0.00	\$175,515.13	\$0.00

BIL NHTSA 402**Planning and Administration**

PA-2024-91-90-00	Planning Administration	\$641,634.32	\$397,913.75	\$641,634.32	\$0.00	\$641,634.32	\$0.00
PA-2024-91-90-16	Regional Public Participation	\$0.00	\$8,607.76	\$0.00	\$0.00	\$0.00	\$0.00

Planning and Administration Total

\$641,634.32	\$406,521.51	\$641,634.32	\$0.00	\$641,634.32	\$0.00

Impaired Driving

AL-2024-22-00-00	Law Enforcement Breath Testing	\$159,700.00	\$58,940.00	\$159,700.00	\$0.00	\$159,700.00	\$87,000.00

Impaired Driving Total

\$159,700.00	\$58,940.00	\$159,700.00	\$0.00	\$159,700.00	\$87,000.00

Emergency Medical Services

EM-2024-24-01-00	Statewide Services - Emergency Medical S	\$85,696.18	\$0.00	\$85,696.18	\$0.00	\$85,696.18	\$0.00
EM-2024-24-90-00	Program Management	\$29,398.03	\$7,592.56	\$29,398.03	\$0.00	\$29,398.03	\$0.00

Emergency Medical Services Total

\$115,094.21	\$7,592.56	\$115,094.21	\$0.00	\$115,094.21	\$0.00

Motorcycle Safety

MC-2024-00-00-00	Uncommitted Funds	\$2,842,237.83	\$0.00	\$2,842,237.83	\$0.00	\$2,842,237.83	\$0.00

MC-2024-80-90-00	Program Management	\$48,255.49	\$16,967.96	\$48,255.49	\$.00	\$48,255.49	\$.00
Motorcycle Safety Total		\$2,890,493.32	\$16,967.96	\$2,890,493.32	\$.00	\$2,890,493.32	\$.00
Safety Belts							
OP-2024-45-16-00	Local PD Safety Belt - Mini-grants	\$328,878.75	\$22,219.69	\$328,878.75	\$.00	\$328,878.75	\$88,878.75
OP-2024-45-90-00	Program Management	\$59,531.26	\$100,546.87	\$59,531.26	\$.00	\$59,531.26	\$.00
Safety Belts Total		\$388,410.01	\$122,766.56	\$388,410.01	\$.00	\$388,410.01	\$88,878.75
Pedestrian/Bicycle Safety							
PS-2024-68-01-00	Statewide Services - Bicycle	\$236,098.95	\$96,869.32	\$236,098.95	\$.00	\$236,098.95	\$81,370.00
PS-2024-68-11-00	Region 1 Grassroots Partnerships - Mini-	\$161,338.15	\$15,325.43	\$161,338.15	\$.00	\$161,338.15	\$90,000.00
PS-2024-68-15-00	Region 5 Grassroots Partnerships - Mini-	\$5,685.50	\$.00	\$5,685.50	\$.00	\$5,685.50	\$.00
PS-2024-68-90-00	Program Management	\$.00	\$31,967.75	\$.00	\$.00	\$.00	\$.00
Pedestrian/Bicycle Safety Total		\$403,122.60	\$144,162.50	\$403,122.60	\$.00	\$403,122.60	\$171,370.00
Traffic Enforcement Services							
PT-2024-20-00-00	Oregon Impact / HVE	\$789,320.32	\$197,330.08	\$789,320.32	\$.00	\$789,320.32	\$789,320.32
PT-2024-24-11-00	Financial Assistance for LE/Partner Trai	\$10,000.00	\$.00	\$10,000.00	\$.00	\$10,000.00	\$10,000.00
PT-2024-30-00-00	DPSST Law Enforcement Training	\$86,109.86	\$9,866.41	\$86,109.86	\$.00	\$86,109.86	\$65,918.00
PT-2024-30-01-00	Statewide Law Enforcement Training	\$147,686.66	\$112,632.00	\$147,686.66	\$.00	\$147,686.66	\$82,180.70
PT-2024-30-90-00	Program Management	\$11,752.28	\$2,234.78	\$11,752.28	\$.00	\$11,752.28	\$.00
Traffic Enforcement Services Total		\$1,044,869.12	\$322,063.27	\$1,044,869.12	\$.00	\$1,044,869.12	\$947,419.02
Traffic Records							
TR-2024-54-90-00	Program Management	\$4,926.00	\$.00	\$4,926.00	\$.00	\$4,926.00	\$.00
Traffic Records Total		\$4,926.00	\$.00	\$4,926.00	\$.00	\$4,926.00	\$.00
Community Traffic Safety Programs							
CP-2024-20-03-00	ODOT Regions: Program Mangement	\$125,000.00	\$600,000.00	\$125,000.00	\$.00	\$125,000.00	\$.00
CP-2024-20-15-16	Portable Education and Awareness	\$134,764.91	\$.00	\$134,764.91	\$.00	\$134,764.91	\$.00
CP-2024-24-11-00	Outreach and Education Region 1	\$302,799.54	\$99,456.92	\$302,799.54	\$.00	\$302,799.54	\$94,962.12
CP-2024-24-12-00	Outreach and Education Region 2	\$25,000.00	\$6,250.00	\$25,000.00	\$.00	\$25,000.00	\$.00
CP-2024-24-13-00	Outreach and Education Region 3	\$21,772.00	\$6,250.00	\$21,772.00	\$.00	\$21,772.00	\$10,122.59
CP-2024-24-14-00	Outreach and Education Region 4	\$38,000.00	\$10,250.00	\$38,000.00	\$.00	\$38,000.00	\$20,090.00
CP-2024-24-15-00	Outreach and Education Region 5	\$40,000.00	\$10,000.00	\$40,000.00	\$.00	\$40,000.00	\$24,800.00
CP-2024-25-16-00	Clackamas County Safe Communities	\$340,833.33	\$55,000.00	\$340,833.33	\$.00	\$340,833.33	\$.00
CP-2024-25-18-00	Deschutes County Safe Communities	\$90,613.41	\$.00	\$90,613.41	\$.00	\$90,613.41	\$.00
CP-2024-25-20-00	Safe Communities Assistance	\$100,000.00	\$.00	\$100,000.00	\$.00	\$100,000.00	\$.00
CP-2024-25-21-00		\$2,787.74	\$.00	\$2,787.74	\$.00	\$2,787.74	\$510,000.00
CP-2024-91-90-16	Region Outreach	\$150,000.00	\$37,500.00	\$150,000.00	\$.00	\$150,000.00	\$.00
Community Traffic Safety Programs Total		\$1,371,570.93	\$824,706.92	\$1,371,570.93	\$.00	\$1,371,570.93	\$659,974.71
Codes and Laws							
CL-2024-80-16-00	Vehicle Equipment Safety Standards – Saf	\$715.00	\$.00	\$715.00	\$.00	\$715.00	\$.00
CL-2024-80-90-00	Program Management	\$79,957.52	\$20,539.17	\$79,957.52	\$.00	\$79,957.52	\$.00
Codes and Laws Total		\$80,672.52	\$20,539.17	\$80,672.52	\$.00	\$80,672.52	\$.00
Driver Education							
DE-2024-20-15-00	OSAA Traffic Safety Messaging	\$30,000.00	\$75,000.00	\$30,000.00	\$.00	\$30,000.00	\$11,408.74
DE-2024-20-90-00	Program Management	\$410,475.24	\$236,141.04	\$410,475.24	\$.00	\$410,475.24	\$.00
Driver Education Total		\$440,475.24	\$311,141.04	\$440,475.24	\$.00	\$440,475.24	\$11,408.74

Judicial and Court Services

TC-2024-24-00-00	Judicial Education	\$31,091.16	\$7,772.79	\$31,091.16	\$.00	\$31,091.16	\$18,654.70
TC-2024-24-90-00	Program Management	\$70,328.08	\$14,075.55	\$70,328.08	\$.00	\$70,328.08	\$.00

Judicial and Court Services Total		\$101,419.24	\$21,848.34	\$101,419.24	\$.00	\$101,419.24	\$18,654.70

Child Restraint

CR-2024-24-11-00	Access to Car Seats, Low Income, Refugee	\$15,000.00	\$3,000.00	\$15,000.00	\$.00	\$15,000.00	\$.00

Child Restraint Total		\$15,000.00	\$3,000.00	\$15,000.00	\$.00	\$15,000.00	\$.00

Speed Management

SC-2024-24-11-00	Supplies for Speed Enforcement - Multnom	\$8,750.00	\$2,189.00	\$8,750.00	\$.00	\$8,750.00	\$8,750.00
SC-2024-35-00-00	Speed Public Information	\$75,000.00	\$18,750.00	\$75,000.00	\$.00	\$75,000.00	\$75,000.00
SC-2024-35-16-00	speed Enforcement	\$574,443.03	\$152,500.00	\$574,443.03	\$.00	\$574,443.03	\$610,000.00
SC-2024-35-17-00	Speed Enforcement - Rural State Hwys	\$75,000.00	\$31,250.00	\$75,000.00	\$.00	\$75,000.00	\$40,000.00
SC-2024-35-18-00	Speed Enforcement - Region 1-5	\$52,400.00	\$12,500.00	\$52,400.00	\$.00	\$52,400.00	\$42,706.70
SC-2024-35-90-00	Program Management	\$21,098.42	\$4,219.68	\$21,098.42	\$.00	\$21,098.42	\$.00

Speed Management Total		\$806,691.45	\$221,408.68	\$806,691.45	\$.00	\$806,691.45	\$776,456.70

Roadway Safety

RS-2024-77-16-00	Safety Corridor Education and Enforcemen	\$12,950.72	\$3,746.80	\$12,950.72	\$.00	\$12,950.72	\$.00
RS-2024-77-17-00	Digital Alert Technology Analysis	\$150,000.00	\$28,750.00	\$150,000.00	\$.00	\$150,000.00	\$.00
RS-2024-77-90-00	Program Management	\$33,090.51	\$27,197.07	\$33,090.51	\$2.00	\$33,092.51	\$.00

Roadway Safety Total		\$196,041.23	\$59,693.87	\$196,041.23	\$2.00	\$196,043.23	\$.00

Teen Safety Program

TSP-2024-20-16-00	Trauma Nurses Tough Talk- Train TRNGR	\$19,445.03	\$19,445.03	\$19,445.03	\$.00	\$19,445.03	\$.00

Teen Safety Program Total		\$19,445.03	\$19,445.03	\$19,445.03	\$.00	\$19,445.03	\$.00

Older Driver Safety

OD-2024-24-00-00	Aging Road User Training	\$50,000.00	\$12,500.00	\$50,000.00	\$.00	\$50,000.00	\$50,000.00

Older Driver Safety Total		\$50,000.00	\$12,500.00	\$50,000.00	\$.00	\$50,000.00	\$50,000.00

BIL NHTSA 402 Total		\$8,729,565.22	\$2,573,297.41	\$8,729,565.22	\$2.00	\$8,729,567.22	\$2,811,162.62

BIL 1906 Prohibit Racial Profiling**1906 Collecting and Maintaining Data**

F1906CMD-2024-25-00-00	Criminal Justice Commission - Citation D	\$1,100,000.00	\$251,432.00	\$1,100,000.00	\$.00	\$1,100,000.00	\$.00

1906 Collecting and Maintaining Data Total		\$1,100,000.00	\$251,432.00	\$1,100,000.00	\$.00	\$1,100,000.00	\$.00

1906 Uncommitted

F1906X-2024-25-00-00	Uncommitted Funds	\$2,597,111.94	\$.00	\$2,597,111.94	\$.00	\$2,597,111.94	\$.00

1906 Uncommitted Total		\$2,597,111.94	\$.00	\$2,597,111.94	\$.00	\$2,597,111.94	\$.00

BIL 1906 Prohibit Racial Profiling Total		\$3,697,111.94	\$251,432.00	\$3,697,111.94	\$.00	\$3,697,111.94	\$.00

BIL 164 Transfer Funds**164 Planning and Administration**

164PA-2024-91-90-00	Planning Administration	\$100,000.00	\$40,000.00	\$100,000.00	\$.00	\$100,000.00	\$.00

164 Planning and Administration Total		\$100,000.00	\$40,000.00	\$100,000.00	\$.00	\$100,000.00	\$.00

Alcohol Enforcement

ENF_AL-2024-14-16-00	AL Enf- DUII Enf Yamhil Co	\$140,000.00	\$110,671.25	\$140,000.00	\$.00	\$140,000.00	\$140,000.00
ENF_AL-2024-14-17-00	DUII Traffic Safety Deputy Lane Co	\$140,000.00	\$.00	\$140,000.00	\$.00	\$140,000.00	\$.00
ENF_AL-2024-14-18-00	AL ENf-State E-Search Warrant	\$100,000.00	\$.00	\$100,000.00	\$.00	\$100,000.00	\$.00

ENF_AL-2024-14-19-00	Sustained DUII Enforcement _Jackson Co S	\$140,000.00	\$44,512.70	\$140,000.00	\$.00	\$140,000.00	\$140,000.00
Alcohol Enforcement Total		\$520,000.00	\$155,183.95	\$520,000.00	\$.00	\$520,000.00	\$280,000.00
DUI Courts and Support							
DUI_AL-2024-14-00-00	State Judicial Outreach Liaison	\$60,000.00	\$.00	\$60,000.00	\$.00	\$60,000.00	\$48,000.00
DUI Courts and Support Total		\$60,000.00	\$.00	\$60,000.00	\$.00	\$60,000.00	\$48,000.00
Alcohol Paid Media							
PM_AL-2024-14-01-00	Statewide Services DUII Meida and Commun	\$31,473.15	\$.00	\$31,473.15	\$.00	\$31,473.15	\$.00
Alcohol Paid Media Total		\$31,473.15	\$.00	\$31,473.15	\$.00	\$31,473.15	\$.00
Alcohol Toxicology Support							
TOX_AL-2024-24-15-00	DUII Toxicology	\$400,000.00	\$100,000.00	\$400,000.00	\$.00	\$400,000.00	\$.00
Alcohol Toxicology Support Total		\$400,000.00	\$100,000.00	\$400,000.00	\$.00	\$400,000.00	\$.00
Alcohol Education							
EDU_AL-2024-14-01-00	Statewide Services DUII Outreach and Alc	\$183,537.62	\$60,000.00	\$183,537.62	\$.00	\$183,537.62	\$.00
Alcohol Education Total		\$183,537.62	\$60,000.00	\$183,537.62	\$.00	\$183,537.62	\$.00
Drug Paid Media							
PM_DG-2024-14-00-00	Drug Paid Media R	\$50,000.00	\$12,500.00	\$50,000.00	\$.00	\$50,000.00	\$50,000.00
Drug Paid Media Total		\$50,000.00	\$12,500.00	\$50,000.00	\$.00	\$50,000.00	\$50,000.00
Drug Law Enforcement Training							
LET_DG-2024-14-00-00	DRE Training	\$140,000.00	\$35,000.00	\$140,000.00	\$.00	\$140,000.00	\$.00
Drug Law Enforcement Training Total		\$140,000.00	\$35,000.00	\$140,000.00	\$.00	\$140,000.00	\$.00
BIL 164 Transfer Funds Total		\$1,485,010.77	\$402,683.95	\$1,485,010.77	\$.00	\$1,485,010.77	\$378,000.00
BIL 405b OP High							
405b High HVE							
M1HVE-2024-46-16-00	Local PD	\$136,824.45	\$118,163.50	\$136,824.45	\$.00	\$136,824.45	\$428,714.00
405b High HVE Total		\$136,824.45	\$118,163.50	\$136,824.45	\$.00	\$136,824.45	\$428,714.00
405b High Training							
M1TR-2024-46-00-00	Statewide Instructor Development, CPS Te	\$160,200.00	\$50,001.00	\$160,200.00	\$.00	\$160,200.00	\$.00
405b High Training Total		\$160,200.00	\$50,001.00	\$160,200.00	\$.00	\$160,200.00	\$.00
405b High Community CPS Services							
M1CPS-2024-45-11-00	Region 1 CPS	\$14,445.81	\$.00	\$14,445.81	\$.00	\$14,445.81	\$.00
M1CPS-2024-45-14-00	inspection Stations Region 4	\$4,260.00	\$.00	\$4,260.00	\$.00	\$4,260.00	\$.00
405b High Community CPS Services Total		\$18,705.81	\$.00	\$18,705.81	\$.00	\$18,705.81	\$.00
405b High OP Information System							
M1OP-2024-45-01-00	Statewide Services (OP	\$240,000.00	\$60,000.00	\$240,000.00	\$.00	\$240,000.00	\$.00
405b High OP Information System Total		\$240,000.00	\$60,000.00	\$240,000.00	\$.00	\$240,000.00	\$.00
405b OP High Uncommitted							
M1X-2024-00-00-00	Uncommitted Funds	\$657,706.23	\$.00	\$657,706.23	\$.00	\$657,706.23	\$.00
M1X-2024-46-00-00	Uncommitted Funds	\$390,810.89	\$.00	\$390,810.89	\$.00	\$390,810.89	\$.00
405b OP High Uncommitted Total		\$1,048,517.12	\$.00	\$1,048,517.12	\$.00	\$1,048,517.12	\$.00
BIL 405b OP High Total		\$1,604,247.38	\$228,164.50	\$1,604,247.38	\$.00	\$1,604,247.38	\$428,714.00
BIL 405c Data Program							
405c Data Program							
M3DA-2024-54-00-00	ODOT TSO/Local Agency – E-Crash/E-Citati	\$310,000.00	\$47,037.66	\$310,000.00	\$.00	\$310,000.00	\$.00

M3DA-2024-54-16-00	CARS Modernization	\$157,783.70	\$56,824.93	\$157,783.70	\$.00	\$157,783.70	\$.00
M3DA-2024-54-17-00	CAR Imaging of Crash Reports	\$.00	\$40,000.00	\$.00	\$.00	\$.00	\$.00
405c Data Program Total		\$467,783.70	\$143,862.59	\$467,783.70	\$.00	\$467,783.70	\$.00
405c Data Uncommitted							
M3X-2024-00-00-00	Uncommitted Funds	\$752,505.87	\$.00	\$752,505.87	\$.00	\$752,505.87	\$.00
M3X-2024-54-00-00	Uncommitted Funds	\$442,505.87	\$.00	\$442,505.87	\$.00	\$442,505.87	\$.00
405c Data Uncommitted Total		\$1,195,011.74	\$.00	\$1,195,011.74	\$.00	\$1,195,011.74	\$.00
405c Technology							
B3T-2024-54-00-00	ODOT TSO/Local Agency – E-Crash/E-Citati	\$310,000.00	\$.00	\$310,000.00	\$.00	\$310,000.00	\$.00
405c Technology Total		\$310,000.00	\$.00	\$310,000.00	\$.00	\$310,000.00	\$.00
405c Compatibility							
B3C-2024-54-00-00	MIRE/Roadway File Improvement	\$100,000.00	\$.00	\$100,000.00	\$.00	\$100,000.00	\$.00
405c Compatibility Total		\$100,000.00	\$.00	\$100,000.00	\$.00	\$100,000.00	\$.00
405c Data Sharing and Analysis							
B3DSA-2024-54-00-00	Traffic Health Outcome Records Improveme	\$142,000.00	\$32,812.00	\$142,000.00	\$.00	\$142,000.00	\$.00
405c Data Sharing and Analysis Total		\$142,000.00	\$32,812.00	\$142,000.00	\$.00	\$142,000.00	\$.00
BIL 405c Data Program Total		\$2,214,795.44	\$176,674.59	\$2,214,795.44	\$.00	\$2,214,795.44	\$.00
BIL 405d Impaired Driving Mid							
405d Mid HVE							
M5HVE-2024-14-00-00	DUII Enforcement	\$444,252.97	\$485,413.80	\$444,252.97	\$.00	\$444,252.97	\$399,827.67
M5HVE-2024-14-16-00	Planning Administration	\$420,000.00	\$105,000.00	\$420,000.00	\$.00	\$420,000.00	\$.00
405d Mid HVE Total		\$864,252.97	\$590,413.80	\$864,252.97	\$.00	\$864,252.97	\$399,827.67
405d Mid ID Coordinator							
M5IDC-2024-12-90-00	Program Management – Impaired Driving	\$70,609.54	\$.00	\$70,609.54	\$.00	\$70,609.54	\$.00
405d Mid ID Coordinator Total		\$70,609.54	\$.00	\$70,609.54	\$.00	\$70,609.54	\$.00
405d Mid Court Support							
M5CS-2024-15-16-00	Prosecuting Drugged DRV / Protect Lives,	\$54,353.94	\$13,585.99	\$54,353.94	\$.00	\$54,353.94	\$.00
M5CS-2024-15-17-00	DUII – Traffic Safety Resource Prosecuto	\$700,000.00	\$168,500.00	\$700,000.00	\$.00	\$700,000.00	\$.00
405d Mid Court Support Total		\$754,353.94	\$182,085.99	\$754,353.94	\$.00	\$754,353.94	\$.00
405d Mid Other Based on Problem ID							
M5OT-2024-15-14-00	R4-MADD Cannabis Impaired Driving Campai	\$30,000.00	\$.00	\$30,000.00	\$.00	\$30,000.00	\$.00
M5OT-2024-15-17-00	DUII Traffic Safety Officers – Salem	\$280,000.00	\$.00	\$280,000.00	\$.00	\$280,000.00	\$.00
M5OT-2024-15-18-00	DUII Multi-Disciplinary Taskforce Traini	\$220,000.00	\$284,313.34	\$220,000.00	\$.00	\$220,000.00	\$.00
405d Mid Other Based on Problem ID Total		\$530,000.00	\$284,313.34	\$530,000.00	\$.00	\$530,000.00	\$.00
405d Impaired Driving Mid Uncommitted							
M5X-2024-00-00-00	Uncommitted Funds	\$1,560,664.27	\$.00	\$1,560,664.27	\$.00	\$1,560,664.27	\$.00
M5X-2024-12-90-00	Program Management – Impaired Driving	\$98,329.06	\$.00	\$98,329.06	\$.00	\$98,329.06	\$.00
M5X-2024-14-00-00	Uncommitted Funds	\$2,489,562.37	\$.00	\$2,489,562.37	\$.00	\$2,489,562.37	\$.00
405d Impaired Driving Mid Uncommitted Total		\$4,148,555.70	\$.00	\$4,148,555.70	\$.00	\$4,148,555.70	\$.00
405d Mid Identifying Recidivism Risk							
FDMDATR-2024-24-11-00	Initial Alcohol	\$10,925.00	\$.00	\$10,925.00	\$.00	\$10,925.00	\$.00
405d Mid Identifying Recidivism Risk Total		\$10,925.00	\$.00	\$10,925.00	\$.00	\$10,925.00	\$.00

405d Mid Court Support

B5CS-2024-14-11-00	Hood River DUII Prosecution	\$86,836.00	\$21,820.00	\$86,836.00	\$.00	\$86,836.00	\$86,836.00
405d Mid Court Support Total		\$86,836.00	\$21,820.00	\$86,836.00	\$.00	\$86,836.00	\$86,836.00

405d Mid Reporting and Impaired Driving Measures

B5IDM-2024-00-00-00	Statewide Services – DUII	\$149,000.00	\$37,250.00	\$149,000.00	\$.00	\$149,000.00	\$.00
405d Mid Reporting and Impaired Driving Measures Total		\$149,000.00	\$37,250.00	\$149,000.00	\$.00	\$149,000.00	\$.00

BIL 405d Impaired Driving Mid Total		\$6,614,533.15	\$1,115,883.13	\$6,614,533.15	\$.00	\$6,614,533.15	\$486,663.67

BIL 405e Comprehensive Distracted Driving**405e Paid Advertising**

M8*PM-2024-22-02-00	Safe Driving Statewide: Education	\$165,563.06	\$8,433.59	\$165,563.06	\$.00	\$165,563.06	\$33,734.35
405e Paid Advertising Total		\$165,563.06	\$8,433.59	\$165,563.06	\$.00	\$165,563.06	\$33,734.35

405e Distracted Driving

M8*DD-2024-20-90-00	Distracted Driver	\$71,413.49	\$.00	\$71,413.49	\$.00	\$71,413.49	\$.00
405e Distracted Driving Total		\$71,413.49	\$.00	\$71,413.49	\$.00	\$71,413.49	\$.00

BIL 405e Comprehensive Distracted Driving Total		\$236,976.55	\$8,433.59	\$236,976.55	\$.00	\$236,976.55	\$33,734.35

BIL 405f Motorcycle Programs**405f Motorcycle Uncommitted**

M11X-2024-80-00-00	Uncommitted Funds	\$200,398.27	\$.00	\$200,398.27	\$.00	\$200,398.27	\$.00
405f Motorcycle Uncommitted Total		\$200,398.27	\$.00	\$200,398.27	\$.00	\$200,398.27	\$.00

BIL 405f Motorcycle Programs Total		\$200,398.27	\$.00	\$200,398.27	\$.00	\$200,398.27	\$.00

BIL 405h Nonmotorized Safety**405h Law Enforcement**

FHLE-2024-68-00-00	Vulnerable Road User HVE and Education	\$224,556.00	\$447.72	\$224,556.00	\$.00	\$224,556.00	\$.00
405h Law Enforcement Total		\$224,556.00	\$447.72	\$224,556.00	\$.00	\$224,556.00	\$.00

405h Public Education

FHPE-2024-68-00-00	Oregon Friendly Driver	\$154,484.87	\$15,160.10	\$154,484.87	\$.00	\$154,484.87	\$.00
405h Public Education Total		\$154,484.87	\$15,160.10	\$154,484.87	\$.00	\$154,484.87	\$.00

405h Nonmotorized Safety Uncommitted

FHX-2024-68-01-00	Uncommitted Funds	\$262,763.27	\$.00	\$262,763.27	\$.00	\$262,763.27	\$.00
405h Nonmotorized Safety Uncommitted Total		\$262,763.27	\$.00	\$262,763.27	\$.00	\$262,763.27	\$.00

BIL 405h Nonmotorized Safety Total		\$641,804.14	\$15,607.82	\$641,804.14	\$.00	\$641,804.14	\$.00

SUPPLEMENTAL BIL NHTSA 402**Planning and Administration**

PA-2024-91-90-00	Planning	\$84,326.02	\$160,000.00	\$84,326.02	\$.00	\$84,326.02	\$.00
Planning and Administration Total		\$84,326.02	\$160,000.00	\$84,326.02	\$.00	\$84,326.02	\$.00

Impaired Driving

AL-2024-24-11-00	Hood River Education and Compliance Chec	\$10,000.00	\$3,690.00	\$10,000.00	\$.00	\$10,000.00	\$10,000.00
Impaired Driving Total		\$10,000.00	\$3,690.00	\$10,000.00	\$.00	\$10,000.00	\$10,000.00

Emergency Medical Services

EM-2024-24-01-00	Statewide Services - Emergency Medical S	\$62,884.57	\$50,000.00	\$62,884.57	\$.00	\$62,884.57	\$50,000.00

EM-2024-24-90-00	Program Management	\$9,601.68	\$.00	\$9,601.68	\$.00	\$9,601.68	\$.00
Emergency Medical Services Total		\$72,486.25	\$50,000.00	\$72,486.25	\$.00	\$72,486.25	\$50,000.00
Traffic Enforcement Services							
PT-2024-30-00-00	DPSST Law Enforcement Training	\$1,750.52	\$.00	\$1,750.52	\$.00	\$1,750.52	\$.00
Traffic Enforcement Services Total		\$1,750.52	\$.00	\$1,750.52	\$.00	\$1,750.52	\$.00
Community Traffic Safety Programs							
CP-2024-24-11-00	Region 1 Grassroots Partnerships - Mini-	\$143,589.79	\$.00	\$143,589.79	\$.00	\$143,589.79	\$.00
CP-2024-25-90-00	Program Management	\$47,144.05	\$.00	\$47,144.05	\$.00	\$47,144.05	\$.00
Community Traffic Safety Programs Total		\$190,733.84	\$.00	\$190,733.84	\$.00	\$190,733.84	\$.00
Driver Education							
DE-2024-20-90-00	Program Management	\$240,624.24	\$.00	\$240,624.24	\$.00	\$240,624.24	\$.00
Driver Education Total		\$240,624.24	\$.00	\$240,624.24	\$.00	\$240,624.24	\$.00
Distracted Driving							
DD-2024-20-90-00	Program Management	\$44,099.75	\$.00	\$44,099.75	\$.00	\$44,099.75	\$.00
Distracted Driving Total		\$44,099.75	\$.00	\$44,099.75	\$.00	\$44,099.75	\$.00
SUPPLEMENTAL BIL NHTSA 402 Total		\$644,020.62	\$213,690.00	\$644,020.62	\$.00	\$644,020.62	\$60,000.00
SUPPLEMENTAL BIL 405b OP High							
405b High Community CPS Services							
M1CPS-2024-45-00-00	CSP Fitting Station Support Region 1-5	\$4,820.22	\$.00	\$4,820.22	\$.00	\$4,820.22	\$.00
M1CPS-2024-45-11-00	CPS inspection Stations Region 1	\$399.65	\$.00	\$399.65	\$.00	\$399.65	\$.00
M1CPS-2024-45-15-00	CPS inspection Stations Region 5	\$21,500.00	\$.00	\$21,500.00	\$.00	\$21,500.00	\$.00
405b High Community CPS Services Total		\$26,719.87	\$.00	\$26,719.87	\$.00	\$26,719.87	\$.00
405b High CSS Purchase/Distribution							
M1CSS-2024-45-15-00	CPS inspection Stations Region 5	\$.00	\$2,618.62	\$.00	\$.00	\$.00	\$.00
405b High CSS Purchase/Distribution Total		\$.00	\$2,618.62	\$.00	\$.00	\$.00	\$.00
405b OP High Uncommitted							
M1X-2024-00-00-00	Uncommitted Funds	\$34,607.13	\$.00	\$34,607.13	\$.00	\$34,607.13	\$.00
M1X-2024-46-00-00	Uncommitted Funds	\$69,973.85	\$.00	\$69,973.85	\$.00	\$69,973.85	\$.00
405b OP High Uncommitted Total		\$104,580.98	\$.00	\$104,580.98	\$.00	\$104,580.98	\$.00
SUPPLEMENTAL BIL 405b OP High Total		\$131,300.85	\$2,618.62	\$131,300.85	\$.00	\$131,300.85	\$.00
SUPPLEMENTAL BIL 405c Data Program							
405c Data Program							
M3DA-2024-54-16-00	CARS Modernization	\$78,565.03	\$19,641.26	\$78,565.03	\$.00	\$78,565.03	\$.00
405c Data Program Total		\$78,565.03	\$19,641.26	\$78,565.03	\$.00	\$78,565.03	\$.00
405c Data Uncommitted							
M3X-2024-54-00-00	Uncommitted Funds	\$39,184.84	\$.00	\$39,184.84	\$.00	\$39,184.84	\$.00
405c Data Uncommitted Total		\$39,184.84	\$.00	\$39,184.84	\$.00	\$39,184.84	\$.00
SUPPLEMENTAL BIL 405c Data Program Total		\$117,749.87	\$19,641.26	\$117,749.87	\$.00	\$117,749.87	\$.00
SUPPLEMENTAL BIL 405d Impaired Driving Mid							
405d Mid HVE							

M5HVE-2024-14-00-00	DUII Enforcement	\$155,747.03	\$38,936.76	\$155,747.03	\$0.00	\$155,747.03	\$140,172.00
405d Mid HVE Total		\$155,747.03	\$38,936.76	\$155,747.03	\$0.00	\$155,747.03	\$140,172.00
405d Impaired Driving Mid Uncommitted							
M5X-2024-14-00-00	Uncommitted Funds	\$138,566.79	\$0.00	\$138,566.79	\$0.00	\$138,566.79	\$0.00
405d Impaired Driving Mid Uncommitted Total		\$138,566.79	\$0.00	\$138,566.79	\$0.00	\$138,566.79	\$0.00
SUPPLEMENTAL BIL 405d Impaired Driving Mid Total		\$294,313.82	\$38,936.76	\$294,313.82	\$0.00	\$294,313.82	\$140,172.00
SUPPLEMENTAL BIL 405e Comprehensive Distracted Driving							
405e DD Law Enforcement							
M8DDLE-2024-20-16-00	DD High Visibility Enforcement Oregon St	\$37,538.31	\$8,884.58	\$37,538.31	\$0.00	\$37,538.31	\$135,000.00
405e DD Law Enforcement Total		\$37,538.31	\$8,884.58	\$37,538.31	\$0.00	\$37,538.31	\$135,000.00
SUPPLEMENTAL BIL 405e Comprehensive Distracted Driving Total		\$37,538.31	\$8,884.58	\$37,538.31	\$0.00	\$37,538.31	\$135,000.00
SUPPLEMENTAL BIL 405f Motorcycle Programs							
405f Motorcycle Uncommitted							
M11X-2024-80-00-00	Uncommitted Funds	\$12,761.57	\$0.00	\$12,761.57	\$0.00	\$12,761.57	\$0.00
405f Motorcycle Uncommitted Total		\$12,761.57	\$0.00	\$12,761.57	\$0.00	\$12,761.57	\$0.00
SUPPLEMENTAL BIL 405f Motorcycle Programs Total		\$12,761.57	\$0.00	\$12,761.57	\$0.00	\$12,761.57	\$0.00
SUPPLEMENTAL BIL 405h Nonmotorized Safety							
405h Public Education							
FHPE-2024-68-00-00	Oregon Friendly Driver	\$0.00	\$0.00	\$0.00	\$40,230.56	\$40,230.56	\$0.00
405h Public Education Total		\$0.00	\$0.00	\$0.00	\$40,230.56	\$40,230.56	\$0.00
405h Nonmotorized Safety Uncommitted							
FHX-2024-69-00-00	Uncommitted Funds	\$40,230.56	\$0.00	\$40,230.56	\$0.00	\$40,230.56	\$0.00
405h Nonmotorized Safety Uncommitted Total		\$40,230.56	\$0.00	\$40,230.56	\$0.00	\$40,230.56	\$0.00
SUPPLEMENTAL BIL 405h Nonmotorized Safety Total		\$40,230.56	\$0.00	\$40,230.56	\$40,230.56	\$80,461.12	\$0.00
BIL 405e Distracted Driving Awareness 24-26							
405e Public Education							
B8APE-2024-23-00-00	Distracted Driving Media	\$475,640.82	\$96,478.53	\$475,640.82	\$0.00	\$475,640.82	\$0.00
405e Public Education Total		\$475,640.82	\$96,478.53	\$475,640.82	\$0.00	\$475,640.82	\$0.00
405e Distracted Driving Uncommitted							
B8AX-2024-22-00-00	Uncommitted Funds	\$255,792.37	\$0.00	\$255,792.37	\$0.00	\$255,792.37	\$0.00
405e Distracted Driving Uncommitted Total		\$255,792.37	\$0.00	\$255,792.37	\$0.00	\$255,792.37	\$0.00
405e Driver Education							
B8A*DE-2024-23-00-01	Statewide Services – Data and Public Opi	\$100,000.00	\$0.00	\$100,000.00	\$0.00	\$100,000.00	\$0.00
405e Driver Education Total		\$100,000.00	\$0.00	\$100,000.00	\$0.00	\$100,000.00	\$0.00
405e Distracted Driving							
B8A*DD-2024-23-00-02	Distracted Driving Statewide	\$500,000.00	\$0.00	\$500,000.00	\$0.00	\$500,000.00	\$0.00
405e Distracted Driving Total		\$500,000.00	\$0.00	\$500,000.00	\$0.00	\$500,000.00	\$0.00
BIL 405e Distracted Driving Awareness 24-26 Total		\$1,331,433.19	\$96,478.53	\$1,331,433.19	\$0.00	\$1,331,433.19	\$0.00

BIL 405e Distracted Driving Laws 24-26**405e Distracted Driving Uncommitted**

B8LX-2024-22-00-00	Uncommitted Funds	\$357,001.17	\$.00	\$357,001.17	\$.00	\$357,001.17	\$.00

405e Distracted Driving Uncommitted Total		\$357,001.17	\$.00	\$357,001.17	\$.00	\$357,001.17	\$.00

BIL 405e Distracted Driving Laws 24-26 Total		\$357,001.17	\$.00	\$357,001.17	\$.00	\$357,001.17	\$.00

BIL 405g Nonmotorized Safety 24-26**405g Nonmotorized Safety Uncommitted**

BGX-2024-68-00-00	Uncommitted Funds	\$261,139.22	\$.00	\$261,139.22	\$.00	\$261,139.22	\$.00

405g Nonmotorized Safety Uncommitted Total		\$261,139.22	\$.00	\$261,139.22	\$.00	\$261,139.22	\$.00

BIL 405g Nonmotorized Safety 24-26 Total		\$261,139.22	\$.00	\$261,139.22	\$.00	\$261,139.22	\$.00

BIL 405h Preventing Roadside Deaths 24-26**405h Digital alert technology**

M12BDAT-2024-69-16-00	Preventing Roadside Deaths – Digital Ale	\$115,000.00	\$.00	\$115,000.00	\$.00	\$115,000.00	\$.00

405h Digital alert technology Total		\$115,000.00	\$.00	\$115,000.00	\$.00	\$115,000.00	\$.00

405h Public Education

M12BPE-2024-69-16-00	Preventing Roadside Deaths – Media Messa	\$80,000.00	\$.00	\$80,000.00	\$.00	\$80,000.00	\$.00

405h Public Education Total		\$80,000.00	\$.00	\$80,000.00	\$.00	\$80,000.00	\$.00

405h Law Enforcement

M12BLE-2024-69-16-00	Preventing Roadside Deaths - Enforcement	\$25,000.00	\$.00	\$25,000.00	\$.00	\$25,000.00	\$.00

405h Law Enforcement Total		\$25,000.00	\$.00	\$25,000.00	\$.00	\$25,000.00	\$.00

405h Preventing Roadside Deaths Uncommitted

M12X-2024-77-00-00	Preventing Roadside Deathes	\$76,317.55	\$.00	\$76,317.55	\$.00	\$76,317.55	\$.00

405h Preventing Roadside Deaths Uncommitted Total		\$76,317.55	\$.00	\$76,317.55	\$.00	\$76,317.55	\$.00

BIL 405h Preventing Roadside Deaths 24-26 Total		\$296,317.55	\$.00	\$296,317.55	\$.00	\$296,317.55	\$.00

BIL 405i Driver and Officer Safety 24-26**405i Driver and Officer Safety Uncommitted**

M13X-2024-70-00-00	Uncommitted Funds	\$453,036.20	\$.00	\$453,036.20	\$.00	\$453,036.20	\$.00

M13X-2024-70-90-00	Driver and Officer Safety Education Trai	\$35,164.04	\$.00	\$35,164.04	\$.00	\$35,164.04	\$.00

405i Driver and Officer Safety Uncommitted Total		\$488,200.24	\$.00	\$488,200.24	\$.00	\$488,200.24	\$.00

BIL 405i Driver and Officer Safety 24-26 Total		\$488,200.24	\$.00	\$488,200.24	\$.00	\$488,200.24	\$.00

SUPPLEMENTAL BIL 405e Distracted Driving Awareness 24-26**405e Public Education**

B8APE-2024-23-00-00	Distracted Driving Media	\$24,359.18	\$.00	\$24,359.18	\$.00	\$24,359.18	\$.00

405e Public Education Total		\$24,359.18	\$.00	\$24,359.18	\$.00	\$24,359.18	\$.00

SUPPLEMENTAL BIL 405e Distracted Driving Awareness 24- 26 Total		\$24,359.18	\$.00	\$24,359.18	\$.00	\$24,359.18	\$.00

SUPPLEMENTAL BIL 405e Distracted Driving Laws 24-26**405e Distracted Driving Uncommitted**

B8LX-2024-22-00-00	Uncommitted Funds	\$33,300.52	\$.00	\$33,300.52	\$.00	\$33,300.52	\$.00
405e Distracted Driving		\$33,300.52	\$.00	\$33,300.52	\$.00	\$33,300.52	\$.00
Uncommitted Total							
SUPPLEMENTAL BIL 405e		\$33,300.52	\$.00	\$33,300.52	\$.00	\$33,300.52	\$.00
Distracted Driving Laws 24-26							
Total							
SUPPLEMENTAL BIL 405g Nonmotorized Safety 24-26							
405g Nonmotorized Safety Uncommitted							
BGX-2024-00-00-00	Uncommitted Funds	\$23,124.43	\$.00	\$23,124.43	\$.00	\$23,124.43	\$.00
405g Nonmotorized Safety		\$23,124.43	\$.00	\$23,124.43	\$.00	\$23,124.43	\$.00
Uncommitted Total							
SUPPLEMENTAL BIL 405g		\$23,124.43	\$.00	\$23,124.43	\$.00	\$23,124.43	\$.00
Nonmotorized Safety 24-26 Total							
SUPPLEMENTAL BIL 405h Preventing Roadside Deaths 24-26							
405h Preventing Roadside Deaths Uncommitted							
M12X-2024-77-00-00	Uncommitted Funds	\$6,758.08	\$.00	\$6,758.08	\$.00	\$6,758.08	\$.00
405h Preventing Roadside Deaths		\$6,758.08	\$.00	\$6,758.08	\$.00	\$6,758.08	\$.00
Uncommitted Total							
SUPPLEMENTAL BIL 405h		\$6,758.08	\$.00	\$6,758.08	\$.00	\$6,758.08	\$.00
Preventing Roadside Deaths 24-26 Total							
SUPPLEMENTAL BIL 405i Driver and Officer Safety 24-26							
405i Driver and Officer Safety Uncommitted							
M13X-2024-70-00-00	Uncommitted Funds	\$28,194.61	\$.00	\$28,194.61	\$.00	\$28,194.61	\$.00
405i Driver and Officer Safety		\$28,194.61	\$.00	\$28,194.61	\$.00	\$28,194.61	\$.00
Uncommitted Total							
SUPPLEMENTAL BIL 405i Driver		\$28,194.61	\$.00	\$28,194.61	\$.00	\$28,194.61	\$.00
and Officer Safety 24-26 Total							
NHTSA Total		\$34,277,564.68	\$6,958,643.95	\$34,277,564.68	\$40,232.56	\$34,317,797.24	\$5,554,804.71
Total		\$34,277,564.68	\$6,958,643.95	\$34,277,564.68	\$40,232.56	\$34,317,797.24	\$5,554,804.71