

FFY 2026

Oregon's Annual Grant Application

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CHAPTER 1: Introduction

APPLICATION OVERVIEW

The following is a summary of the process by the Transportation Safety Office (TSO) for the planning and implementation of its grant programs and projects. The performance plan is based on a complete and detailed problem analysis prior to the selection of grant projects.

Highway Safety Planning begins with problem analysis by TSO staff, the Oregon Transportation Safety Committee (OTSC), and partner agencies and groups in the fall and winter of the preceding grant year. A state-level analysis is completed, using the most recent FARS and State crash data available. Performance goals, proposed projects, and objectives for the coming year are directly linked to this data.

Performance goals for each program are established by TSO Program Analysts, taking into consideration partner and public input and data sources that are reliable, readily available, and reasonable as representing intended outcomes of the program. TSO programs and their projects are designed to impact problems identified through the problem identification process described above. TSO and its partner agencies work together in providing continuous follow-up to these efforts throughout the year, adjusting plans or projects in response to evaluation and feedback as feasible.

Grant applications for the coming grant year are released in January. A broad spectrum of state and local agencies, as well as non-profits and special interest groups contribute to TSO's project selection and implementation. In addition to external organizations, grants are also awarded to TSO directly for basic and operational projects to provide more effective statewide services involving a variety of agencies and groups working within traffic safety programs.

For FFY2026, TSO plans to implement 143 projects.

GRANT FUNDING SOURCES

In FFY 2026, Oregon is applying for the following funding sources:

SOURCE	PROGRAM AREA	YES / NO
1906	Racial Profiling	Yes
405b	Occupant Protection	Yes
405c	Traffic Records & Information System Improvements	Yes
405d	Impaired Driving	Yes
405e	Distracted Driving	Yes
405f	Motorcyclist Safety	Yes
405g	Non-Motorized Safety	Yes
405h	Preventing Roadside Deaths	No
405i	Driver and Officer Safety Education	Yes

PROMISED PROJECTS

Oregon does not intend to have any Promised Projects for FFY2026.

CHAPTER 2: Performance Report

In 2023, Oregon saw a decline across multiple performance metrics, including overall traffic fatalities and fatalities per VMT, both of which are easing down from last year's historic high values. Unfortunately, we continue to see persistent increases in serious injury crashes.

	2022	2023	PERCENT CHANGE	TARGET 3HSP 24-26
C-1) Number of traffic fatalities (FARS)	602.00	587.00	-2%	488.00
C-2) Number of serious injuries in traffic crashes - State Crash Data Files (SHSP)	3,308.00	3,710.00	12%	1,783.00
C-3) Fatalities/VMT (FARS)	1.65	1.59	-4%	1.37
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	108.00	111.00	3%	85.00
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	236.00	200.00	-15%	215.00
C-6) Number of speeding-related fatalities(FARS)	215.00	190.00	-12%	149.00
C-7) Number of motorcyclist fatalities(FARS)	98.00	70.00	-29%	70.00
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	7.00	3.00	-57%	5.00
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	51.00	54.00	6%	50.00
C-10) Number of pedestrian fatalities(FARS)	123.00	101.00	-18%	74.00
C-11) Number of bicyclists fatalities (FARS)	13.00	17.00	31%	11.00
B-1) Observed seat belt use for passengervehicles, front seat outboard occupants (survey)	97.00	97.00	0%	97.00

CHAPTER 3: Program Countermeasure Strategy Updates

On the following pages you will find updates to Oregon's FF2024-2026 triennial HSP.

3HSP Update: Statewide

Action: Request

Description:

This request updates the 2024-2026 Oregon 3HSP and adds funding to the Statewide program strategy. The strategy adds 405(b) flex funds. located in the 3HSP Statewide Chapter, page 31-109.

Page 107 – **Update**. The table on p107 is amended to add 405b Flex funds for 2026 for project M1*DE-2026-20-01-00 Data Gathering and Public Opinion

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

Funding Source	2024	2025	2026
405(b) flex	-	-	$100,000

3HSP Update: Driver Education

Action: Request

Description:
This request updates the 2024-2026 Oregon 3HSP and adds funding to the Driver Education program strategy named “Statewide Trauma Care Provider Training.” The strategy adds 405(e) flex funds.

Page 158 – **Update.** Replace the table in the document with the one below:

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

Funding Source	2024	2025	2026
402	$30,000	$30,000	-
405(e) flex	-	-	$30,000

3HSP Update: Impaired Driving 05/28/2025

Action: Request

Description: This request updates the 2024-2026 Oregon 3HSP and adds funding to the Impaired Driving program strategy currently named "Training." The strategy is renamed "Training and Program Evaluation," and 405(e) flex funds are added to account **for a required NHTSA-led program assessment.**

Page 197 – **Update.** Rename "Training" strategy "Training and Program Evaluation.

Page 198 – **Update.** At the end of the "Problem 1300(b)(4)(i)" section, add the following language: As a result of Oregon's designation as a "high-range" state for alcohol-impaired driving fatalities (based on 2022 data), the state is required to participate in a NHTSA-led Impaired Driving Program Assessment. The goal of this assessment is to evaluate Oregon's impaired driving prevention efforts across all sectors—law enforcement, judicial, treatment, public education, and data—and identify opportunities to strengthen the overall system.

Page 198 – **Update.** At the end of the "Countermeasures and Justification 1300(b)(4)(ii)" section, add the following language: Although program assessments are not assigned a star rating in *Countermeasures That Work*, they are a critical element of Highway Safety Program Guideline No. 8, which emphasizes the importance of strategic planning, performance evaluation, and multidisciplinary coordination. These assessments enable the state to align its impaired driving initiatives with national best practices, address gaps in system performance, and respond proactively to federal requirements. The 2023 voluntary assessment yielded 14 priority recommendations that continue to inform Oregon's program strategy. The upcoming assessment will build upon that work.

Page 199 – **Update.** Replace the table in the document with the one below:

Allocation of Federal Funds – Estimate 1300.11(b)(3)(ii):

Funding Source	2024	2025	2026
164	$160,000	$160,000	$310,000
402	-	$140,000	-
405(d)	$700,000	$700,000	$700,000
405(e) flex	-	-	$40,000

3HSP Update: Impaired Driving

Action: Request

Description: This request updates the 2024-2026 Oregon 3HSP and adds funding to the Impaired Driving program strategy named “Court Monitoring.” This update adds 402 funds to accommodate a new project “Impaired Driving Prevention Effort: Our Stories Can Save Lives.”

Page 201 – **Update**. Replace the table in the document with the following:

Funding Source	2024	2025	2026
405(d)	$136,000	$136,000	$136,000
402	-	-	$28,000

Page 202 – **Update**. At the end of text on p. 202, add the following language: Victim impact panel attendance is a requirement for all DUII offenders in Oregon whose case results in a conviction or a Diversion agreement, and a strong panel experience can have significant effects on DUII recidivism rates among attendees. Staff time will be used to identify potential speakers whose lives have been affected by impaired driving, and to facilitate their participation in panel presentations. Additionally, a contractor will be hired to design and update the VIP website, a new computer and printer purchased to assist with the program. Overall goal of the project is to reduce impaired driving recidivism in Lane County, Oregon.

3HSP Update: Judicial Outreach

Action: Request

Description:
This request updates the 2024-2026 Oregon 3HSP and adds funding to the Judicial Outreach program Training strategy (p203-207) with related countermeasure Communications, Training, Outreach and Education. The strategy adds 405(e) flex funds for FY2026.

Page 206 – **Update.** Replace the table in the document with the one below:

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

Funding Source	2024	2025	2026
402	$35,000	$40,000	-
405(e) flex	-	-	$55,000

3HSP Update: Occupant Protection

Action: Request

Description: This request updates the 2024-2026 Oregon 3HSP data provided in the Occupant Protection chapter to include updates to the Problem Identification Adult and Child Passenger Safety section and updates data regarding child passenger safety for children with adaptive needs and adaptive needs assessments.

Page 237 – **Update.** At the end of the "Problem Identification Adult and Child Passenger Safety 23 CFR 1300.11(b)(1)(i)(ii)", add the following language: Motor vehicle crashes remain a leading cause of death for children and adolescents in the U.S., and in Oregon. While seat belts are effective in reducing the risk of injury or death for adults and adolescents; infants and children require car seats and booster seats. Use of a car seat reduces the risk of death 74% for infants, and over 50% for children 1-4 years of age. Use of booster seats also decreases the risk of death by over 50%. Oregon requires all children to be restrained in a car seat, booster seat, or seatbelt at all times. In the majority of cases, children and youth can safely ride in a standard car seat, booster seat, or vehicle seat belt. However, approximately 20% of Oregon children and adolescents have special health needs. Included in this population are those who cannot ride in a seatbelt or conventional car seat due to medical or behavioral issues.

Page 247 – **Update.** As a new paragraph below the heatstroke prevention for unattended vehicle occupants, add the following language: Motor vehicle crashes remain a leading cause of death for children and adolescents in the U.S., and in Oregon. While seat belts are effective in reducing the risk of injury or death for adults and adolescents; infants and children require car seats and booster seats. Use of a car seat reduces the risk of death 74% for infants, and over 50% for children 1-4 years of age. Use of booster seats also decreases the risk of death by over 50%. Oregon requires all children to be restrained in a car seat, booster seat, or seatbelt at all times. In the majority of cases, children and youth can safely ride in a standard car seat, booster seat, or vehicle seat belt. However, approximately 20% of Oregon children and adolescents have special health needs. Included in this population are those who cannot ride in a seatbelt or conventional car seat due to medical or behavioral issues. For those children and adolescents, unique adaptive car seats may be required. This can include children with transient orthopedic conditions, such as lower extremity fractures requiring spica casting who cannot fit in a standard car seat due to the cast; children with neuromuscular conditions such as cerebral palsy, or spinal muscular atrophy who cannot be positioned safely in a forward-facing car seat, booster seat or seat belt due to muscle tone. Additionally, some children with a diagnosis of autism may not be able to stay seated correctly positioned in a booster seat or seat belt due to behavioral needs.
The care of children and youth with special health needs (CYSHCN) requires a team of child health professionals, including pediatricians, pediatric medical and surgical subspecialists, and therapists. While many child health professionals are aware of the unique transportation needs of their patients, very few have the knowledge and training

to support the optimal use of adaptive needs car seats. Child Passenger Safety Technicians (CPST) are certified by Safe Kids Worldwide after completing rigorous training, and work with children and families to help identify the safest transportation options. CPSTs ensure that parents and caregivers have the knowledge and skills to use car seats, booster seats and seatbelts correctly. There is an additional enrichment training that CPSTs can take called “Safe Travel for All Children-Transporting Children With Special Healthcare Needs” (STAC) wherein CPSTs gain knowledge and skills in adaptive needs transportation to address the unique needs of children and youth with special healthcare needs, and ensure they are being transported in the safest, most cost-effective manner.

In Oregon, there has been no coordinated, organized systems-level approach to addressing the transportation needs of CYSHCN. The Injury Prevention Program at OHSU Doernbecher Children’s Hospital (DCH) has developed a family centered, interprofessional adaptive needs transportation program, serving all children and adolescents including those that are not treated directly by the OHSU Health system. Adaptive-needs trained CPSTs work with pediatricians, pediatric therapists and nurses to assess children with concerns for adaptive transportation needs and provide recommendations for options for safe motor vehicle travel. In many cases, a conventional car seat can be identified. In cases where a specific adaptive needs seat is required, a STAC-trained CPST works with the child’s care team and parents/caregivers to obtain the appropriate adaptive needs transportation equipment. In all cases, whether a conventional or specialized seating system is recommended, the CPST works with the parents/caregivers to train them on correct use of the car seat, including positioning of the child, and installation in the vehicle.

Page 254 – **Update.** Replace the table in the document with the one below:

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

Funding Source	2024	2025	2026
405(b)	$260,000	$293,313	$672,548
402	$0	$154,615	$36,567

3HSP Update: Work Zone

Action: Request

Description:
This request updates the 2024-2026 Oregon 3HSP and adds countermeasure(s) to the Work Zone section.

Page 303-304 – **Update.** Add to **Countermeasures and Justification** section, after "Public Education and Training" with the following taken from **MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD),**

Section 1A.01 Purpose of the MUTCD
The purpose of the MUTCD is to establish uniform national criteria for the use of traffic control devices that meet the needs and expectancy of road users on all streets, highways, pedestrian and bicycle facilities, and site roadways open to public travel. This purpose is achieved through the following objectives:

- Promote safety, inclusion, and mobility for all users of the road network;
- Promote efficiency through creating national uniformity in the meaning and appearance of traffic control devices;
- Promote national consistency in the use, installation, and operation of traffic control devices; and
- Provide basic principles for traffic engineers to use in making decisions regarding the use, installation, operation, maintenance, and removal of traffic control devices.

Section 1A.03 Target Road Users
Traffic control devices can be targeted at operators of motor vehicles, including driving automation systems, and at vulnerable road users.

Targeted operators of motor vehicles include motorists, public transportation operators, truck drivers, and motorcyclists. Targeted users also include vulnerable road users, who have little to no protection from crash forces.

These users are defined in Title 23, U.S.C. 148(a). They include bicyclists and pedestrians, including persons with disabilities. Pedestrians with disabilities might be blind or vision-impaired, have mobility limitations, or other impairments. Protection of vulnerable users is a priority in this Manual as directed in Section 11135 of the Infrastructure Investment and Jobs Act.

Section 6D.01 Qualifications for Flaggers

Because flaggers are responsible for public safety and make the greatest number of contacts with the public of all highway workers, they should be trained in proper traffic control practices and public contact techniques.

Flaggers should be able to satisfactorily demonstrate the following abilities:

A. Ability to receive and communicate specific instructions clearly, firmly, and courteously;

B. Ability to move and maneuver quickly in order to avoid danger from errant vehicles;

C. Ability to control signaling devices (such as paddles and flags) in order to provide clear and positive guidance to drivers approaching a TTC [temporary traffic control] zone in frequently changing situations;

D. Ability to understand and apply proper traffic control practices, sometimes in stressful or emergency situations; and

E. Ability to recognize dangerous traffic situations and warn workers in sufficient time to avoid injury.

Action: Request

Description:
This request updates the 2024-2026 Oregon 3HSP and adds funding to the Work Zone Safety program strategy to develop local government safety action plans. The strategy adds 405(e) flex funds.

Page 304 – **Update**. Add 405(e) flex funds.
Replace the table in the document with the one below:

Funding Source	2024	2025	2026
FHWA	$250,000	$250,000	
405(e) flex	-	-	$38,386

Countermeasure Strategy Adjustments: EMS

This strategy is not reflected in the FY2026 AGA because the proposed EMS extrication training and equipment project was not approved or implemented under the FY2025 AGA, due in part to ongoing discussions about its allowability and the need for clarification during the previous review cycle. However, we have not adjusted our countermeasure strategy because we believe this initiative remains aligned with our existing goals and is likely to be effective in improving post-crash care, particularly in rural areas.

Recent engagement with NHTSA's EMS Division has reinforced that this type of training and equipment support is consistent with best practices in traffic safety. We anticipate that these activities will be further validated in upcoming updates to Countermeasures That Work and are supported by recent NHTSA-sponsored webinars and research. We expect to move forward with implementation during FY2026 and will reflect this in future updates as appropriate.

Countermeasure Strategy Adjustments: Roadway Safety

Oregon will not be pursuing 405h funding or adjusting countermeasure strategies for the 405h program in the FY2026 Annual Grant Application. The utilization of 405h funds and designated grantees for FY2025 encountered technical challenges related to the implementation of digital alert technology equipment, primarily due to compatibility issues with existing equipment on grantee vehicles.

Moving forward, our focus will be on developing data-driven projects that support first responders by reducing roadside fatalities, ensuring effective allocation of funds, and promoting innovative initiatives to expand access to digital alert technology for a broader range of grantees. This includes additional 405h funding for the same subrecipients to support a complementary local media public education campaign aimed at preventing roadside deaths through the use of digital alert technology.

CHAPTER 4 : Project Information

On the following pages you will find project templates for each of the 143 projects that TSO plans to implement for FFY2026.

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Statewide	PA-26-91-90-00	Planning & Administration
Anticipated Award Amount	**Funding Source***	
$900,000	402	

Planning and Administration Costs Yes ☒ No ☐

Planning and administration (P & A) costs are those direct and indirect costs that are attributable to the management of the Highway Safety Agency. Such costs could include salaries, related personnel benefits, travel expenses, and rental costs specific to the Highway Safety Agency. The salary of an accountant on the State highway safety agency staff is an example of a direct cost attributable to P & A. Centralized support services such as personnel, procurement, and budgeting would be indirect costs.

Program Management Costs Yes ☐ No ☒

Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of an impaired driving program manager/coordinator of a State highway safety agency).

Promised Projects

Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)?

Yes ☐ No ☒

Eligible Use of Funds

Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).

PA

Planned Activity Description (Project Funding Narrative)

Instructions: Provide a description that includes activities planned and project location

If applicable: specify affected communities and select relevant special costs (with explanation)

Narrative	This project will fund ODOT-TSO's Planning & Administration costs attributable to multiple traffic safety program areas (e.g., salary and travel expenses of the SHSO's management and support staff of a state's highway safety office (SHSO)).

	Location: ODOT Regions 1-5, statewide	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☒ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Cost Sharing or Matching: The cost sharing or matching for Planning & Administration costs will come from state funds. Planning & Administration costs are those for administration of safety programs, and managing support staff and operating needs. Costs may include salaries, benefits, program specific memberships & subscriptions, travel, services and supplies, and office supplies for management and support personnel.	

Participating Sub-Recipient(s)/Agencies

ODOT-Transportation Safety Office, State Agency (ODOT Regions 1-5, statewide)

Countermeasure Strategy

Program Management and Planning, page 126 of FY 2024 AGA, Update #8

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA

This activity will contribute to meeting or exceeding the state highway safety performance target of reducing the total number of fatalities (C-1) and serious injuries (C-2) through state level administration to ensure program activities are implemented as required by NHTSA per the Uniform Guidelines for a State Highway Safety Program.

Program	Federal Project Number	Project Title
Statewide	CL-2026-80-90-00	Program Management - Vehicle Equipment
Anticipated Award Amount	**Funding Source***	
$99,277	402	

Planning and Administration Costs Yes ☐ No ☒
Program Management Costs Yes ☒ No ☐
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
CL

Planned Activity Description (Project Funding Narrative)

Instructions: Provide a description that includes activities planned and project location

If applicable: specify affected communities and select relevant special costs (with explanation)

Narrative	This project will fund ODOT-TSO's Vehicle Equipment Standards Program management costs. Location: Statewide (ODOT Regions 1-5)	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☒ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs

	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	**Compensation, Memberships/Subscriptions, Travel, Direct Costs** Program Management costs are those direct and indirect costs that are attributable to the management of the Vehicle Equipment Safety Program. Program Management costs include salaries, benefits, program specific memberships & subscriptions, travel, services and supplies, and office supplies for management and support personnel. Educational media efforts may be included if warranted. **Cost Sharing or Matching** The cost sharing or matching for Program Management will come from state funds.	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
ODOT-Transportation Safety Office, State Agency (ODOT Regions 1-5, statewide)

Countermeasure Strategy
Program Management and Planning, page 126 of FY 2024 AGA, Update #8

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
This activity will contribute to meeting or exceeding the state highway safety performance target of reducing the total number of fatalities (C-1) and serious injuries (C-2) through state level program management to ensure program activities are implemented as required by NHTSA as necessary in the Uniform Guidelines for a State Highway Safety Program.

Program	Federal Project Number	Project Title
Statewide	CP-2026-25-00-00	ODOT Regions: Program Management
Anticipated Award Amount	**Funding Source***	
$175,000	402	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
PS, CP, DD, DE, EM, MC, OP, RS, SC, PT, RT, CL, TC

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs (with explanation)	
Narrative	ODOT includes five geographical regions. This project will pay for operational needs for TSO staff stationed in each of the regions, i.e. office and other necessary supplies and potential equipment needs for TSO's five Region Transportation Safety Coordinator positions stationed in each local Regional Office (RTSCs). Salem (SHSO), and ODOT Regions 1-5, See ODOT Region Map and Table of Counties by Region.

Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☒ Equipment	☒ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	The cost sharing or matching for Region Program Management will come from state funds. Region Program Management costs are those direct and indirect costs that are attributable to the management of the individual Region Program Management of Regions 1 through 5. Program Management program specific memberships & subscriptions as needed, travel, services and supplies, and office supplies for management and support personnel. Any equipment needs will seek pre-approval from NHTSA per 23 CFR regulations.	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
ODOT Transportation Safety Office, State Governmental Agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Program Management and Planning, page 126 of FY 2024 AGA, Update #8

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
C-1 and C-2. This activity will contribute to the state highway safety performance target of reducing the total number of fatalities and serious injuries through state level program management support for each region to ensure program activities are implemented as identified by NTHSA as necessary in the Uniform Guidelines for State Highway Safety Program.

Program	Federal Project Number	Project Title
Statewide	CP-2026-25-90-00	Program Management – Community Traffic Safety Programs
Anticipated Award Amount	**Funding Source***	
$730,710	402	

Planning and Administration Costs Yes ☐ No ☒
Program Management Costs Yes ☒ No ☐
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
CP

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs (with explanation)		
Narrative	This project will fund ODOT-TSO's Community Traffic Safety Program management costs. Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of the Community Traffic Safety program manager/coordinator of a state's highway safety office (SHSO)). Location: ODOT Regions 1-5, statewide	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification

	☐ Equipment	☒ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	**Compensation, Memberships/Subscriptions, Participant Support Costs, Travel, Direct Costs, Paid Media** Program Management costs are those direct and indirect costs that are attributable to the management of the Community Traffic Safety Program. Program Management costs include salaries, benefits, program specific memberships & subscriptions, travel, services and supplies, and office supplies for management and support personnel. **Cost Sharing or Matching** The cost sharing or matching for Program Management will come from state funds.	

Participating Sub-Recipient(s)/Agencies
ODOT-Transportation Safety Office, State Agency (ODOT Regions 1-5, statewide)

Countermeasure Strategy
Program Management and Planning, page 126 of FY 2024 AGA, Update #8

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

This activity will contribute to meeting or exceeding the state highway safety performance target of reducing the total number of fatalities (C-1) and serious injuries (C-2) through state level program management to ensure program activities are implemented as required by NHTSA as necessary in the Uniform Guidelines for a State Highway Safety Program.

Contribution to safety performance targets submitted to NHTSA
This activity will contribute to meeting or exceeding the state highway safety performance target of reducing the total number of fatalities (C-1) and serious injuries (C-2) through state level program management to ensure program activities are implemented as required by NHTSA as necessary in the Uniform Guidelines for a State Highway Safety Program.

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Statewide	DD-26-20-90-00	Program Management – Distracted Driving
Anticipated Award Amount	**Funding Source***	
$71,413	402	

Planning and Administration Costs Yes ☐ No ☒
Program Management Costs Yes ☒ No ☐
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
DD

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs (with explanation)		
Narrative	This project will fund ODOT-TSO's Distracted Driving Program management costs. Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of the Distracted Driving program manager/coordinator of a state's highway safety office (SHSO)). Location: ODOT Regions 1-5, statewide	
	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income	☐ Goods or services for personal use

Special Or Unusual Costs Check all that apply (items linked to CFR)	(deduction, addition or cost sharing/matching)	
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☒ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☒ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Cost Sharing or Matching: The cost sharing or matching for Program Management will come from state funds. Program Management costs are those direct and indirect costs that are attributable to the management of the Distracted Driving Program. Program Management costs include salaries, benefits, program specific memberships & subscriptions, travel, services and supplies, and office supplies for management and support personnel.	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
ODOT-Transportation Safety Office, State Agency (ODOT Regions 1-5, statewide)

Countermeasure Strategy
Program Management and Planning, page 126 of FY 2024 AGA, Update #8

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

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

Program	Federal Project Number	Project Title
Statewide	DE-2026-20-90-00	Program Management – Driver Education
Anticipated Award Amount	**Funding Source***	
$76,639	402	

Planning and Administration Costs Yes ☐ No ☒
Program Management Costs Yes ☒ No ☐
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
DE

Planned Activity Description (Project Funding Narrative)		
Narrative	This project will fund ODOT-TSO's Driver Education Program management costs. Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of the Driver Education program manager/coordinator of a state's highway safety office (SHSO)). Location: ODOT Regions 1-5, statewide	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☒ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☒ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs

	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Cost Sharing or Matching: The cost sharing or matching for Program Management will come from state funds. Program Management costs are those direct and indirect costs that are attributable to the management of the Driver Education Program. Program Management costs include salaries, benefits, program specific memberships & subscriptions, travel, services and supplies, and office supplies for management and support personnel.	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
ODOT-Transportation Safety Office, State Agency (ODOT Regions 1-5, statewide)

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Program Management and Planning, page 126 of FY 2024 AGA, Update #8

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
This activity will contribute to meeting or exceeding the state highway safety performance target of reducing the total number of fatalities (C-1) through state level program management to ensure program activities are implemented as required by NHTSA as necessary in the Uniform Guidelines for a State Highway Safety Program.

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Statewide	EM-26-24-90-00	Program Management – Emergency Medical Services
Anticipated Award Amount	**Funding Source***	
$52,848	402	

Planning and Administration Costs Yes ☐ No ☒
Program Management Costs Yes ☒ No ☐
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
EM

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs (with explanation)		
Narrative	This project will fund ODOT-TSO's Emergency Medical Services Program management costs. Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of the Emergency Medical Services program manager/coordinator of a state's highway safety office (SHSO)). Location: ODOT Regions 1-5, statewide	
	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income	☐ Goods or services for personal use

Special Or Unusual Costs Check all that apply (items linked to CFR)	(deduction, addition or cost sharing/matching)	
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☒ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☒ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Cost Sharing or Matching: The cost sharing or matching for Program Management will come from state funds. Program Management costs are those direct and indirect costs that are attributable to the management of the Emergency Medical Services Program. Program Management costs include salaries, benefits, program specific memberships & subscriptions, travel, services and supplies, and office supplies for management and support personnel.	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
ODOT-Transportation Safety Office, State Agency (ODOT Regions 1-5, statewide)

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Program Management and Planning, page 126 of FY 2024 AGA, Update #8

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

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

Program	Federal Project Number	Project Title
Statewide	MC-26-80-90-00	Program Management – Motorcycle Safety
Anticipated Award Amount	**Funding Source***	
$60,897	402	

Planning and Administration Costs Yes ☐ No ☒

Program Management Costs Yes ☒ No ☐

Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).

Promised Projects

Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)?

Yes ☐ No ☒

Eligible Use of Funds

MC

Planned Activity Description (Project Funding Narrative)

Instructions: Provide a description that includes activities planned and project location

If applicable: specify affected communities and select relevant special costs (with explanation)

Narrative	This project will fund ODOT-TSO's Motorcycle Safety Program management costs. Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of the Motorcycle Safety program manager/coordinator of a state's highway safety office (SHSO)). Location: ODOT Regions 1-5, statewide	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☒ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs

	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Cost Sharing or Matching: The cost sharing or matching for Program Management will come from state funds. Program Management costs are those direct and indirect costs that are attributable to the management of the Motorcycle Safety Program. Program Management costs include salaries, benefits, program specific memberships & subscriptions, travel, services and supplies, and office supplies for management and support personnel.	

Participating Sub-Recipient(s)/Agencies

ODOT-Transportation Safety Office, State Agency (ODOT Regions 1-5, statewide)

Countermeasure Strategy

Program Management and Planning, page 126 of FY 2024 AGA, Update #8

Local Expenditure Yes ☐ No ☒

High Visibility Enforcement (HVE) Yes ☐ No ☒

Contribution to safety performance targets submitted to NHTSA

This activity will contribute to meeting or exceeding the state highway safety performance target of reducing the total number of fatalities (C-1) and serious injuries (C-2) through state level program management to ensure program activities are implemented as required by NHTSA as necessary in the Uniform Guidelines for a State Highway Safety Program.

Program	Federal Project Number	Project Title
Statewide	OP-2026-45-90-00	Program Management – Occupant Protection
Anticipated Award Amount	**Funding Source***	
$160,168	402	

Planning and Administration Costs Yes ☐ No ☒
Program Management Costs Yes ☒ No ☐
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
OP

Planned Activity Description (Project Funding Narrative)

Instructions: Provide a description that includes activities planned and project location

If applicable: specify affected communities and select relevant special costs (with explanation)

Narrative	This project will fund ODOT-TSO's Occupant Protection Program management costs. Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of the Occupant Protection program manager/coordinator of a state's highway safety office (SHSO)). Location: ODOT Regions 1-5, statewide	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☒ Memberships, subscriptions, and professional activity costs

	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Cost Sharing or Matching: The cost sharing or matching for Program Management will come from state funds. Program Management costs are those direct and indirect costs that are attributable to the management of the Occupant Protection Program. Program Management costs include salaries, benefits, program specific memberships & subscriptions, travel, services and supplies, and office supplies for management and support personnel.	

Participating Sub-Recipient(s)/Agencies

ODOT-Transportation Safety Office, State Agency (ODOT Regions 1-5, statewide)

Countermeasure Strategy

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Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA

This activity will contribute to meeting or exceeding the state highway safety performance target of reducing the total number of fatalities (C-1) and serious injuries (C-2) through state level program management to ensure program activities are implemented as required by NHTSA as necessary in the Uniform Guidelines for a State Highway Safety Program.

Program	Federal Project Number	Project Title
Statewide	PS-26-68-90-00	Program Management – Pedestrian & Bicycle Safety
Anticipated Award Amount	**Funding Source***	
$62,000	402	

Planning and Administration Costs Yes ☐ No ☒
Program Management Costs Yes ☒ No ☐
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
PS

Planned Activity Description (Project Funding Narrative)

Instructions: Provide a description that includes activities planned and project location

If applicable: specify affected communities and select relevant special costs (with explanation)

Narrative	This project will fund ODOT-TSO's Pedestrian & Bicycle Safety Program management costs. Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of the Pedestrian & Bicycle Safety program manager/coordinator of a state's highway safety office (SHSO)). Location: ODOT Regions 1-5, statewide	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☒ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs

	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Cost Sharing or Matching: The cost sharing or matching for Program Management will come from state funds. Program Management costs include salaries, benefits, program specific memberships & subscriptions, travel, services and supplies, and office supplies for management and support personnel.	

Participating Sub-Recipient(s)/Agencies

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

ODOT-Transportation Safety Office, State Agency (ODOT Regions 1-5, statewide)

Countermeasure Strategy

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Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA

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

Program	Federal Project Number	Project Title
Statewide	PT-2026-30-90-00	Program Management – Police Traffic Services
Anticipated Award Amount	**Funding Source***	
$34,066	402	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
PT

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs (with explanation)		
Narrative	This project will fund ODOT-TSO's Police Traffic Services Standards Program management costs. Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of the Police Traffic Services program manager/coordinator of a state's highway safety office (SHSO)).	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☒ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☒ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Cost Sharing or Matching: The cost sharing or matching for Program Management will come from state funds. Program Management costs are those direct and indirect costs that are attributable to the management of the Police Traffic Services Program. Program Management costs include salaries, benefits, program specific memberships & subscriptions, travel, services and supplies, and office supplies for management and support personnel. Location: ODOT Regions 1-5, statewide	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
ODOT-Transportation Safety Office, State Agency (ODOT Regions 1-5, statewide)

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Program Management and Planning, page 126 of FY 2024 AGA, Update #8

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

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

Program	Federal Project Number	Project Title
Statewide	RS-26-77-90-00	Program Management – Roadway Safety
Anticipated Award Amount	**Funding Source***	
$43,093	402	

Planning and Administration Costs Yes ☐ No ☒
Program Management Costs Yes ☒ No ☐
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
RS

Planned Activity Description (Project Funding Narrative)
Instructions: Provide a description that includes activities planned and project location
If applicable: specify affected communities and select relevant special costs (with explanation)

Narrative	This project will fund ODOT-TSO's Roadway Safety Management Program management costs. Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of the Roadway Safety program manager/coordinator of a state's highway safety office (SHSO)).	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☒ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs

	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Cost Sharing or Matching: The cost sharing or matching for Program Management will come from state funds. Program Management costs are those direct and indirect costs that are attributable to the management of the Roadway Safety Management Program. Program Management costs include salaries, benefits, program specific memberships & subscriptions, travel, services and supplies, and office supplies for management and support personnel. Location: ODOT Regions 1-5, statewide	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
ODOT-Transportation Safety Office, State Agency (ODOT Regions 1-5, statewide)

Countermeasure Strategy
Program Management and Planning, page 126 of FY 2024 AGA, Update #8

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
This activity will contribute to meeting or exceeding the state highway safety performance target of reducing the total number of fatalities through state level program management to ensure program activities are implemented as required by NHTSA as necessary in the Uniform Guidelines for a State Highway Safety Program (C-1).

Program	Federal Project Number	Project Title
Statewide	SC-26-35-90-00	Program Management – Speed Management
Anticipated Award Amount	**Funding Source***	
$41,098	402	

Planning and Administration Costs Yes ☐ No ☒
Program Management Costs Yes ☒ No ☐
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
SC

Planned Activity Description (Project Funding Narrative)

Instructions: Provide a description that includes activities planned and project location

If applicable: specify affected communities and select relevant special costs (with explanation)

Narrative	This project will fund ODOT-TSO's Speed Management Program management costs. Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of the Speed Management program manager/coordinator of a state's highway safety office (SHSO)). Location: ODOT Regions 1-5, statewide	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification

	☐ Equipment	☒ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Cost Sharing or Matching: The cost sharing or matching for Program Management will come from state funds. Program Management costs are those direct and indirect costs that are attributable to the management of the Speed Management Program. Program Management costs include salaries, benefits, program specific memberships & subscriptions, travel, services and supplies, and office supplies for management and support personnel.	

Participating Sub-Recipient(s)/Agencies

ODOT-Transportation Safety Office, State Agency (ODOT Regions 1-5, statewide)

Countermeasure Strategy

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High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA

This activity will contribute to meeting or exceeding the state highway safety performance target of reducing the total number of fatalities (C-1) and serious injuries (C-2) through state level program management to ensure program activities are implemented as required by NHTSA as necessary in the Uniform Guidelines for a State Highway Safety Program.

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Statewide	TC-26-24-90-00	Program Management – Judicial
Anticipated Award Amount	Funding Source*	
$89,797	402	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
TC

Planned Activity Description (Project Funding Narrative)
Instructions: Provide a description that includes activities planned and project location
If applicable: specify affected communities and select relevant special costs (with explanation)

Narrative	This project will fund ODOT-TSO's Judicial Program management costs. Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of the Judicial program manager/coordinator of a state's highway safety office (SHSO)). Location: ODOT Regions 1-5, statewide	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☒ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☒ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs

	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Cost Sharing or Matching: The cost sharing or matching for Program Management will come from state funds. Program Management costs are those direct and indirect costs that are attributable to the management of the Judicial Program. Program Management costs include salaries, benefits, program specific memberships & subscriptions, travel, services and supplies, and office supplies for management and support personnel.	

Participating Sub-Recipient(s)/Agencies

ODOT-Transportation Safety Office, State Agency (ODOT Regions 1-5, statewide)

Countermeasure Strategy

Program Management and Planning, page 126 of FY 2024 AGA, Update #8

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA

This activity will contribute to meeting or exceeding the state highway safety performance target of reducing the total number of fatalities (C-1) through state level program management to ensure program activities are implemented as required by NHTSA as necessary in the Uniform Guidelines for a State Highway Safety Program.

Program	Federal Project Number	Project Title
Statewide	TR-26-54-90-00	Program Management – Traffic Records
Anticipated Award Amount	**Funding Source***	
$32,992	402	

Planning and Administration Costs Yes ☐ No ☒
Program Management Costs Yes ☒ No ☐
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
TR

Planned Activity Description (Project Funding Narrative)

Instructions: Provide a description that includes activities planned and project location

If applicable: specify affected communities and select relevant special costs (with explanation)

Narrative	This project will fund ODOT-TSO's Traffic Records Standards Program management costs. Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of the Traffic Records program manager/coordinator of a state's highway safety office (SHSO)). Location: ODOT Regions 1-5, statewide	
	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income	☐ Goods or services for personal use

Special Or Unusual Costs Check all that apply (items linked to CFR)	(deduction, addition or cost sharing/matching)	
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☒ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☒ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Cost Sharing or Matching: The cost sharing or matching for Program Management will come from state funds. Program Management costs are those direct and indirect costs that are attributable to the management of the Traffic Records Program. Program Management costs include salaries, benefits, program specific memberships & subscriptions, travel, services and supplies, and office supplies for management and support personnel.	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
ODOT-Transportation Safety Office, State Agency (ODOT Regions 1-5, statewide)

Countermeasure Strategy
Program Management and Planning, page 126 of FY 2024 AGA, Update #8

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This activity will contribute to meeting or exceeding the state highway safety performance target of reducing the total number of fatalities (C-1) through state level program management to ensure program activities are implemented as required by NHTSA as necessary in the Uniform Guidelines for a State Highway Safety Program.

Program	Federal Project Number	Project Title
Statewide	M5IDC-2026-12-00-00	Program Management – Impaired Driving
Anticipated Award Amount	**Funding Source***	
$300,000	405(d)	

Planning and Administration Costs Yes ☐ No ☒
Program Management Costs Yes ☒ No ☐
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M5IDC

Planned Activity Description (Project Funding Narrative)
Instructions: Provide a description that includes activities planned and project location
If applicable: specify affected communities and select relevant special costs (with explanation)

Narrative	This project will fund ODOT-TSO's Impaired Driving Program management costs. Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of the Impaired Driving program manager/coordinator of a state's highway safety office (SHSO)). Location: ODOT Regions 1-5, statewide	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☒ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs

	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Cost Sharing or Matching: The cost sharing or matching for Program Management will come from state funds. Program Management costs are those direct and indirect costs that are attributable to the management of the Impaired Driving Program. Program Management costs include salaries, benefits, program specific memberships & subscriptions, travel, services and supplies, and office supplies for management and support personnel.	

Participating Sub-Recipient(s)/Agencies

ODOT-Transportation Safety Office, State Agency (ODOT Regions 1-5, statewide)

Countermeasure Strategy

Program Management and Planning, page 126 of FY 2024 AGA, Update #8

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA

This activity will contribute to meeting or exceeding the state highway safety performance target of reducing the total number of fatalities (C-1) and serious injuries (C-2) through state level program management to ensure program activities are implemented as required by NHTSA as necessary in the Uniform Guidelines for a State Highway Safety Program.

Required Data/Information for 405 / 1906 Grant Funding Requests

See 405(d) section, Appendix B, 2026 AGA.

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Statewide	M1*DE-2026-20-01-00	Data Gathering and Public Opinion
Anticipated Award Amount	**Funding Source***	
$100,000	405(b) Flex	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M1*DE

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs (with explanation)		
Narrative	Gather data to conduct public opinion surveys and other research around Oregon. Collaborate with the 15+ separate TSO Program Analysts for public opinion surveys and other potential research projects related to traffic safety programs. This project will empower underserved and over-represented populations by TSO collecting their and other resident opinions on various safety programs and issues and in providing data tools that enhance visibility of crash factors impacting those communities. By prioritizing safety issues through targeted analysis, it aims to mitigate disparities in roadway safety outcomes and enable more inclusive participation in civic life. Location: Oregon statewide (Regions 1 -5)	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☒ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☐ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Cost sharing or match provided by the State; Direct Costs and Professional Activity Costs for the subcontractor conducting the survey on behalf of TSO.	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
ODOT-Transportation Safety Office, State Agency (ODOT Regions 1-5, statewide)

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Data and Program Evaluation: Page 126 of FY 2024 AGA, Update #9

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This survey will create many new data points to contribute to the state’s understanding of traffic safety, enhancing the state's ability to implement effective traffic safety measures and policies. This will lead more detailed efforts to improve road conditions, reduce crash rates, and increase public awareness and education regarding traffic safety issues. This project will assist the traffic safety programs with data collection of public opinions and other research. ODOT works to change public attitudes about transportation safety issues and risky driving/walking/rolling behaviors. ODOT is retaining the services of a contractor to conduct surveys and related services to evaluate the effectiveness of Transportation Safety Office work. The primary goal is to achieve public opinion survey results based on methodology designed by USDOT NHTSA, evaluate the effectiveness of ODOT's efforts to change risky behaviors and public attitudes about transportation safety issues, and to report

the findings in a manner that meets survey recommendations of the USDOT NHTSA, Federal Highway Administration ("FHWA") and ODOT.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See Appendix B for 405(b) certifications. See also 3HSP Update.

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Statewide	M8*CP-2026-25-02-00	TSO Conference
Anticipated Award Amount	**Funding Source***	
$40,000	405(e) Flex	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M8*CP

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**		
Narrative	Provide training for the Oregon Traffic Safety Committee, law enforcement, citizens and various traffic safety advocates by planning and hosting the annual ODOT TSO Transportation Safety Conference. Provide a multi-disciplinary approach when planning the conference to engage a broader audience by offering different tracks. Provide a multi-disciplinary approach when planning the conference to engage a broader audience by offering different tracks. Increase the number of attendees from the 2023 number of 182 conference (due to the covid 19 pandemic, conferences in 2020, 2021 and 2022 were not held). Increase at least 5% of attendees learn something new or take something new away from the conference. (Information tabulated through evaluations). Location: North Bend, Coos Bay, Coos County, Oregon, Coquille Tribal Property Affected Communities: All counties (Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County.) in Oregon. Respective representatives of the communities the attendees serve. Data driven and identified communities that are over-represented in crashes, communities that have been determined to have been traditionally underserved or underrepresented, and decision makers involved in transportation safety and public health at all levels. All users of the public highway transportation system.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☐ Cost sharing or matching	☐ Fund raising and investment management costs
	☒ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use

	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☒ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Match from labor and volunteer participation, direct costs including speakers, facility related costs. Program income only applies if registration is charged, and if so, all registration will be offset to conference expenses by close of the grant year. Travel assistance to attendees of the conference.	

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
ODOT TSO – State Highway Safety Office

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Approved Oregon 3HSP: • Page 141 – Communities that plan for and work on safety see greater success reducing death and serious injury • Data and Program Evaluation: Page 126 of FY 2024 AGA, Update #9 • Page 105 - Communications, Training, Outreach and Education

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project supports the advancement of Oregon's traffic safety goals by providing high-quality, multidisciplinary training and networking opportunities for professionals engaged in transportation safety, public health, law enforcement, and community advocacy. The annual Transportation Safety Office Conference promotes collaboration and knowledge-sharing between practitioners from across the state and disciplines, enhancing the capacity of local, regional, and state-level stakeholders to implement evidence-based countermeasures. By equipping attendees with the latest research, policy updates, best practices, and tools related to behavioral and systemic traffic safety issues, this conference supports efforts to reduce the number of traffic-related fatalities and serious injuries statewide. The event also reinforces Oregon's adoption of the Safe System approach, highlighting the roles of education, enforcement, emergency response, and engineering in creating a safer transportation environment for all users. Planned evaluation efforts—including tracking increases in attendance and measuring knowledge gains—will help ensure the conference contributes to continuous improvement of Oregon's safety programs. This work aligns with strategies and priorities outlined in Oregon's Triennial Highway Safety Plan and directly supports performance measures related to overall traffic fatalities (C-1), serious injuries (C-2), and fatalities involving risky driving behaviors such as impairment (C-5), distraction, and speed (C-6).

Program	Federal Project Number	Project Title
Statewide	M8*CP-2026-25-11-00	Region 1 Education and Outreach
Anticipated Award Amount	**Funding Source***	
$265,000	405(e) Flex	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M8*CP, M8*DE, M8*PT, M8*AL, M8*OP, M8*DD, M8*SC, M8*OD

Planned Activity Description (Project Funding Narrative)	
Narrative	*Region 1 Education & Outreach – Little Known Laws - $145,000* **Activities:** This project will build on the education and outreach campaign developed in Region 1 for little known traffic laws/and/or changes in traffic laws during grant year 23-24. PSAs produced in 23-24 were produced in English, Spanish and Russian. These will be distributed through social media, movie theatres, broadcast, and interactive media.

	Location: Region 1 Clackamas, Hood River, Multnomah, and Washington Counties. *Region 1 Outreach and Education around Safety Priority Index System sites and projects - $40,000* **Activities:** This project will conduct education and outreach on specifically identified Safety Priority Index Sites as identified in the problem in the Statewide chapter of the Triennial HSP. In addition, this project will push out safety messages in relation to current and specific Region 1 construction projects. Region 1 has a community affairs team that will facilitate education and outreach efforts around such projects, safety messages will be pushed out in paper and electronic communications and during local community meetings. **Location:** Region 1 Clackamas, Hood River, Multnomah, and Washington Counties please see Attachments A & B for specific project locations. *Outreach and Education on the OR211 Safety Corridor- $25,000* **Activities:** This project will conduct education and outreach efforts regarding the OR Highway 211 Safety Corridor in Region 1 that was designated in October 2021. This project will work with the safety corridor stakeholder group to identify safety messaging and appropriate forms of outreach to inform the motoring public and local community about the improvements being made, the types of behaviors that are causing crashes in the area, why they are dangerous behaviors, and to raise awareness about the Safety Corridor' purpose and goals as identified in the Statewide chapter of the Triennial HSP. **Location:** Region 1 Clackamas County - Road users, families, businesses, government entities and organizations who live along OR211, particularly between MPs 14-22, which is the designated Safety Corridor. *Driver Education for Low Income Teens - $55,000* **Activities:** This project was successfully piloted in 23-24 and provides financial assistance to low income teens to take and complete Driver Ed. The budget is to provide financial assistance for teens, who would otherwise not be able to afford to participate in Driver Ed to have that opportunity. **Locations:** Region 1 Multnomah County, Reynolds High School, Troutdale Oregon. David Douglas High School, SE Portland, Oregon.

Special Or Unusual Costs Check all that apply (items linked to CFR)	☐ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☐ Travel costs
	☐ Fines, penalties, damages and other settlements	☒ Paid Media
Special Or Unusual Costs Explanation	Direct Costs: Expenses for this project will include Community Affairs time spent developing media and working with members of the OR211 stakeholder group in particular the Molalla River School District to develop a safety video, also they will spend time placing the media. Direct costs include consulting services and media placement from our media provider GARD and potentially another consultant to develop a graphic for roundabout education. Direct costs also included direct payments to Driver Education Providers. Paid Media: In 23-24 two PSAs were produced in English, Spanish & Russian. The $145,000 for 25-26 is for the creation of another PSA video about another little known law, to include possible translation services, and to pay for message placement.	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
ODOT - Transportation Safety Office Region 1 OR211 Stakeholder Group Molalla River School District David Douglas High School

Reynolds High School

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Region 1 Education & Outreach – Little known laws *Region 1 Outreach and Education around Safety Priority Index System sites and projects* *Outreach and Education on the OR211 Safety Corridor* The above three projects fall under countermeasures Mass Media Campaigns – CTW, Chapter 1, Section 5.2 and Communications and Outreach– CTW, Chapters 2, 4, & 7, pages 232, 319 & 563 pg. 107 of the approved 3HSP. *Driver Education for Low Income Teens* – Pg. 107 of the approved 3HSP.

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % $55,000 and 21%

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
Region 1 Education & Outreach – Little known laws – This project provides more education and outreach about little known but important laws and new infrastructure treatments (what they mean and how to use them), and awareness about behaviors that contribute to fatal and serious injury crashes is needed. This project will help meet the state's safety performance targets of reducing the number of fatalities and serious injuries. C-1, C-2

Region 1 Outreach and Education around Safety Priority Index System sites and projects - the ODOT's Safety Priority Index System (SPIS) alerts transportation officials to public roadway segments exhibiting unusually high incidences of crashes. The most recent SPIS report available is from 2020, which evaluates crash data from 2017-2019. The 2020 SPIS report contained 292 'top 10 percent' and 'top 5 percent' sites in the Region. Of those, 16 sites were identified for increased enforcement, primarily of speeding, DUII, and/or red-light-running. This project will do education and outreach around these sites and the infrastructure projects being implemented to improve them. Education and outreach will focus on addressing behaviors and/or education on new safety infrastructure to reduce the fatalities and serious injuries at these sites and projects, contributing to the state's performance targets of reducing the number of fatalities and serious injuries. C-1, C-2 *Outreach and Education on the OR211 Safety Corridor* – OR211 from MP 14 -22 was designated a safety corridor because it's fatal and serious injury crash rate is 150% higher than similar roadways. While ODOT works to bring down the crash rate through implementing low-cost engineering solutions, TSO will work on education and outreach to change behavior to help meet the state's safety performance targets of reducing the number of fatalities and serious injuries. C-1, C-2 *Driver Education for Low Income Teens* - ODOT DMV data identifies that teens who take an approved driver education program have a 21% lower crash rate and 57% fewer traffic convictions than those who don't. This project contributes to the state's performance targets of reducing the number of fatalities and serious injuries and to the performance measure C-9) Number of drivers aged 20 or younger involved in fatal crashes (FARS). C-1: *Number of traffic fatalities (FARS)* C-2: *Number of serious injuries in traffic crashes (state crash data files)* C-9) *Number of drivers age 20 or younger involved in fatal crashes*
Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See 405(e) section, Appendix B, AGA 2026.

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Statewide	M8*CP-2026-25-12-00	Region 2 Program Education & Outreach
Anticipated Award Amount	**Funding Source***	
$25,000	405e Flex	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M8*CP, M8*CR, M8*OP, M8*PM, M8*AL, M8*DE

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs (with explanation)	
Narrative	**Planned Activities** This project provides funding for community traffic safety programs and projects, outreach, program supplies, and services to a wide variety of community-based traffic safety initiatives for targeted crash reduction.

<table>
<tr><td></td><td colspan="2">Location: Local jurisdictions and traffic safety organizations within Region 2. See ODOT Region Map and Table of Counties by Region.

Affected Communities: Road users in Clatsop, Columbia, Benton, Lane, Lincoln, Linn, Marion, Polk, Tillamook, Yamhill, the western half of Washington, and a section of Clackamas, Jefferson, Deschutes, and Klamath counties.</td></tr>
<tr><td rowspan="12">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☐ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
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<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☒ Paid Media</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2"><u>Cost sharing and matching</u>

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

<u>Direct Costs</u>

Consulting services from our media provider GARD Communications.

<u>Paid Media</u>

Project activities will include targeted radio ads and geofenced social media messaging in and near the designated Oregon safety corridors.</td></tr>
</table>

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
State of Oregon – ODOT - Transportation Safety Office - Region 2 Mini grants (sub-awards) may be provided to any Oregon city, county, tribal nation, state LEA, hospital, school district, non-profit, or other agency in Region 2 that fits eligibility criteria and amendments will be submitted as they are identified.

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Approved Oregon 3HSP: • Page 107 – Statewide Programs • Page 146-147 – Communications and Outreach

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

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

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

Program	Federal Project Number	Project Title
Statewide	M8*CP-2026-25-13-00	Region 3 Community Education and Outreach
Anticipated Award Amount	**Funding Source***	
$25,000	405(e) Flex	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M8*CP; M8*PT; M8*PM; M8*DE

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Education and Outreach Region 3 – $6,000** **Planned Activities** This project funds grassroots transportation safety education, outreach, and/or services to local jurisdictions, traffic safety organizations, non-profits and law enforcement to address data driven and community-

	identified behaviors that have been contributing to the increase in traffic fatalities and serious injuries in Region 3. **Location** Coos, Curry, Douglas, Jackson and Josephine Counties **Affected Communities** Incorporated and unincorporated communities in Coos, Curry, Douglas, Jackson and Josephine Counties **Region 3 Financial Assistance for LE/Traffic Safety Partner Training - $3,000** **Planned Activities** This project will provide financial assistance to both law enforcement and traffic safety partners to attend conferences to further their knowledge and participate in and complete continuing education requirements regarding traffic safety and enforcement of traffic laws. This addresses the problem identification on pages 7-15, and 30-41 of the Triennial Highway Safety Plan. This project will also help meet the performance targets found in the Impaired Driving program chapter starting on pg. 182; and under Police Traffic Safety beginning on pg. 260 of the Triennial Highway Safety Plan. **Location**: Coos, Curry, Douglas, Jackson and Josephine Counties **Affected Communities** Smaller departments and agencies that do not have training budgets, were unable to send attendees in years prior, and/or who must travel the furthest distance to attend the event. The training and information received in these trainings and conferences will be taken back into small rural communities within Oregon to increase transportation safety in those local areas. **Outreach and Education on the US199 Safety Corridor- $16,000** **Planned Activities** This project will conduct local media messaging via education and outreach efforts regarding the US199 Safety Corridor in Region 3. Messaging will focus on the types of behaviors that are causing crashes in the area, why they are dangerous behaviors, and will seek to raise awareness about the Safety Corridor purpose and goals as identified in the statewide chapter of the 3HSP. **Location** Region 3 Josephine County – Specifically US199

	Affected Communities Incorporated and unincorporated communities along US199 from the California state line to the Grants Pass city limits.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☒ Paid Media
Special Or Unusual Costs Explanation	Matching funds for this grant are intended to come from travel costs that include meal per diem and mileage; expenses for community events that are covered by partner agencies including but not limited to venue expenses, meals, speaker fees; local match identified by grantee agencies to be determined. Additional costs for the US199 Safety Corridor local safety messaging will either be for GARD, the statewide media contract holder, or consulting/contractual services to local media outlets to create and air.	

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
ODOT – Transportation Safety Office – Region 3

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Approved Oregon 3HSP: • Page 104 - Education, outreach, communications and training. • Page 260 - Communications, Training, Outreach and Education • Page 159 - Pre-Licensure Driver Education • Page 124 - Communications, Outreach and Media

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project advances Oregon’s goal of reducing traffic fatalities and serious injuries in ODOT Region 3 through a combination of education, outreach, media campaigns, and traffic safety training. Together, these coordinated efforts support progress on the following federally required performance measures: • C-1: *Total number of fatalities* • C-2: *Total number of serious injuries in traffic crashes* • C-3: *Fatalities per 100 million vehicle miles traveled (VMT)* • C-5: *Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or above* • C-6: *Speeding-related fatalities* • C-7: *Number of unrestrained passenger vehicle occupant fatalities* • C-10: *Number of pedestrian fatalities* • C-11: *Number of bicyclist fatalities* Each component of this project addresses specific regional safety needs in Southwest Oregon:

- Education and Outreach: Local grassroots efforts will target behaviors contributing to traffic crashes, such as impaired driving, speeding, distracted driving, and failure to use occupant restraints. Outreach will be tailored to the specific concerns of communities in Coos, Curry, Douglas, Jackson, and Josephine Counties, with a focus on data-driven risk factors identified in the FY2024–FY2026 Triennial Highway Safety Plan (3HSP).
- US199 Safety Corridor Media Campaign: This effort will deploy targeted media messaging to raise awareness about dangerous driving behaviors on the US199 corridor, which has a fatal and serious injury crash rate significantly higher than comparable routes. The campaign will educate the public on the purpose of the Safety Corridor designation and promote behavior change to reduce high-risk driving.
- Law Enforcement and Traffic Safety Partner Training: By providing financial support to local law enforcement agencies and traffic safety partners to attend specialized traffic safety training, this project builds regional capacity for effective enforcement and education. The training addresses impaired driving, speed enforcement, distracted driving, pedestrian and bicyclist safety, and crash investigation—each of which is essential for reducing serious and fatal crashes, especially in rural and under-resourced jurisdictions.

Collectively, these activities promote safer road use behaviors, strengthen enforcement and education capabilities, and increase public awareness of roadway risks throughout Region 3. The project directly supports Oregon's Vision Zero commitment and contributes to the state's ability to meet its highway safety performance targets as required under federal guidelines.

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

Program	Federal Project Number	Project Title
Statewide	M8*CP-2026-25-14-00	Region 4 Program: Education and Outreach
Anticipated Award Amount	**Funding Source***	
$55,000	405(e) Flex	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M8*CP, M8*PM, M8*DE

Planned Activity Description (Project Funding Narrative)	
Narrative	*Region 4 Know Before You Go Media Campaign - $40,000* **Activities:** This funding will provide monthly production and airtime for a year-round media campaign adjacent to a popular travel segment that features travel across Oregon statewide, and promotes safe driving via messaging on television (both live and streaming,) at local Central Oregon destination resorts on the closed-circuit television systems, within the Central Oregon Daily mobile app, and via the broadcasting group's webpage and social media. The default messaging will be focused on safety preparedness for travel on Oregon roadways from visiting ODOTs TripCheck.com, with seasonal and holiday based

<table>
<tr><td></td><td colspan="2">targeted messaging to address driving behaviors such as speeding and impairment, safety belt use, sharing the road, etc. This outreach and education campaign is changeable based on real time trends and will follow the NHTSA event calendar when possible.

<u>Location:</u> Crook, Jefferson, and Deschutes Counties

Region 4 Driver Ed for Low Income Teens - $10,000

<u>Activities</u>: This funding will provide financial assistance to low-income teens to take and complete Driver Education training. This addresses the problem identification on page 37 to 45 of the Triennial Highway Safety Plan and within the Driver Education chapter starting on page 151. This portion of the grant will cover the registration costs of the class for qualifying teens, residing within Region 4 who otherwise not be able to afford to participate in Driver Education. Not only have the prices of these courses been rapidly increasing, but number of locations providing these courses have been on the decline. There are only four ODOT approved driver education schools in Region 4 at this time, often requiring families to drive long distances to access classes. Access to ODOT accredited instruction can be additional significant financial hardship for students living in rural areas, so offsetting these costs by providing financial assistance for course registration will make these courses more accessible.

<u>Location</u>: All Region 4 Counties including Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler Counties

Region 4 Financial Assistance for LE/Traffic Safety Partner Training - $5,000

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

<u>Location</u>: All Region 4 Counties including Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler Counties</td></tr>
<tr><td rowspan="5">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
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</table>

	☐ Direct costs (paragraph (c))	☒ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☒ Paid Media
Special Or Unusual Costs Explanation	**Cost sharing and matching:** Matching funds for this grant are intended to come from travel costs that include meal per diem and mileage; expenses for community events that are covered by partner agencies including but not limited to venue expenses, meals, and speaker fees, and local agency employee time in participation of traffic/transportation safety trainings **Participation and Travel costs:** Identified funds for in-state travel will be awarded to R4 agencies to assist in the attendance of approved traffic safety training/conferences. Available funds for this purpose will cover lodging expenses and registration fees. **Paid media:** Identified funds will be spent on promoting use of ODOTs Trip Check as a safety tool, in a year-round campaign to promote safe driving with a local broadcasting group providing segments on television (both live and streaming,) at local destination resorts on their closed-circuit systems, within a mobile app, and via the internet. There will be cross promotion on television, visitor/tourist media and hotel media programming, as well as on a popular Oregon travel segment's webpage and YouTube channel. Messaging will be varied to include seasonal and holiday-based safety messaging in correspondence with NHTSA's calendar.	

Participating Sub-Recipient(s)/Agencies
State of Oregon – ODOT - Transportation Safety Office - Region 4

Countermeasure Strategy
P104: Education, outreach, communications and training
P260: Communications, Training, Outreach and Education
P159: Pre-Licensure Driver Education
p124: Communications, Outreach and Media

Local Expenditure Yes ☐ No ☒

High Visibility Enforcement (HVE) Yes ☐ No ☒

Contribution to safety performance targets submitted to NHTSA

The following activities will be conducted to address performance measures C-1, C-2, C-3, and C-9.

Education and Outreach Region 4 - $40,000

This project provides funding for media and messaging on trip planning to ensure safety by use of tripcheck.com as well as on involved factors such as impaired driving, speeding, inclement weather preparedness, and motorcycle safety, as identified as the top contributing factors in the tri-county Central Oregon area of Region 4. Messaging will be viewed by visiting travelers as well as residents, and reinforce desired driving behaviors through outreach, and connection to resources for education. In this way, this campaign will help meet the state's safety performance targets of reducing the number of fatalities and serious injuries.

Driver Education for Low Income Teens Region 4 - $10,000

ODOT DMV data identifies that teens who take an approved driver education program have a 21% lower crash rate and 57% fewer traffic convictions than those who don't. This project contributes to the state's performance targets of reducing the number of fatalities and serious injuries (C-1, C-2) and to the performance measure C-9) Number of drivers aged 20 or younger involved in fatal crashes (FARS).

Financial Assistance for LE/Traffic Safety Partner Training Region 4 - $5,000

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

Required Data/Information for 405 / 1906 Grant Funding Requests

See 405(e) section of Appendix B, AGA 2026.

Program	Federal Project Number	Project Title
Statewide	M8*CP-2026-25-15-00	Region 5 Program: Education and Outreach
Anticipated Award Amount	**Funding Source***	
$50,000	405(e) Flex	

Planning and Administration Costs Yes ☐ No ☒
Program Management Costs Yes ☐ No ☒
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
M8*CP; M8*PT; M8*DE; M8*AL

Planned Activity Description (Project Funding Narrative)	
Narrative	*Education and Outreach Region 5 - $15,000* **Activities:** This project funds grassroots transportation safety education, outreach, and/or services to local jurisdictions, traffic safety organizations, non-profits and law enforcement to address data driven and community-identified behaviors that have been contributing to the increase in traffic fatalities and serious injuries in Region 5. **Location:** Local jurisdictions and traffic safety organizations within Region 5. See ODOT Region Map and Table of Counties by Region. **Affected Communities:** Road users in Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union, and Wallowa Counties. *Driver Education for Low Income Teens Region 5 - $10,000* **Activities:** This funding will provide financial assistance to low-income teens to take and complete Driver Education training. This addresses

	the problem identification in the Statewide chapter of the Triennial Highway Safety Plan on page 37 to 45 and under the Driver Education chapter starting on page 151. The funding will cover the registration costs of the class for qualifying teens, residing within Region 5 who otherwise would not be able to afford to participate in Driver Education training. **Location:** Region 5. See ODOT Region Map and Table of Counties by Region. **Affected Communities:** Low-income teens residing within the ODOT Region 5 counties. *Financial Assistance for LE/Traffic Safety Partner Training Region 5 - $8,000* **Activities:** This project will provide financial assistance to both law enforcement and traffic safety partners to attend conferences to further their knowledge and participate in and complete continuing education requirements regarding traffic safety and enforcement of traffic laws. This addresses the problem identification on pages 7-15, and 30-41 of the Triennial Highway Safety Plan. **Location:** Region 5. See ODOT Region Map and Table of Counties by Region. **Affected Communities:** Smaller departments and agencies that do not have training budgets, or have very limited budgets, were unable to send attendees in years prior, and/or must travel the furthest distance to attend the event. The training and information received in these trainings and conferences will be taken back into small, rural, or frontier communities within Oregon to increase transportation safety efforts and outcomes. *Multi-Agency Task Force Operation Support Region 5 - $17,000* **Activities:** This project will provide funds for city and/or county law enforcement agencies in Region 5 who commit to participating in a multi-agency task force to support identified operations in the task force jurisdiction who do not have current HVE grants that they can bill hours to. Some of the smaller agencies in the region are not able to commit to an annual HVE grant because they do not have the staff time to meet all the reporting requirements and operation requirements of the annual grants but do want to support neighboring communities, and have their community supported by other agencies during high risk events as identified. Funds will also be available to support local media to promote these partnerships. This addresses the problem identification on pages 7-15, and 30-41 of the Triennial Highway Safety Plan. This project will also help meet the performance targets found in the Impaired Driving program chapter starting on pg. 182; and under Police Traffic Safety beginning on pg. 260 of the Triennial Highway Safety Plan. **Location:** Region 5. See ODOT Region Map and Table of Counties by Region.

	Affected Communities: Smaller law enforcement offices and agencies that have very limited budgets in Region 5.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☒ Paid Media
Special Or Unusual Costs Explanation	**Cost sharing and matching:** Matching funds for this grant are intended to come from travel costs that include meal per diem and mileage; expenses for community events that are covered by partner agencies including but not limited to venue expenses, meals, and speaker fees; local match identified by grantee agencies to be determined. **Compensation – personal and fringe benefits:** This grant will reimburse enforcement hours as an invoice for the Multi-Disciplinary Task Force(s) identified operations. **Travel costs**: Identified funds for in-state travel will be awarded to R5 agencies to assist in the attendance of approved traffic safety training/conferences. Available travel funds for this purpose will cover lodging expenses only. Funds will also support travel expenses for Multi-Agency Task Force Operations that require overnight travel. **Paid Media:** Identified funds will be spent on promoting Multi-Agency Task Force Operations in Region 5. Radio messages will utilize local, familiar voices. Facebook messaging on media partner's websites will support statewide messaging campaigns and efforts in coordination with local events and problem identification. Videography services will be utilized to support the operations as well.	

Participating Sub-Recipient(s)/Agencies
State of Oregon – ODOT – Transportation Safety Office – Region 5

Countermeasure Strategy
Oregon 3HSP: Page 104 - Education, outreach, communications and training. Page 260 - Communications, Training, Outreach and Education Page 159 - Pre-Licensure Driver Education Page 124 - Communications, Outreach and Media Page 261 - High Visibility Enforcement

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☒	**No** ☐

Agencies in Region 5 will work together to create Multi-Agency Task Forces to identify local events/activities that would most benefit from at least one coordinated HVE operation per county. Each represented county in the task force will be able to identify specific events and request assistance from agencies in the task force from other jurisdictions with the commitment that they will also support identified activities outside of their jurisdiction in exchange.

Contribution to safety performance targets submitted to NHTSA

Education and Outreach Region 5 - $15,000

This project provides funding for community traffic safety programs and projects through local problem identification submitted throughout the year. This project will help meet the state's safety performance targets of reducing the number of fatalities and serious injuries (C-1, C-2)

Driver Education for Low Income Teens Region 5 - $10,000

This project contributes to the state's performance targets of reducing the number of fatalities and serious injuries and to the performance measure C-9, Number of drivers aged 20 or younger involved in fatal crashes (FARS).

Financial Assistance for LE/Traffic Safety Partner Training Region 5 - $8,000

NHTSA asserts peer-to-peer training, education, and outreach have been found to be most effective in promoting proven and promising practices. In Countermeasures That Work, NHTSA refers to training for law enforcement in the areas of motorcycle safety, older drivers, pedestrian safety, bicycle safety and DUII intervention as essential to support traffic enforcement services, and to prepare law enforcement officers to effectively perform their duties. Training accomplishes a wide variety of necessary goals and can be obtained

through a variety of sources, addressing performance measures to reduce fatalities and serious injuries from motor vehicle crashes. (C-1, C-2)

Multi-Agency Task Force Operation Support Region 5 - $17,000
High Visibility Enforcement is the primary countermeasure that works to change driver behavior and ultimately save lives. This project will help meet the state's safety performance targets of reducing the number of overall fatalities and serious injuries by supporting comprehensive HVE operations for identified local events (C-1, C-2)

Required Data/Information for 405 / 1906 Grant Funding Requests
See 405(e) section of Appendix B, AGA 2026.

Program	Federal Project Number	Project Title
Statewide	M8*DE-2026-20-15-00	Portable Education and Awareness
Anticipated Award Amount	**Funding Source***	
$150,000	405(e) Flex	

Planning and Administration Costs Yes ☐ No ☒
Program Management Costs Yes ☐ No ☒
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
M8*DE; M8*AL; M8*SC; M8*OP; M8*DD; M8*RS; M8*CP

Planned Activity Description (Project Funding Narrative)	
Narrative	**Activities:** This program will focus on raising awareness statewide on the "Fatal 5" driving behaviors, which contribute to the majority of all motor vehicle crashes. The fatal 5 are: Speed, Occupant safety, Lane safety, Impaired driving, and Distracted driving. Additional focus on serious injury crashes will also be a component of the project. The project will facilitate the purchase of up to four enclosed display trailers to be utilized throughout the state to enhance traffic safety education and outreach activities. These trailers will each display a crashed car along with story boards that serve as a portable demonstration of the potentially catastrophic human and material consequences of unsafe driving decisions. This project is a collaborative initiative to promote highway safety and expand the reach to Oregon high schools and local communities and events within each of ODOT's five regions (1-5). **Location:** Event and presentation locations within the counties of each ODOT Region (statewide) by request of traffic safety partners and/or through initiation of TSO staff efforts. See ODOT Region Map and Table of Counties by Region. **Affected Communities:** Community members attending events in which the trailers are displayed. All counties in Oregon where the trailers are displayed as well as those counties in which the trailers are towed through (passive PSA messaging through presence) while being delivered to planned events.

Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☒ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☒ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	**Equipment:** Funds will be used to purchase up to four trailers. Pre-approval from NHTSA to purchase equipment will be pursued upon approval of Oregon's Annual Grant Application for FFY2026. **Compensation personal services and fringe benefits:** Funds will be used to cover ODOT staff time to transport the trailers already in circulation. This is also where travel costs come from.	

Participating Sub-Recipient(s)/Agencies

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

Countermeasure Strategy

Oregon 3HSP:
Page 104. – Education, outreach, communications and training.
Partnerships in collaboration with communities and non-profits to address traffic safety issues through grassroots efforts.
Page 260. - Communications, Training, Outreach and Education

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
This project provides funding to support community traffic safety programs and projects throughout the state by providing a portable demonstration of the potentially catastrophic human and material consequences of unsafe driving decisions, such as impaired, distracted, and excessive speed driving behaviors. This project will help meet the state's safety performance targets of reducing the number of fatalities and serious injuries, and the number of drivers age 20 or younger involved in fatal crashes (FARS). (C-1, C-2, C-9)

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Statewide	M8*PM-2026-20-01-00	Statewide Services – Media Report
Anticipated Award Amount	**Funding Source***	
$40,000	405(e) Flex	

Planning and Administration Costs Yes ☐ No ☒
Program Management Costs Yes ☐ No ☒
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
M8*PM

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**		
Narrative	Provides for contractor annual media report preparation, media materials reformatting and additional contractor planning/consultation incidental to Office wide media coordination. Also provides for the placement of media products as needed to take advantage of unique or unforeseen marketing opportunities such as offers from special travel publications (ODOT road map (in odd years), "101 Things To Do on the Oregon Coast" magazine, and offers through TSO partner organizations. Location: statewide (ODOT Regions 1-5)	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☐ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use

	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Exchange rates	☐ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Direct Costs: This project pays for the final media report that is provided by the TSO media contractor. This final report summarizes the media campaign for each of the different program areas along with the statistics of how many people viewed the different social media ads, how many billboards were displayed across the state, how many impressions were captured on the internet ads, etc. This project also covers any reformatting of media program graphics, additional copies of media items needed during the year, and ad placement opportunities equally available to serve all TSO program areas.	

Participating Sub-Recipient(s)/Agencies
ODOT DMV Transportation Safety Office

Countermeasure Strategy
Data and Program Evaluation: Page 126 of FY 2024 AGA, Update #9

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
This activity will contribute to the state highway safety performance target of reducing the total number of fatalities by using media to educate the public on the importance of wearing a seat belt while in a vehicle and educating parents about how to properly install a child car seat. When a person sees a billboard about wearing a seat belt or sees a social media ad about how to find a local child seat clinic near you, how to install a child restraint system, or the importance of not leaving children in an unoccupied vehicle, that will help to reduce the total number of motor vehicle fatalities. (C-1)

Program	Federal Project Number	Project Title
Statewide	M8*TSP-2026-20-00-00	Trauma Nurses Talk Tough – Train the Trainer
Anticipated Award Amount	**Funding Source***	
$30,000	405(e) Flex	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
TSP

Planned Activity Description (Project Funding Narrative)	
Narrative	Planned activities include: • conducting training sessions with network members addressing traffic safety issues and development of an Injury Prevention Program • offering assistance to network members • providing updated traffic safety information, data trends and statistics through periodic newsletters to network members

<table>
<tr><td></td><td colspan="2">

conducting traffic safety training events, including helmet fitting, proper use of safety restraints, and safe biking and walking.

Providing education for youth, kindergarten through 12th grade, allows them to learn the information that will familiarize them with the laws in Oregon regarding safe roadway use, including helmet use, safe biking and walking and safe behavior in vehicles. These activities are in support of national highway safety goals to reduce motor vehicle injuries and fatalities. The countermeasure strategy of driver education was informed by Highway Safety Program Guideline number 4, specifically program management, enforcement, driving education and training program and program evaluation and data.
Location: Project activities will take place in the following communities

Public Schools: Portland Public Schools; Troutdale SD; Multnomah Co SD
City Government & DOT: Portland OR; Woodburn OR; Beaverton OR
Non-Profits: Affiliated Tribes of Northwest Indians

Outreach through the TNTT network allows for information sharing and resources to be allocated to rural communities that may otherwise not have access. In 2022, the rate of crash deaths per 100 million miles traveled was much higher in rural areas than in urban areas (1.68 in rural areas compared with 1.15 in urban areas).
The Trauma Registry data will be evaluated at the beginning of the report year to identify the top five zip codes where bicycle injuries are occurring. Those areas will be targeted for helmet events. This grant provides education to students and families at the request of, and through, schools and education service districts.
</td></tr>
<tr><td rowspan="12">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
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<tr><td>☐ Fix amount subawards</td><td>☐ Organization costs</td></tr>
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<tr><td>☐ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
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<tr><td>☐ Entertainment costs</td><td>☐ Selling and marketing costs</td></tr>
<tr><td>☐ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
<tr><td>☐ Exchange rates</td><td>☒ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☐ Paid Media</td></tr>
</table>

Special Or Unusual Costs Explanation	Match funds will be used to cover a portion of the staff hours, including fringe benefits, required to perform planned activities as well as travel costs to and from planned activities.

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Trauma Nurses Talk Tough, Legacy Emanuel Health, non-profit, Portland Oregon. The listed recipients have been identified as partners through requests for training on the importance of helmet use and properly fitted helmets as of date of submission: • School Districts & Public University – Portland Public Schools; Troutdale SD; Multnomah Co SD; Portland State University • City Government & DOT: Portland OR; Woodburn OR; Beaverton OR; Portland Bureau of Transportation • Non-Profits: Legacy Health System; Community Cycling Center; Good in the Hood; Affiliated Tribes of Northwest Indians. The subrecipient may be contacted by other agencies and organizations throughout the grant year and, as necessary, amendments may be submitted for approval.

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Oregon 3HSP, p157 – Driver Education program strategy named “Statewide Trauma Care Provider Training.” 3HSP update attached to add funding source 405e.

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
Education campaigns are one of the only proven countermeasures for traffic safety. Driver Education uses grant dollars to fund a Trauma Nurses Talk Tough train the trainer program that provides injury prevention education for school and community groups. In addition, the trainers facilitate helmet and child safety seats events in their local areas. While pre-licensure driver education receives 2 stars in Countermeasures that Work, there is no countermeasure that addresses pre-licensure driver education for youth pre driving age. Providing education for youth, kindergarten through 12th grade, allows them to learn information that will familiarize them with the laws in Oregon regarding safe roadway use, including helmet usage, safe biking and walking and safe behavior in vehicles. These activities are in support of national and of the state’s highway safety goals to reduce motor vehicle serious injuries and fatalities. (C-1, C-2)

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Community Traffic Safety	CP-2026-25-01-00	Clackamas County TSAP Revision 2025-2026
Anticipated Award Amount	**Funding Source***	
$127,075	402	

Planning and Administration Costs Yes ☐ No ☒
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
CP

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	The Project will allow the Clackamas County Transportation Safety Action Plan (TSAP) update to be finalized through a collaborative process requiring crash data collection and analysis, identification of emphasis areas, hot spot locations and systemic crash patterns in Clackamas County. The plan will identify goals and strategies necessary to develop and maintain a safe transportation system that works for all transportation users. Finally, the plan will align the TSAP with the federal Safe System Approach and create an external-facing website to provide education and information to the public and safety advocates.

	Collaboration with the following groups at minimum will be established: Oregon Impact, Northwest Family Youth Services, Clackamas Fire #1, Clackamas Sheriff's Office, Canby Police, Oregon City Policy, Gladstone Police, City of Milwaukie, Molalla Police, OLCC, AMR, Clackamas Public Health Division, Clackamas Health, Housing and Human Services, Clackamas Emergency Services, Todos Juntos, CCPGA, various high schools, N. Clackamas Chamber of Commerce, Molalla Chamber of Commerce. Canby Chamber of Commerce, Oregon Liquor and Cannabis Commission, Ant Farm, athletic teams and school clubs. Location: Clackamas County	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐Paid Media
Special Or Unusual Costs Explanation	Costs include consultant fees and materials printing. Match to include staff time and benefits. Travel expenses for TSO conferences, and Lifesavers, GHSA or other national transportation safety appropriate event.	

Participating Sub-Recipient(s)/Agencies
Clackamas County, Department of Transportation and Development, County Government, Oregon City, Oregon, Clackamas County.

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
p140-141 of 3HSP Community Programs

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % $127,075 and 100%

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Page 141, the Oregon 3HSP, on page 141, discusses the need for an informed, educated safety community to reduce death and injury as a strategy. This project will provide education, outreach and information to the traveling public and generate activities designed to address the performance target of reducing the # of fatalities and reducing injury severity due to effective preparation (C-1, C-2).

Program	Federal Project Number	Project Title
Community Traffic Safety	CP-2026-25-02-00	Clackamas Safe Community Program
Anticipated Award Amount	**Funding Source***	
$430,345	402	

Planning and Administration Costs Yes ☐ No ☒
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
CP,PM

Planned Activity Description (Project Funding Narrative)	
Narrative	**Planned Activities**: The project will work with Clackamas County local government agencies to continue to implement key objectives of their county's 2019 local TSAP (Transportation Safety Action Plan), the Safe Communities Coalition concept, and refine an aggressive 4-E approach to reducing death and injury. Clackamas County, as part of its safe system (previously 4E) approach to traffic safety, continues its work to build a comprehensive upstream social and engineering triage system learning process (commonly called a fatality and serious injury review team). The development of this team for addressing serious and fatal injury crashes will provide a template for other local agencies to conduct similar work. The project will adapt

<table>
<tr><td></td><td colspan="2">strategies from Montana State research on culture change regarding organizational and highway safety.

The project will utilize NHTSA’s “Countermeasures That Work” and FHWA’s “Proven Safety Strategies” along with the safety program principles of the Safe Community model in working with Clackamas County on this project. The project will conduct work designed to: Complete a formal post-crash care triage system and plan report with consultant to make improvements to the county's post-crash care program; Build a final post-crash triage implementation plan for action with sustainable budget; Build a community engagement plan for including external partners and integrate into our transportation planning systems; Conduct a Safety System Approach Readiness Evaluation for Clackamas County and produce report; Implement Safe System Approach projects as required by the Evaluation; Produce Safe Systems Readiness guidebook for other government agencies; Build and launch Expect the Unexpected Campaign and share with other Oregon Counties; Reduce the 3-year average of serious and fatal crashes to 15% during the next 36 months; Reduce the incidents of distracted driving by county drivers by 25% in the next 24 months as determined by crash data and police reports; and Create, test, and launch social marketing campaign targeting distracted driving and speeding.

Location: Oregon City, Clackamas County

Affected Communities: include traffic safety professionals and advocates, first responder agencies, law enforcement and adjudication agencies, general citizenry within Clackamas County, and its cities. Portions of the work will have utility to other Oregon agencies in adjacent counties like Washington, Multnomah, Marion counties.</td></tr>
<tr><td rowspan="10">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
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<tr><td>☐ Entertainment costs</td><td>☐ Selling and marketing costs</td></tr>
</table>

	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☒ Paid Media
Special Or Unusual Costs Explanation	**Direct Costs**: Project paid consultant for development of project elements and marketing, printing. County paid staff and benefits as match. Travel to the TSO conference, and out of state travel to Lifesavers, GHSA or similar association conference to educate project staff relative to transportation safety efforts. **Paid Media:** Create, test and launch social marketing campaign targeting distracted driving and speeding, emphasis areas of the county's TSAP. Paid media for Clackamas County has typically included social and streaming media placement, along with ancillary print items. Plan is to work with adjacent communities.	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Clackamas County, Department of Transportation and Development, County Government, Oregon City, Oregon, Clackamas County.

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Community Traffic Safety Programs - Page 141 in the 3HSP

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % $430,345 | 100%

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
Oregon Approved 3HSP 2024-2026, p141, discusses the need for an informed, educated safety community to reduce death and injury as a strategy. This project will provide information and generate activities designed to address the performance target: C-1 Number of fatalities.

Program	Federal Project Number	Project Title
Community Traffic Safety	CP-2026-25-04-00	East County Slavic and Eastern European Community Safety Outreach
Anticipated Award Amount	Funding Source*	
$78,264	402	

Planning and Administration Costs Yes ☐ No ☒

Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
CP

P**lanned Activity Description** (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**		
Narrative	**Activities Planned** This project will provide 9 traffic safety workshops, two school traffic safety events and five community traffic safety events focused in East Multnomah County communities. **Problem Identification** The project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan pgs. 48,49, 55-56 and 58-62. **Location Region 1** City of Portland, East Multnomah County **Affected Communities** Slavic and Eastern European sub-communities in the Portland Metro area	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Fines, penalties, damages and other settlements	☒ Travel Costs
Special Or Unusual Costs Explanation	**Direct Costs** Personnel, video production, food for workshops and office space. **Match** Volunteer time, equipment for filming videos and outreach about workshops through radio time for recruitment.	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Slavic Community Center NW – Non-profit

Countermeasure Strategy
Communications, Education, Training and Outreach. In addition, this project employs the countermeasure strategy grassroots outreach and education as identified and justified on pages 105 of the Oregon Approved 3HSP.

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % $78,264 | 100%

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
In the Portland Metro Region East Portland and East Multnomah County, which are the most diverse and low-income areas, bear the brunt of traffic fatalities and serious injuries in Region 1. Providing culturally appropriate traffic safety training will help meet the state's safety performance targets of reducing the number of fatalities and serious injuries. C-1: *Number of traffic fatalities (FARS)* C-2: *Number of serious injuries in traffic crashes (state crash data files)*

Program	Federal Project Number	Project Title
Community Traffic Safety	CP-2026-25-05-00	Marion County Safe System Project
Anticipated Award Amount	**Funding Source***	
$399,002	402	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
CP

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs (with explanation)	
Narrative	This project will implement the 2025 Marion County TSAP, including education activities such as listen and learn sessions, public outreach and staff training sessions such as training to encourage safety in staff work, and a ride program for impaired drivers in conjunction and with providing them education as part of the process. The impaired ride program will

<table>
<tr><td></td><td colspan="2">include a public information campaign as well as an educational component for participants in the program at the time of the ride. This is an innovative idea intended to prevent impaired driving at this opportune time. The county will continue to evaluate data and speak with road users about safety. The county will review and integrate motorcycle crash reports into the GIS database. This is the second year of a two-year multi-phase project with the grantee.

Location of project: Marion County, and local communities</td></tr>
<tr><td rowspan="8">Special Or Unusual Costs
Check all that apply
(items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income
(deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
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<tr><td>☒ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
<tr><td rowspan="3"></td><td>☐ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
<tr><td>☐ Exchange rates</td><td>☒ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☒ Paid Media</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2">Cost Sharing or Matching: Marion County will be providing 20% match in the amount of $99,750.30 through payment of a portion of personnel costs (Compensation: personnel services/fringe benefits), overhead/indirect costs, and a share of the education costs (examples include but are not limited to PSA media, printed/electronic handout materials, electronic resources, etc.) related to participant transportation needs (transportation rides for impaired drivers).

Equipment / Information Technology Systems: Software/services (DiExSys Crash Software).

Participant Support Costs will be for staff participation in relevant trainings and for costs associated for marginalized community participants attending county sponsored events related to activities of this grant.

Travel Costs will be for staff participation and professional development training related to traffic safety in support of this project including TSO Annual Conference and Lifesavers, GHSA or similar educational conference.</td></tr>
</table>

	Paid Media will be for media costs associated with messaging needs of this project. Media may be developed and distributed to promote the ride services and other project activities. **Compensation** and benefits– Personnel Services: 4 separate and distinct discipline specific staff time allocations. Compensation – Fringe Benefits: 4 separate and distinct discipline specific staff time allocations.

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Marion County Public Works, Marion County, Oregon, County Government Transportation Agency

Countermeasure Strategy
Community Programs p140-141 of 3HSP.

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % $399,002 and 100%

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project will contribute to meeting Performance Measure C-1 in reduction in fatalities and reduction in injury severity due to effective preparation (C-1, C-2).in Oregon; through

education and risky behavior change activities including training, education, transportation for impaired drivers, etc. The Marion County SSA project will support implementation of the County TSAP, improve crash data collection/reporting, include feedback from listening sessions, and provide staff training that will allow Marion County to develop and deliver more effective traffic safety outreach and education activities. Effective and targeted outreach and education efforts by the County will support making progress toward TSO's traffic safety performance targets - including reducing the number of fatalities and serious injuries due to traffic crashes.

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Community Traffic Safety	CP-2026-25-06-00	Oregon Impact- Safe Community Services
Anticipated Award Amount	**Funding Source***	
$104,950	402	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
CP

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	Traffic safety is a critical issue for the residents of Oregon. To tackle this problem and reduce vehicle-related fatalities and injuries, forging partnerships with local communities, corporations, civic organizations, and schools is essential.

	Oregon Impact's Community Traffic Safety Program acts as a crucial hub, connecting community partners, safety advocates, businesses, transportation safety professionals, School Resource Officers (SROs), and emerging advocates. This collective effort aims to improve traffic safety across the state. For successful safety outreach events, training, and access to innovative tools are vital. Local groups and advocates often face challenges related to resources, funding, and volunteers, difficulties worsened by the pandemic, which has led to decreased attendance and volunteer participation at public safety events. Our main goal is to help these entities overcome these obstacles. Oregon Impact plays a significant role in supporting established traffic safety committees (TSCs) and collaborating with new community partners eager to disseminate crucial traffic safety information. In addition to its outreach initiatives, Oregon Impact will collaborate with local agencies to extend the Safe System approach to multiple counties in Oregon, fostering goal setting and messaging across county lines. Effectively respond to requests for in-person and virtual visits from local communities, businesses, and safety partners. Acting as a central hub, we facilitate communication among Oregon's transportation safety professionals, advocates, and partners. Activities include: coordinate goal setting and refine messaging strategies by employing the Safe System approach to enhance traffic safety across multiple counties. This method will ensure a comprehensive and cohesive strategy, addressing key safety concerns and promoting effective communication and collaboration among all stakeholders involved. Provide six digital resource kits annually, each containing traffic safety resources aligned with the monthly NHTSA calendar. This initiative ensures consistent and effective communication, promoting a safer driving environment across the state. Establishing and maintaining direct contact with all Traffic Safety Committee (TSC) groups through phone calls, virtual meetings, and face-to-face interactions. This approach ensures a cohesive and collaborative effort in enhancing traffic safety across the state. To host and maintain the Traffic Safety section of www.oregonimpact.org. This platform will feature comprehensive training opportunities and provide valuable resource links. Create an accessible and informative online hub for all traffic safety-related information and educational materials. Produce 12 editions of the "Making an Impact" newsletter, each featuring community success stories, valuable educational resources, training opportunities, and insights into emerging traffic safety issues. Primary work location will be Gladstone, Clackamas County, Oregon. Affected communities include: Traffic safety volunteers, traffic safety professionals, residents and visitors, Safety Advocates in each of the following 36 counties: Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County.

	Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☒ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☒ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Staff time and benefits, printed safety documents and information, consultant services including accounting, minor equipment (under $5000) for volunteer use at events, travel to local events and groups, travel to Lifesavers, GHSA, or similar association, cloud backup, information connectivity, postage, general allowable office expenses. Match consisting of staff paid by other agencies, Volunteer time essential to the success of the project. Program income ***may*** be derived from any purchases of publications placed with an online vendor. Any potential income earned will be used to purchase additional printed books for use within Oregon, zeroing out the balance at the end of the fiscal year.	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Oregon Impact, a traffic safety dedicated non-profit 501c3 (all activities are for traffic safety), City of Gladstone, Clackamas County, Oregon.

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Approved Oregon 3HSP 2024-2026, p140-141, Community Programs: Safe Communities

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
C-1 Number of fatalities. This project will assist local volunteers and organizations to establish, maintain and coordinate local efforts to reduce fatalities and serious injuries through coordination, support and training to improve local efficacy.

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Community Traffic Safety	CP-2026-25-07-00	Safe Streets for All: Traffic Education for African Immigrant Communities
Anticipated Award Amount	**Funding Source***	
$122,197	402	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
CP, DE, PS

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Activities:** This project will:

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<tr><td></td><td colspan="2">

- Develop traffic safety curriculum on pedestrian rights, distracted driving, impaired driving, road signage, bike safety and traffic safety related to public transit.
- Translation of traffic safety curriculum to Tigrinya and Amharic
- Community outreach and promotion - Promote workshops and trainings through faith institutions, ethnic businesses, schools, and social media. Distribute flyers and visuals via community hubs. Outreach Specialists, Traffic Safety Ambassadors Public awareness among African immigrants and refugees.
- Five Adult Traffic Safety Workshops
- Three Youth and Young Adult Safety Education workshops
- Three Safety Walks and Community Assessments
- Training Five Traffic Safety Ambassadors

Problem Identification: The project addresses the problem identification in the statewide chapter of the approved Triennial Highway Safety Plan pgs. 48-62 and in the pedestrian and bicyclist chapter pgs. 110 – 125.

Location: Region 1: City of Portland, Multnomah County

Affected Communities: East Portland, Ethiopian and Eritrean immigrants and refugees.
</td></tr>
<tr><td rowspan="10">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
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</table>

Special Or Unusual Costs Explanation	20% match – personnel costs Direct costs – salary, taxes, benefits, printing and materials, food for workshops. Travel Costs – Conference registration fees, lodging and mileage.

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Ethiopian and Eritrean Cultural Resource Center, non-profit

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Oregon Approved 3HSP 2024-2026, p107 Statewide/Region Programs – Education, Outreach, Communication, and Training

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % $122,197 and 100%

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
In the Portland Metro Region East Portland and East Multnomah County, which are the most diverse and low-income areas bear the brunt of traffic fatalities and serious injuries. Providing culturally appropriate traffic safety training will help meet the state's safety performance targets of reducing the number of fatalities and serious injuries. • C-1: *Number of traffic fatalities (FARS)* • C-2: *Number of serious injuries in traffic crashes (state crash data files)*

Program	Federal Project Number	Project Title
Community Traffic Safety	CP-2026-25-08-00	Slavic & Eastern European Immigrant and Refugee Traffic Safety Education
Anticipated Award Amount	**Funding Source***	
$75,000	402	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
CP, DE

Planned Activity Description (Project Funding Narrative)	
Narrative	**Activities:** This project has three main activities: • Outreach and planning - Create outreach and education plan, reach out to and schedule guest speakers, and solidify schedule of workshop topics. Develop pre- and post-quizzes for each workshop

<table>
<tr><td></td><td colspan="2">

- Traffic safety workshops - Host 24 culturally specific/linguistically specific educational workshops about traffic safety.
- Outcomes - Compile pre- and post-quiz scores, analyze data, complete any required reporting, and provide ODOT with key findings and recommendations.

Problem Identification: The project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan pgs. 48,49, 55-56 and 58-62.

Location: Region 1: City of Portland, East Multnomah County
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<tr><td rowspan="11">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
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<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2">

20% match – Personnel costs and benefits, equipment and materials printing.

Direct costs: Salaries, benefits, materials and printing, meeting costs, translation.

Travel costs: lodging and mileage.

Participant Support Costs: TSO Conference related expenses
</td></tr>
</table>

Participating Sub-Recipient(s)/Agencies
Immigrant and Refugee Community Organization (IRCO) – Non profit

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Communications, Education, Training and Outreach. In addition, this project employs the countermeasure strategy grassroots outreach and education as identified and justified on pages 107-108 of the Oregon Approved 3HSP.

Local Expenditure	**Yes** ☒	**No** ☐
Value $ and %	$75,000 and 100%	

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
In the Portland Metro Region, East Portland and East Multnomah County, the most diverse and low-income areas are over-represented for traffic fatalities and serious injuries. Providing culturally appropriate traffic safety training and education re: Oregon laws to resident immigrants of limited English language proficiency (ELP) will help meet the state’s safety performance targets of reducing the number of fatalities and serious injuries (C-1, C-2).

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Community Traffic Safety	CP-2026-25-09-00	Central Oregon Transportation Safety Action Plan (TSAP) Implementation
Anticipated Award Amount	**Funding Source***	
$195,000	402	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
CP, PM

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Planned Activities** COIC will continue to support activities to implement the recommended countermeasures as indicated in the Transportation Safety Action Plans developed for both the Bend Municipal Area and Deschutes County. Continue transportation safety outreach, marketing and education efforts in Central Oregon under the direction of a subcommittee of the Central

<table>
<tr><td></td><td colspan="2">Oregon Area Commission on Transportation (COACT). This team (COST) will assist staff in identifying outreach opportunities, providing updates on local safety projects and localized outreach that will be occurring within local communities, and providing technical input to implement a communications plan that identifies the best options for outreach and marketing, and designed to reduce fatal and serious injury crashes in Central Oregon.

In addition, COIC will continue to research and evaluate long-term funding opportunities, and engage the subcommittee in discussions about long-term, sustainable funding for continued safety outreach throughout Central Oregon.

<u>Location</u>

Crook, Deschutes, Jefferson, and Klamath counties – as represented by the Central Oregon ACT.</td></tr>
<tr><td rowspan="11">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
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<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☒ Paid Media</td></tr>
</table>

Special Or Unusual Costs Explanation	**Compensation** For the project hours allocated for staff assigned. **Direct Costs** Bus wraps with safety messaging. Travel expenses related to the TSO conference, and Lifesavers or other safety-related conferences, such as GHSA's Annual Meeting. In consult with COACT subcommittee. **Earned and print Media** Marketing platforms and paid media plans will be determined by the Safety Coordinator upon review of updated crash data, updated TSAP recommendations, and recommendations from the COACT subcommittee upon review. Research into the most effective messaging types for the recommended countermeasures, identification of the target audience, maximization of reach and funding, and choosing activities with allowable expenses will guide the creation of campaigns and purchase of media ad/airtime from the marketing consultant. **Matching** COIC has chosen to provide 20% of match for every listed expense listed in the project budget as their local funding match. This is 20% of Personnel and Benefit Costs **Participant Support Costs** Resources to attend GHSA, Lifesavers or other similar conference.

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Central Oregon Intergovernmental Council – Local service district

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Community Programs, CP, Oregon 3HSP 2024-2026, p140-141

Local Expenditure	**Yes** ☒	**No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value $ and %	$195,000 | 100%	

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project contributes directly to Oregon's efforts to meet its federally required highway safety performance targets, particularly: • C-1: *Total fatalities* • C-2: *Serious injuries in traffic crashes* • C-3: *Fatalities per 100 million vehicle miles traveled (VMT)* As discussed on page 141 of the Oregon FY2024–FY2026 Triennial Highway Safety Plan (3HSP), an informed and educated safety community is essential to reducing fatalities and serious injuries. This project addresses that need by supporting a dedicated .75 FTE Safety Coordinator who will implement recommended countermeasures from the Transportation Safety Action Plans for both the Bend Municipal Area and Deschutes County. The Safety Coordinator will lead outreach, marketing, and education efforts throughout Central Oregon, working in close collaboration with the Central Oregon Area Commission on Transportation (COACT) Subcommittee on Safety (COST) to identify outreach opportunities, provide updates on local safety projects, and support localized outreach in communities. This project's structure—rooted in the Safe System approach promoted by NHTSA—reflects a commitment to system-wide safety improvements by integrating the 5 Es of traffic safety: equity, engineering, education, enforcement, and emergency medical services (EMS). By fostering proactive and collaborative engagement, this project goes beyond the traditional approach by enlisting designers, operators, and users of the transportation system to prevent fatal crashes and reduce crash severity.

The project also emphasizes sustainable program development by researching and evaluating long-term funding opportunities to support ongoing safety outreach in Central Oregon. Through these coordinated efforts, the project aims to reduce fatal and serious injury crashes in Deschutes, Jefferson, and Crook counties, supporting Oregon's Vision Zero goal and statewide performance targets.

This foundational work aligns with multiple elements of the NHTSA Uniform Guidelines for Highway Safety Programs and builds upon the collaborative framework established through the recently completed Transportation Safety Action Plans.

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Community Traffic Safety	DE-2026-20-05-00	Portland Traffic Safety Education and Outreach
Anticipated Award Amount	**Funding Source***	
$119,834	402	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
DE, PS, PM

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**		
Narrative	**Activities:** This project will fund: • Three community traffic safety trainings in partnership with community-based organizations in East Portland. • Four safe community walks or bike rides where participants learn the rules of the road and how to interact with traffic safety infrastructure. • Attend 20 community events to share traffic safety materials and resources. • Distribute visibility materials (not purchased by this grant) along with traffic safety information to the unsheltered (houseless) population. • Outreach campaign to support bike buses and walking school buses and promote safety Design and purchase 18 billboards along high crash networks to promote traffic safety messaging. **Problem Identification:** The project addresses the problem identification in the statewide chapter of the approved Triennial Highway Safety Plan pgs. 48-62 and in the pedestrian and bicyclist chapter pgs. 110 – 125. **Location:** City of Portland **Affected Communities:** City of Portland with a focus on vulnerable road users and people living along high crash corridors.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs

	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☐ Travel costs
	☐ Fines, penalties, damages and other settlements	☒ Paid Media
Special Or Unusual Costs Explanation	20% match – personnel costs Direct Costs – salary, benefits, and translation services Paid Media: Purchase at least 18 billboards along at least three high crash corridors in Portland, for a period of four to eight weeks to promote traffic safety messaging to a wide audience in areas with the greatest need. PBOT's Vision Zero Program Manager will lead development of the messaging, with review and request input from ODOT's Safety Office, and will lead the procurement process. Tens of thousands of people traveling these corridors will benefit from the safety messaging.	

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
City of Portland – Portland Bureau of Transportation

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Oregon Approved 3HSP pages 107-108: Communications, Education, Training and Outreach

Local Expenditure	**Yes** ☒	**No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value $ and %	$119,834 and 100%	

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
In the Portland Metro Region East Portland and East Multnomah County, which are the most diverse and low-income areas bear the brunt of traffic fatalities and serious injuries. Providing culturally appropriate traffic safety training will help meet the state's safety performance targets of reducing the number of fatalities and serious injuries. This project supports Oregon's progress toward several federally required highway safety performance targets, including: • C-1: *Number of traffic fatalities (FARS)* • C-2: *Number of serious injuries in traffic crashes (state crash data files)*

Program	Federal Project Number	Project Title
Community Traffic Safety	M8*PT-2026-25-01-00	Expanded Traffic Enforcement-PPB
Anticipated Award Amount	**Funding Source***	
$250,000	405(e) Flex	

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

Eligible Use of Funds
M8*PT, M8*CP

Planned Activity Description (Project Funding Narrative)	
Narrative	This project will expand the agency's ability to respond to and document crashes and conduct increased data-driven traffic safety enforcement in locations identified for increased traffic safety intervention. Targeted risky behaviors will be speeding, aggressive driving, distracted driving, and general roadway safety. A further objective is to more efficiently and accurately investigate fatal and serious injury crashes. Grant Activities: 1. Train new officers for service specific toTraffic Safety. 2. Train new officers on a high level of traffic enforcement and traffic crash investigations skills.

	3. Acquire necessary support systems, equipment, and supplies to successfully complete activities 1 & 2, and complete law enforcement project objectives such as HVE activity and traffic enforcement identified in the local plan. Supplies such as drones used to conduct traffic investigations computers (with software) and portable printers, each costing less than $10,000 per unit, will allow the agency to process traffic citations more efficiently and timely than traditional paper recording of citations and warnings, and make more accurate and frequent crash investigations across the agency workforce possible. The agency plans to train an increased number of officers in Traffic Enforcement, DUII Investigations and Crash Investigations, and providing necessary equipment and supplies referenced above. It is expected that the activity, supplies and training will significantly affect the Traffic Division's traffic enforcement activities within the jurisdiction by promoting and conducting traffic enforcement activities by training and encouraging ordinary patrol officers to issue traffic citations. Provide cross training in traffic safety by rotation of officers through traffic safety activities to get real world experience, especially among new officers. Provide resources to offer increased volume of SFST Refresher classes where needed and to other agencies in the Metro area. The agency will decrease turnaround time and increase accuracy of crash investigations. To do this, the agency will train staff on the correct enforcement usage of drones, specialized computers and software that will be purchased through the grant to support the new training and effort. This training and effort will improve the ability to process fatal crash scenes rapidly and accurately. The result of these efforts is to train and develop a cadre of new and fully trained reconstructionists equipped with the tools to use this education and promote and support training for future officers. In addition to car-based enforcement activity, the agency will increase the number of available motorcycle enforcement training officers through instruction designed to *certify* them as Motorcycle Officer Instructors. The agency will use the grant to send officers to national information and training events. The national training and information gathered by motorcycle instructor officers will allow them to provide assistance and information sharing with their peers in traffic enforcement within the agency, and with adjacent agencies. Location: City of Portland	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
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	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Cost Sharing or Match: The grantee will be providing match via personnel, and equipment use. Compensation – personal services: The grant will pay for straight and overtime pay for activities in support of grant activities. Compensation – fringe benefits: The grant will cover those fringe benefit charges associated with any compensation for personal services that are charged to the grant. Supplies: in support of activities associated with traffic enforcement, crash investigations, professional development, and support supplies related to traffic unit operations. No individual item or system exceeds the $10,000 threshold. Memberships, subscriptions, and professional activity costs: Memberships in specific discipline (traffic safety) organizations will be purchased to support grant activities. Professional activity costs will be covered by this grant for professional development and to ensure currency in the latest traffic enforcement and crash investigation techniques. Organization Costs: Costs will be covered to include support activities related to traffic enforcement/investigation, such as crash data analysis and distribution to support grant activities and related expenses. Participant Support Costs: Attendance costs will be covered for traffic safety specific professional development. Travel Costs: In-State and Out-of-State travel costs will be covered by this grant to support association and training events in support of the activities of this grant.	

Participating Sub-Recipient(s)/Agencies
Portland Police Bureau, City of Portland, city law enforcement agency

Countermeasure Strategy
Police Traffic Services: Communications, Training, Outreach and Education (3HP Page 260) Police Traffic Services: High Visibility Enforcement (3HSP Page 261)

Local Expenditure	**Yes** ☒	**No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value $ and %	$250,000, 100% Local Expenditure Eligible	

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This grant will reduce crash fatalities C-1 and serious injuries C-2; in the largest urban and most populated area in Oregon; through increased and sustained enforcement at targeted locations using better information from improved investigations and obtaining more rapidly assessed information, generated at the local level.

Required Data/Information for 405 / 1906 Grant Funding Requests
405(e) flex, Appendix B, AGA 2026.

Program	Federal Project Number	Project Title
Community Traffic Safety	M8*CP-2026-25-03-00	Firebusters Child Education Program
Anticipated Award Amount	**Funding Source***	
$5,000	405(e) Flex	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M8*CP, M8*PM

Planned Activity Description (Project Funding Narrative)	
Narrative	**Activities**: In partnership with the Central Oregon Fire Chiefs Association, this project will develop and air two transportation safety related educational presentations to be released on television, in the classroom, and on Youtube.com for elementary aged students and their families in Region 4. There will be five life safety segments created in total with up to two of them being transportation centered. Participating schools will be given an opportunity to win an award assembly through

<table>
<tr><td></td><td colspan="2">completion of an activity worksheet created by the Firebusters team for the purpose of concept review and retention. All children will also be rewarded for participation with prizes donated by local businesses as incentives.

<u>Location</u>: Crook, Deschutes, and Jefferson Counties and the Confederated Tribes of the Warm Springs

<u>Affected Communities</u>: Children ages 5-11 and their families, residing or going to school in Crook, Deschutes, and Jefferson Counties and within the lands of the Confederated Tribes of the Warm Springs</td></tr>
<tr><td rowspan="13">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☐ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
<tr><td>☐ Fix amount subawards</td><td>☐ Organization costs</td></tr>
<tr><td>☒ Direct costs (paragraph (c))</td><td>☐ Participant support costs</td></tr>
<tr><td>☐ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☐ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
<tr><td>☐ Entertainment costs</td><td>☐ Selling and marketing costs</td></tr>
<tr><td>☐ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
<tr><td>☐ Exchange rates</td><td>☐ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☒ Paid Media</td></tr>
<tr><td></td><td></td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2"><u>Matching</u>: Volunteer time from partnering agencies will be provided in the form of employee time at planning meetings, individually assigned tasks such as concepts and scripts, content review, and material production and dissemination. Following the week of broadcasting, staff will again participate to help prepare for and attend an award assembly for the school who wins the participation celebration. Central Oregon Fire Chiefs also pays direct cash/in kind match to cover program costs not eligible for payment by TSO grant funding.</td></tr>
</table>

	Paid Media: Funding is used to assist in the development and production of the Firebusters segment for airing on both television and streaming. This aired content is spread widely and available to students within schools as well as at home with their families. A portion of this paid media is provided in-kind as match from the participating media company.

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Central Oregon Fire Chief Association, Deschutes County Sheriffs Office, Bend Police and 911, Sisters and Bend Fire Depts., Bend La Pine School Districts, Madras and Prineville School Districts

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
P.105: Education, outreach, communications and training.

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project provides funding for community traffic safety programming from local problem identification submitted throughout the year from staff working in emergency response positions, and within the school environment. Activities will create educational presentations (per mediums above) for elementary aged children in Region 4 schools on the subject of Bicycle and Pedestrian Safety to be aired on television, in the classroom, and on Youtube.com. This project will help meet the state’s safety performance targets of reducing the number of fatalities and serious injuries (C-1 and C-2), and reduction of bicyclist and pedestrian fatalities C-10 and C-11. This project is a recurring and annually changing one, with the ability to contribute to meeting several of the SHSO performance targets in key vulnerable roadway user programs.

Required Data/Information for 405 / 1906 Grant Funding Requests
See 405(e) section of Appendix B, AGA 2026.

Program	Federal Project Number	Project Title
Community Traffic Safety	M8*CP-2026-25-04-00	Align Flagger Curriculum with Oregon Temporary Traffic Control Handbook (OTTCH)
Anticipated Award Amount	**Funding Source***	
$38,386	405(e) Flex	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M8*CP, M8*RS

Planned Activity Description (Project Funding Narrative)	
Narrative	The current curriculum for traffic control professionals is not synchronized with the latest updates in the Oregon Temporary Traffic Control Handbook (OTTCH). This undermines the effectiveness of safety training work zones. Increasing work zone safety is a key aspect of the project we propose. By updating the curriculum to reflect the most recent revisions in the OTTCH by the Oregon Department of Transportation (ODOT), we can ensure that traffic control professionals receive accurate, up-to-date information, and ultimately improve road

<table>
<tr><td></td><td colspan="2">safety to protect both workers and drivers.

The primary function of temporary traffic control is to ensure the safe and efficient movement of all road users (including drivers, pedestrians, and cyclists) through or around work zones, while also protecting workers, emergency response personnel, and equipment.

Given the increasing complexity and multimodal nature of work zones, it is essential that motorists receive clear, accurate, and up-to-date information to navigate these areas safely and efficiently. Updating the curriculum to align with OTTCH is a critical tool for improving driver education, awareness, behavior, and reducing crash risks in and around work zones.</td></tr>
<tr><td rowspan="13">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☐ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☐ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
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<tr><td>☒ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
<tr><td>☐ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
<tr><td>☐ Exchange rates</td><td>☒ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☐ Paid Media</td></tr>
<tr><td colspan="2"></td></tr>
<tr><td colspan="2"></td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2">Direct costs – salaries, benefits, printing and fee assistance

Travel costs – conference registration fees, mileage and lodging

Reasonable compensation for employees engaged in work on Federal awards, recipient or subrecipient activities.</td></tr>
</table>

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Chemeketa Community College, Clackamas and Marion Counties

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
See FY26 3HSP Update: Community Traffic Safety and Work Zone

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
Oregon is facing a critical traffic safety problem, particularly within work zones with rising traffic speeds and a concerning increase in traffic fatalities, over recent years. The purpose of the proposed project is to address and improve the traffic safety vulnerability by ensuring up-to-date education for Flagger Trainers. Increasing work zone safety and ultimately improve road safety to protect both workers and drivers. NHTSA's Uniform Guidance: "Roadway Safety applies to highway safety activities related to the roadway environment. (Section 402 funds may not be used for highway construction, maintenance, or design activities, but they may be used to develop and implement systems and procedures for carrying out safety construction and operation improvements). "

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
3HSP Update adding CTS countermeasure

Program	Federal Project Number	Project Title
Distracted Driving	DD-2026-20-01-00	Distracted Driving High Visibility Enforcement – Oregon Impact
Anticipated Award Amount	**Funding Source***	
$463,650	402	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
DD

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**		
Narrative	**Planned Activities** This project will fund police officer straight and overtime hours for focused traffic enforcement and educational activities that facilitate compliance with Oregon's distracted driving laws, including at least three targeted saturation patrols on identified problem highways or road segments and/or at scheduled events. This is conducted in Oregon throughout the year statewide, especially for Distracted Driving during April, the National Distracted Driving Awareness Month, Week, and the National Connect to Disconnect program. **Location / Affected Communities** Cities of: Albany, Ashland, Astoria, Aumsville, Bandon, Beaverton, Bend, Black Butte Ranch, Burns, Canby, Carlton, Coos Bay, Cottage Grove, Eagle Point, Enterprise, Eugene, Florence, Forest Grove, Gladstone, Grants Pass, Hermiston, Independence, Junction City, Keizer, Lake Oswego, Lincoln City, McMinnville, Medford, Molalla, Newberg-Dundee, Oakridge, Oregon City, Phoenix, Portland, Prineville, Rogue River, Roseburg, Salem, Sandy, Seaside, Sherwood, Silverton, Springfield, Stanfield, Stayton, Talent, The Dalles, Tigard, Tillamook, Tualatin, University of Oregon, Vernonia Counties of: Benton, Columbia, Coos, Crook, Deschutes, Harney, Klamath, Lake, Lane, Malheur, Marion, Multnomah, Polk, Tillamook, Umatilla, Wallowa, Washington, Wheeler, Yamhill	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs

	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	**Direct Costs** Supplies and materials for Distracted Driving Month mailout to DD HVE agencies. Office expenses including rent, supplies, phone, and postage needed for grant activities. Other direct costs include bookkeeping charges, Badge Data maintenance charges and CPA Audit charges. Project agreements to local police departments and county sheriff's offices will be awarded to interested law enforcement agencies for distracted driving enforcement activities. **Compensation – Personal Services** This project will pay for Oregon Impact personnel costs needed to administer the DD HVE mini-grant program on behalf of the TSO. **Compensation – Fringe Benefits** This project will pay for the fringe benefits for the Oregon Impact staff while they are working on the DD HVE program on behalf of the TSO. **Travel Costs** This project will cover the travels costs of requested visits from participating DD HVE agencies for Oregon Impact to do an onsite visit. **Cost Sharing or Matching** The Match for the Distracted Driving HVE project will be provided by the participating DD HVE agencies in the form of straight time distracted driving enforcement activities.	

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Oregon Impact – Non-profit agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Oregon FY24-26 3HSP p 145-146 High Visibility Enforcement

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % $421,500 | 90%

High Visibility Enforcement (HVE) **Yes** ☒ **No** ☐
Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).
This project supports a statewide High Visibility Enforcement (HVE) program administered by Oregon Impact on behalf of ODOT-TSO. The program provides grants to local City, County, and Tribal police agencies to conduct targeted speed enforcement operations that maintain or increase compliance with Oregon's posted speed limits. HVE operations are designed to increase the perceived risk of enforcement among drivers, thereby deterring speeding and promoting safer driving behaviors. These operations involve uniformed officers in marked and unmarked patrol vehicles and are conducted in locations with a history of speed-related crashes and other high-risk behaviors. Participating agencies are encouraged to coordinate their enforcement efforts regionally, often through multi-agency saturation patrols that maximize visibility and deterrence. Awarded agencies will be encouraged to garner local media coverage of their planned efforts, their purpose, and their results. During FFY 2024, 85 local police departments, sheriffs' offices and the Oregon State Police participated in Oregon's Distracted Driving HVE program. Many of these agencies enforce distracted driving laws as a matter of routine when working traffic, however; the smaller local police and county departments often do not have dedicated traffic enforcement officers or teams, so rely on the straight and overtime funds awarded to work on traffic safety problems in their communities. Using data ODOT-DMV's Transportation Safety Office (TSO) identifies Oregon law enforcement agencies to conduct traffic enforcement projects within their communities. All of Oregon's HVE grant projects are designed to coordinate with national mobilizations and/or

state efforts for maximized visibility and effectiveness. High visibility enforcement is a proven countermeasure to reduce traffic violations and risky driving behaviors, and includes public messaging (press releases, press events, some paid media, etc.) in tandem with the scheduled enforcement period to alert motorists of the stepped-up enforcement efforts, and why they're being conducted.

Projects are funded through a Notice of Opportunity, followed by a Letter of Interest (LOI) process. Law enforcement agencies submit an LOI to TSO that includes a problem identification statement, proposed enforcement locations, and the grant amount requested. Funding awards are based in part on an agency's prior performance and demonstrated need.

The TSO Speed Program also allocates funds to support the purchase of speed measurement equipment for agencies statewide, helping to equip officers with the tools necessary to meet their speed HVE objectives.

All HVE operations under this project comply with NHTSA's requirements under 23 CFR Part 1300, including the use of uniformed officers, marked (and unmarked) patrol vehicles, highly visible enforcement locations, and appropriate public information to amplify deterrence and public awareness.

Participating City Police Departments

Albany, Ashland, Astoria, Aumsville, Bandon, Beaverton, Bend, Black Butte Ranch, Burns, Canby, Carlton, Coos Bay, Cottage Grove, Eagle Point, Enterprise, Eugene, Florence, Forest Grove, Gladstone, Grants Pass, Hermiston, Independence, Junction City, Keizer, Lake Oswego, Lincoln City, McMinnville, Medford, Molalla, Newberg-Dundee, Oakridge, Oregon City, Phoenix, Portland, Prineville, Rogue River, Roseburg, Salem, Sandy, Seaside, Sherwood, Silverton, Springfield, Stanfield, Stayton, Talent, The Dalles, Tigard, Tillamook, Tualatin, University of Oregon, Vernonia

Participating County Sheriff's Offices

Benton, Columbia, Coos, Crook, Deschutes, Harney, Klamath, Lake, Lane, Malheur, Marion, Multnomah, Polk, Tillamook, Umatilla, Wallowa, Washington, Wheeler, Yamhill

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project supports Oregon’s progress toward achieving its federally reported highway safety performance targets, with a primary focus on: • C-1: *Number of traffic fatalities* • C-2: *Number of serious injuries in traffic crashes* • C-3: *Fatalities per 100 million vehicle miles traveled (VMT)* • C-6: *Speeding-related fatalities* High Visibility Enforcement (HVE) continues to be a huge part of the Distracted Driving Program. It is a key countermeasure to educating the public on the dangers of driving distracted as well as enforcing the laws. The more officers you see out on the road, the more drivers will not want to use their cell phone while driving or do the activities that distract them while driving such as eating, drinking or putting on makeup. This planned activity will contribute to the performance measures of reducing the number of fatalities on highways across the state.

Program	Federal Project Number	Project Title
Distracted Driving	M8DDLE-2026-20-00-00	Distracted Driving Enforcement – Oregon State Police
Anticipated Award Amount	**Funding Source***	
$135,000	405(e)	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M8DDLE

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**		
Narrative	**Activities Planned:** This project will fund wages and benefits for Oregon State Police (OSP) Troopers to conduct distracted driving enforcement and public education activities throughout the year. Activities will include both straight time and overtime enforcement, with operations conducted across a variety of locations based on crash data, observed behavior patterns, and community needs. At least three targeted high-visibility saturation patrols will be conducted on identified problem roadways or during scheduled public events, with a strong emphasis on motorist education and deterrence. Enforcement efforts will be amplified during National Distracted Driving Awareness Month (April), including participation in the national Connect to Disconnect initiative, which promotes coordinated enforcement and outreach. OSP will also collaborate with city, county, and Tribal law enforcement agencies whenever feasible, supporting multi-agency distracted driving enforcement missions across the state. All enforcement activities will be coordinated with public information and education efforts to increase visibility and enhance the deterrent effect of Oregon's distracted driving laws. **Locations / Affected Communities** Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification

	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Direct costs for this project will include personnel expenses—including straight time and overtime wages and benefits—for Oregon State Police (OSP) Troopers engaged in the education and enforcement of Oregon's distracted driving laws. These activities will take place throughout the year and will include targeted high-visibility saturation patrols. Travel expenses will be reimbursed on a per diem basis and will be limited to in-state travel necessary to support the execution of project-related enforcement operations, especially in rural or high-risk areas not near a trooper's duty station. Match contributions will be provided in the form of soft match, derived from state-funded wages and benefits for OSP troopers conducting distracted driving enforcement and education activities outside of federally funded grant hours. These costs are necessary to ensure sustained statewide coverage, particularly in support of high-visibility enforcement periods such as Distracted Driving Awareness Month and Connect to Disconnect mobilizations.	

***** If you selected any of the above boxes, provide a detailed explanation*****

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

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Approved Oregon 3HSP 2024-2026, p144 HVE for Distracted Driving

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☒	**No** ☐

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

This project includes a strong High Visibility Enforcement (HVE) component consistent with federal regulations under 23 CFR Part 1300 and NHTSA's guidance on effective behavioral traffic safety countermeasures. Enforcement activities will be conducted by Oregon State Police (OSP) Troopers, including personnel assigned to the agency's High Visibility Enforcement Unit (HVEU).

HVEU is a mobile, ad hoc team that will conduct planned monthly operations across the state, deploying troopers to locations with elevated risk for distracted driving crashes based on citation trends, crash data, or planned events. These operations will be designed to maximize visibility and deterrence, typically involving:

- Uniformed officers in marked and unmarked patrol vehicles
- Targeted enforcement on high-traffic corridors and known problem areas

These activities will be amplified during National Distracted Driving Awareness Month (April) and aligned with NHTSA's Connect to Disconnect mobilization, ensuring both timing and visibility are optimized for behavioral impact.

Whenever feasible, OSP will collaborate with local, county, and Tribal law enforcement agencies to conduct joint saturation patrols, strengthening interagency presence and reinforcing public perception of increased enforcement.

HVE activities will be announced and publicized through OSP and partner agency communication channels, reinforcing the deterrent message and meeting federal requirements for public visibility and education as part of HVE strategy.

Contribution to safety performance targets submitted to NHTSA

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

This project directly supports Oregon's efforts to meet several core traffic safety performance targets submitted to NHTSA, including:

- C-1: *Number of traffic fatalities*
- C-2: *Number of serious injuries in traffic crashes*
- C-3: *Fatalities per 100 million vehicle miles traveled (VMT)*
- C-9: *Number of drivers age 20 or younger involved in fatal crashes*

Distracted driving remains a significant contributor to preventable crashes across Oregon. By funding high-visibility distracted driving enforcement conducted by Oregon State Police Troopers, this project aims to reduce crash risk by increasing deterrence, improving compliance with Oregon's hands-free law, and removing dangerous drivers from the roadway.

The project's enforcement strategy is aligned with guidance outlined on pages 144-146 of the Oregon FY2024–FY2026 Triennial Highway Safety Plan, which identifies enforcement and communications as the primary countermeasures to combat distracted driving during the plan period. The plan acknowledges that distracted driving is particularly dangerous for young and inexperienced drivers, reinforcing the relevance of C-9 as a key target influenced by this project.

Enforcement activities will be data-driven, strategically timed, and highly visible, especially during Distracted Driving Awareness Month and national mobilizations such as Connect to Disconnect. By concentrating resources in high-risk corridors and times of elevated distraction-related behavior, this project is expected to reduce both the frequency and severity of distracted driving-related crashes.

According to Oregon's FY2024 Annual Report, while the state has made gains in areas such as impaired driving, distracted and aggressive driving remain persistent threats to roadway safety. This project contributes to the state's broader performance goals by ensuring ongoing enforcement presence and public accountability for distracted driving violations.

In doing so, the project advances Oregon's strategic goal of reducing traffic-related deaths and serious injuries across all road user groups.

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

Program	Federal Project Number	Project Title
Distracted Driving	M8PE-2026-20-01-00	Distracted Driving Statewide
Anticipated Award Amount	**Funding Source***	
$350,000	405(e)	

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

Eligible Use of Funds
M8PE

Planned Activity Description (Project Funding Narrative)

Instructions: Provide a description that includes activities planned and project location

If applicable: specify affected communities and select relevant special costs **(with explanation)**

Narrative	**Activities:** This project will fund distracted driving awareness presentations and activities offered statewide to schools, local organizations and businesses. Activities include OSU continuing its research of distracted driving crashes to see if there are new countermeasures that we can identify and pilot or conduct current countermeasures differently and/or in addition to what is being done.

	Location: Regions 1-5; See ODOT Region Map and Table of Counties by Region.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	**Cost sharing or matching:** The state will match a portion of the project's planned activities in a parallel effort to inform the public about the dangers of distracted driving through social media and other messaging venues. **Travel costs:** Travel costs will come from presenters who require travel expenses to offer awareness presentations and activities. **Print Media:** "101 Coastal and Western Oregon" magazine is a picturesque large magazine that is distributed in local businesses, hotels, and markets throughout Coastal and Western Oregon. 'Park Your Phone' PSA ads will be made available as requested. Reprints of the distracted driving brochure and inserts are included in this project.	

Participating Sub-Recipient(s)/Agencies
ODOT-Transportation Safety Office, State Highway Safety Office (Government Organization), Salem Oregon.

Countermeasure Strategy
P 146: Distracted Driving Communications and Outreach

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project will help meet the state’s safety performance targets of reducing the number of fatalities and serious injuries (C-1 and C-2). Education, via media and communications, provided to the motoring public on distracted driving law and best practice, distracted driving awareness presentations at local schools and corporations, and a contract with Oregon State University research project to further analyze data in determining additional or improved countermeasures to distracted driving.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See 405(e) section, Appendix B, AGA 2026.

Program	Federal Project Number	Project Title
Distracted Driving	M8PE-2026-20-02-00	Distracted Driving Media
Anticipated Award Amount	**Funding Source***	
$350,000	405(e)	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
M8PE, M8*PM

Planned Activity Description (Project Funding Narrative)	
Narrative	This project will fund contracted media design, education material, social media advertising, TV, and radio public service announcements, geofencing for identified events including college sporting events, and billboards, as well as TSO direct purchase of or reproduction and distribution of educational and outreach materials: focusing on distracted driving. This is conducted statewide throughout the year, with an emphasis on Distracted Driving during April as the National Distracted Driving Awareness Month. Focus will also coincide with the National Connect to Disconnect program, a specific week in April. Many of the printed educational materials are grant funded and then distributed directly to the public through law enforcement, ODOT's Driver and Motor Vehicles Division (DMV), and community level special events. During 2024, Oregon State University conducted a study: The Impacts of Cell

	Phone Coverage Areas on Distracted Driving, Traffic Crashes, Fatalities, and Injuries. Based on this study, we found higher incidences of distracted driving crashes occurring along the entire coastline, Hwy.101, and metro areas. As a result, we have been using geofencing to push our Park Your Phone campaign to reduce crashes in those specific areas. This strategy will continue into 2026. Location: statewide (ODOT Regions 1-5)	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Exchange rates	☐ Travel costs
	☐ Fines, penalties, damages and other settlements	☒ Paid Media
Special Or Unusual Costs Explanation	**Cost sharing or matching** The state will match a portion of the project's planned activities in a parallel effort to inform the public about the dangers of distracted driving through social media, radio, and other messaging opportunities. **Paid Media** This project will fund contracted media design, education material, social media advertising, TV, and radio public service announcements, geofencing for NASCAR, Grand Prix and other events, and billboards, as well as TSO direct purchase of or reproduction and distribution of educational and outreach materials.	

Participating Sub-Recipient(s)/Agencies
ODOT-Transportation Safety Office, State Highway Safety Office (Government Organization), Salem Oregon.

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 146 - Distracted Driving Communications and Outreach

Local Expenditure	**Yes** ☐	**No** ☒

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

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project allocates funds to TSO’s contracted media partner to develop and deploy distracted driving awareness media encouraging drivers to drive without distractions, ”park their phone” and focus on only driving when behind the wheel. This project will help meet the state’s safety performance targets of reducing the number of fatalities and serious injuries.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See 405(e) section, Appendix B, AGA 2026. .

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Driver & Officer Safety Education	M13BTR-2026-24-00-00	Driver & Officer Safety Education Training
Anticipated Award Amount	**Funding Source***	
$240,000	405i	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M13BTR, M13BDOS

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs (with explanation)	
Narrative	This project would create targeted driver education instruction related to: • the role of law enforcement and the duties and responsibilities of peace officers; • the legal rights of individuals concerning interactions with peace officers; • best practices for civilians and peace officers during those interactions; • the consequences for failure of an individual or officer to comply with the law or program; • how and where to file a complaint against, or a compliment relating to, a peace officer. • development and implementation of a training program, including instruction and testing materials, for peace officers and reserve law enforcement officers (other than officers who have received training in a civilian course described in subparagraph (A)) with respect to proper interaction with civilians during traffic stops. The project would include preparation of curriculum and multi-media materials, as well as transcreation of existing educational material, and involve multidisciplinary partners (community members, public and private driver educators, law enforcement agencies, incident response, judicial, corrections, Dept of Justice, Dept of Corrections, Driver & Motor Vehicle Services, and other federal and state partners). The project would also include identification of overrepresented communities including recent migrants to Oregon to identify cultural differences in interactions with law enforcement and develop strategies and outreach/educational materials on how to mitigate potential misunderstandings, including, but not limited to, transcreation of existing materials and the development of new outreach/educational materials. ODOT TSO may contract with internal and external partners to assist with data evaluation and trend analysis. The resulting training and project materials would be made available to community groups, driver educators, law enforcement agencies and other training and partner organizations. Local Government, Non-Profit groups - People using the public transportation system in Oregon – primarily drivers, riders, pedestrians,

	driving education/testing organizations, industry associations, and law enforcement agencies/officers. Potentially, partner groups involved in community outreach to traditionally underserved communities as well as law enforcement training and professional organizations and associations. The state intends to identify additional recipients and as they are identified, amendments will be submitted. Law enforcement agencies specifically identified in STOP outcome analysis reports section of the respective annual *Statistical Transparency of Policing* Report for years 2022 and 2023 will receive preference in individual or collaborative project support. Development, transcreation, publication, and/or distribution of educational and outreach materials will be prioritized based on ethnicities identified as having lower passage rates on Oregon Class C Driver Knowledge test results or those ethnicities statistically overrepresented in the STOP data within a law enforcement agencies jurisdiction. Eligible participants will include all Oregon counties, cities with police departments and those areas with contracted law enforcement services provided by city, county or tribal law enforcement agencies. Vetted interested parties (by TSO and or local LEA's) in a location in Oregon where driver education or driver testing is delivered or conducted. Media outlets where the intended audience includes users of the public transportation system. Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Yamhill County, Wheeler County. Motoring public as well as law enforcement agencies within these counties and the Oregon State Police. All users of the public transportation systems utilizing a public road. All law enforcement officers interacting with the public on highways during traffic stops. Families of transportation system users and families of law enforcement officers enforcing traffic safety laws on Oregon public highways. Oregon court systems, jails, and prisons.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification

	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☒ Organization costs
	☐ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☐ Travel costs
	☐ Fines, penalties, damages and other settlements	☒ Paid Media
Special Or Unusual Costs Explanation	The state will provide match of 20%. Items may include print and/or digital materials, development cost of materials (including travel costs for talent), contractual services, distribution costs. 23 CFR 1300.28(h) ODOT TSO may contract with internal and external partners to assist with data evaluation and trend analysis. **Paid Media:** The project would include preparation of curriculum and multi-media and involve multidisciplinary partners (community members, public and private driver educators, law enforcement agencies, incident response, judicial, corrections, Dept of Justice, Dept of Corrections, Driver & Motor Vehicle Services, and other federal and state partners). The project would also include identification of overrepresented communities including recent migrants to Oregon to identify cultural differences in interactions with law enforcement and how to mitigate potential misunderstandings, including, but not limited to, transcreation of materials. The resulting training and project materials would be made available to community groups, driver educators, law enforcement agencies and other training and partner organizations.	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
State of Oregon - Oregon Dept of Transportation, Transportation Safety Office – State Highway Safety Office – State Agency - Salem Oregon.

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Education, Outreach, Communication and Training, page 35 of the FY2025 AGA - 3HSP updates

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project’s aim is to identify community groups overrepresented in traffic stops, citations, and/or crashes and create targeted education messages on traffic stops including what to expect during the stop, the dangers encountered, potential consequences of the stop and, more importantly, how to avoid them. Informed education may lead to reductions in incidences of stops, citations and crashes. Oregon envisions no deaths or life-changing injuries on Oregon’s transportation system by 2035. Achieving this vision by 2035 requires commitment and engagement from a variety of Oregon’s agencies and stakeholders. Engineers, emergency medical service providers, law enforcement and educators traditionally play a strong role in advocating for, planning, designing, and implementing transportation safety plans and will continue to do so. However, this plan also includes goals, policies, strategies, and actions relevant to public health professionals, the media, private stakeholders, the individual transportation system user, and others. Education campaigns are one of the only proven countermeasures for traffic safety.

Required Data/Information for 405 / 1906 Grant Funding Requests

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

Data and reference sources:

- Criminal Justice Commission: Overview: Statistical Transparency of Policing: State of Oregon
- Oregon - Census Bureau Profile
- Population Research Center | Portland State University (pdx.edu)

In response to Oregon House Bill 2355 (2017), Oregon shall recommend, and the board shall establish by rule, an educational program that the board determines will be most effective in reducing profiling, as defined in Oregon Revised Statute 131.915, by police officers and reserve officers. The program must be required at all levels of training, including basic training and advanced, leadership and continuing training.

ODOT TSO will use the Oregon DMV Published data regarding knowledge test pass/fail rates as well as citation data to help inform transcreation of project materials and activities into those languages with higher incidences of failures and citations.

Program	Federal Project Number	Project Title
Driver Education	DE-2026-20-01-00	Afghan Driver Education Program
Anticipated Award Amount	**Funding Source***	
$148,702	402	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
CP, DE

Planned Activity Description (Project Funding Narrative)	
Narrative	**Activities:** This project funds three primary activities: • Instructional Permit Course - Offered in Dari and Pashto, with separate classes for men and women, to provide newly arrived refugees and immigrants essential knowledge and guidance needed to pass the permit test. • Hands on Driver Education Classes – Offered to provide students with behind the wheel training once permits have been obtained. • Financial Assistance - Fee assistance will be available for students with financial hardship, to alleviate barriers associated

	with the cost of obtaining a driver permit, practical experience, and license. **Location: Region 1:** Clackamas, Multnomah, and Washington Counties – the classes take place in Washington County - Community Center 10865 SW 5th St. #250, Beaverton, OR 97005 - but Afghan Support Network (ASN) serves Afghan refugees in the Portland Metro Area.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☒ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	20% match – employee times, equipment and mileage. Direct costs – salaries, benefits, printing and fee assistance Travel costs – mileage and lodging Participant support costs – Conference Registration Fees	

Participating Sub-Recipient(s)/Agencies
Afghan Support Network – non-profit

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Communications, Training, Outreach and Education; page 105 in the approved 3HSP.

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % $148,702 and 100%

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Drivers Education for newly arrived immigrants helps them become familiar with Oregon Driving laws, in addition, for the women who have never driven before the behind the wheel provides them much needed confidence in navigating the complicated roadways of Oregon. This project will help meet the state's safety performance targets of reducing the number of fatalities and serious injuries.

Program	Federal Project Number	Project Title
Driver Education	DE-2026-20-02-00	AYCO Driver Education and Certification Initiative
Anticipated Award Amount	**Funding Source***	
$92,668	402	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
CP, DE

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Activities:** This project has three main activities: AYCO Driving Instructor Certification - AYCO will enroll two staff members in a state-approved driver instructor certification program, which is free to participants, the grant will cover the materials at a cost of $198. Once the staff have become certified Driver Ed instructors they

	will be in charge of AYCO's driving education program and culturally-specific curriculum development. Driver Education for Immigrants & Refugees - Deliver Comprehensive Driver Education Courses to Immigrant and Refugee Populations: AYCO Driving Instructors will offer monthly training courses/cohorts with weekly education sessions, including classroom instruction and hands-on driving practice, to serve 200 participants/community members annually. Enhance Community Safety and Engagement in Traffic Law Compliance - AYCO will partner with local law enforcement and traffic safety agencies to integrate traffic law education, increasing knowledge and reducing infractions among new drivers, and tracking data to document and support program efforts. In addition to practical driving instruction, AYCO will provide workshops on Oregon's traffic laws, ensuring that participants not only pass their driving tests but also understand their rights and responsibilities on the road. A post-training evaluation will assess the program's effectiveness, tracking key outcomes such as the number of participants who successfully obtain their driver's license and the reduction of traffic infractions among program graduates. **Problem Identification:** The project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan pgs. 51-56. **Location: Region 1:** Clackamas, Multnomah, and Washington Counties – the classes take place in Multnomah County - 2110 SE 82nd Ave, Portland, OR 97216; however, AYCO serves immigrants and refugees in the Portland Metro Area. **Affected Communities:** AYCO serves the East African immigrant and refugee community in the greater Portland Metro Area which is identified as Portland-Hillsboro and Vancouver and the counties in Oregon of Clackamas, Columbia, Multnomah, Washington, and Yamhill. The organization is located in SE Portland which is over-represented in traffic fatalities. In addition, blacks are over-represented in traffic fatalities in Clackamas, Multnomah and Washington Counties.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☒ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☒ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs

	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☒ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	20% match – salary and benefits Direct costs – salary, benefits, printing, workshop costs, food, permit, licensing fees, transportation, Driver Ed instructor class, $32 x 200 = $6,400 – Childcare Equipment - $13,886.14 - Driving Simulator Travel costs – conference registrations, mileage and lodging	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
African Youth and Community Organization – non-profit

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Pre-Licensure Driver Education; Page 107 in the approved 3HSP.

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % $92,668 and 100%

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
Drivers Education for newly arrived immigrants helps them become familiar with Oregon Driving laws, in addition, for the women who have never driven before, the behind the wheel instruction provides them much needed confidence in navigating the complicated roadways of Oregon. This project will help meet the state’s safety performance targets of reducing the number of fatalities and serious injuries. C-1, C-2

Program	Federal Project Number	Project Title
Driver Education	DE-2026-20-03-00	Drive Smart, Stay Safe: A Youth Road Safe Initiative
Anticipated Award Amount	**Funding Source***	
$70,247	402	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
PS, DE

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**		
Narrative	**Planned Activities** Using curriculum, youth leaders, and staff from the Transportation Education and Safety Youth Ambassador Program this project will organize a youth led bike and walk events to encourage, educate, and raise awareness about travel options and safety in East Portland. This will be in combination with both a day trip to the PSU farmers market using multi-modal travel, with the aim of community engagement and outreach about their project and transportation. Using the objectives from the Personal Safety Toolkit created in partnership with PBOT to enhance safety for pedestrians, cyclists and transit riders there will also be three youth led Bike and Walk events in the neighborhood greenways within the high crash corridor of East Portland. The last portion of this project focuses on pre-licensure education with safe driving practice and simulation to assist youth in obtaining their instructional driver permits over ten sessions. **Location** East Portland **Affected Communities** Residents and transit riders in the East Portland area.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☒ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)

	☐ Exchange rates	☐ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	**Matching** Matching funds will come from a non-federal grant to pay for a portion of the project coordinator and program manager's salary, as well as other program supplies. **Compensation** Employee salary and benefits for the hours spent performing the activities of the identified project will be an associated cost.	

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Division Midway Alliance – Nonprofit Organization

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 107 of the Approved Oregon 3HSP – Communications, Education, Training and Outreach.

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % $70,247 | 100%

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project contributes to Oregon’s statewide safety performance targets by addressing key risk factors for young and vulnerable road users in East Portland—a region overrepresented in crash data. Through youth-led bike and walk events, outreach using the Personal Safety Toolkit, and pre-licensure driver education sessions, this initiative promotes safer roadway behaviors across multiple transportation modes. By reaching youth before they become licensed drivers, the project fosters early development of safe driving, walking, and biking habits, reinforcing a safety culture that aligns with Oregon’s goals to reduce fatalities (C-1) and serious injuries (C-2), as well as pedestrian (C-10) and bicyclist (C-11) fatalities and serious injuries. The project also supports broader efforts to reduce disparities in traffic safety outcomes among historically underserved communities. Incorporating education, community engagement, and multimodal safety practices, this initiative reflects NHTSA's Safe System approach by proactively addressing risk through layered strategies that protect all road users.

Program	Federal Project Number	Project Title
Driver Education	DE 2026-20-04-00	ESL Driver Education Course
Anticipated Award Amount	**Funding Source***	
$207,532	402	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
DE

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**		
Narrative	**Activities:** Facilitate and conduct at least four “basic” introductory driver classes for ESL/LEP Portlanders at the Training Division. Courses will equip a total student population of 90-100 students with classroom and hands-on driver training. Facilitate and conduct five classroom sessions for five full on the road driver courses. Students may be combined from two courses to save costs on classroom education. Content will cover standardized Oregon traffic laws and best practices for maintaining transportation safety objectives. Total target size for full courses is to educate and prepare between 115 to 125 students for behind-the-wheel training with the driver education provider. **Problem Identification:** The project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan pgs. 52-58 and 154-155. **Location:** Region 1 Clackamas, Multnomah and Washington Counties and the City of Portland **Affected Communities:** ESL/LEP Community members in Region 1.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☒ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)

	☐ Exchange rates	☐ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	20% match provided through salaries Direct costs: salaries, overtime, materials and printing, translation, driver ed instructors, childcare, food for participants, transportation for participants. Equipment: Two driving simulators and one trailer to haul the driving simulators. A formal request for pre-approval of equipment purchases (> $10,000) will be submitted for consideration.	

***** If you selected any of the above boxes, provide a detailed explanation*****

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

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
3HSP Page 107 - Pre-licensure/novice driver education

Local Expenditure **Yes** ☒ **No** ☐	
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.	
Value $ and %	$207,532 and 100%

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
Drivers Education for newly arrived immigrants helps them become familiar with Oregon Driving laws, in addition, for the women who have never driven before the behind the wheel provides them much needed confidence in navigating the complicated roadways of Oregon. This project will help meet the state's safety performance targets of reducing the number of fatalities and serious injuries. This project also contributes to strategies on pg. 151 Strategy 1.1.1 Promote safe travel behavior through educational initiatives, focusing on how system user behavior can contribute to a safer transportation system for all. Strategy 1.1.2 Tailor safety culture marketing and media tools to specific user groups with specific needs (e.g., youth, aging travelers, walkers, motorcyclists, bicyclists, under-invested groups, and different income groups).

Program	Federal Project Number	Project Title
Driver Education	DE-2026-20-06-00	OR11 Safety Outreach
Anticipated Award Amount	**Funding Source***	
$30,000	402	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
DE, PM, PT

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**		
Narrative	**Activities:** This project will provide a visible messaging campaign to promote positive behaviors that will make OR11 safer and provide additional funds for the Umatilla County Sheriff's Office to increase their presence on/around the identified corridor. As part of the project, Umatilla County will continue to work with the "OR11 Safety Focus Group" which includes residents, business owners, and partnering agencies working on an adopted communications plan that will work to increase transportation safety awareness and outreach within the community surrounding the corridor with the goal of reducing fatal and injury crashes. **Location:** OR11 between Milton-Freewater city limits and Stateline (Washington) and county roads that intersect OR11 in this identified location in Umatilla County. **Affected Communities:** Road users, local businesses, commuters, and citizens in the OR11 section in Umatilla County.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☐ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☐ Travel costs
	☐ Fines, penalties, damages and other settlements	☒ Paid Media

Special Or Unusual Costs Explanation	**Cost sharing or matching:** Match for this project includes staff time for two different staff who are working the project. The claims will be submitted with actual hourly wages per each staff person. Other match for the project includes in-state mileage to attend meetings and a cash match towards media campaigns. **Paid Media:** Umatilla County will work with local media outlets and social media platforms for messaging opportunities to include radio, the drive-in theatre (on the OR11 corridor), Facebook, Instagram, billboards, yard signs, etc.

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Umatilla County Board of Commissioners (county government)

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 104. – Education, outreach, communications and training. Page 270. – Visible enforcement.

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % $30,000 and 100%

High Visibility Enforcement (HVE) Yes ☒ No ☐
Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).
Funds provided to the Umatilla County Sheriff's Office to provide enhanced enforcement activities on and around the identified section of OR11. Coordination with Oregon State Police Pendleton Area Command and potentially the Milton-Freewater Police Department are expected.

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
Umatilla county staff through efforts with their Safety Focus Group, will create messaging campaigns, participate in education and outreach activities, and provide enhanced enforcement through the sheriff's office for an identified section of the county that has been identified with an increase in crashes. The efforts of this project should help reduce or maintain the number of traffic fatalities and serious injuries in Umatilla County (C-1, C-2) which should have an impact on statewide fatalities and serious injuries.

Program	Federal Project Number	Project Title
Driver Education	M8*DE-2026-20-01-00	Chemeketa's Driver Education Permit Course
Anticipated Award Amount	**Funding Source***	
$15,303	405(e) Flex	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M8*DE

Planned Activity Description (Project Funding Narrative)

Instructions: Provide a description that includes activities planned and project location

If applicable: specify affected communities and select relevant special costs (with explanation)

Narrative	This project will create a permit course in Chemeketa Community College's Driver Education program. The permit course will address the critical need for enhanced driver education accessibility and efficacy. We plan to serve those under 18 who are working toward their permit and those over 18 aiming for their license. This project aims to improve testing outcomes by reducing the fail rate of those taking the knowledge test to obtain their drivers permit. By focusing on the foundational elements of safe driving, we aim to better prepare drivers for the road, reducing risks and improving long term driving habits. Providing a classroom style permit preparation will help those with varied learning styles and aid in knowledge retention. Location: Marion, Polk and Yamhill counties

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

Special Or Unusual Costs Explanation	**Cost sharing/matching** Matching portion of Personnel Costs & Benefits **Program Income** Enrollment fees to address ongoing faculty salary, benefits, and administrative costs. Program income will be tracked and used toward project delivery. **Direct Costs** Salaries, benefits, printing and fee assistance

	Travel Costs Conference registration fees, mileage and lodging **Participant Support Costs** Participant support costs support participants with travel allowances and per diem.

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Chemeketa Community College locations, serving residents of Marion, Polk, and Yamhill Counties.

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 105 of the Approved Oregon 3HSP – Pre Licensure Driver Education

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project contributes to Oregon’s progress toward achieving key highway safety performance targets, with a primary emphasis on: • C-9: *Number of drivers age 20 or younger involved in fatal crashes*

- C-1: *Total fatalities*
- C-2: *Serious injuries in traffic crashes*

As outlined on page 105 of the Oregon FY2024–FY2026 Triennial Highway Safety Plan (3HSP), expanding access to high-quality driver education is a foundational strategy for reducing crash risk, particularly among novice drivers. The proposed permit course offered by Chemeketa Community College supports this goal by delivering structured, classroom-style instruction to both teen and adult learners preparing to take the Oregon DMV knowledge test.

By reinforcing core elements of safe and lawful driving, the course aims to improve learner comprehension, reduce permit test failure rates, and help new drivers build a strong safety mindset from the outset. Classroom delivery is designed to enhance engagement and knowledge retention, helping participants develop habits that contribute to safer driving over the long term.

Better-prepared new drivers are less likely to engage in risky behavior behind the wheel and are more likely to avoid preventable crashes. By improving early-stage driver preparation, this project supports Oregon's Vision Zero goal and contributes directly to reductions in traffic fatalities and serious injuries.

This project complements Oregon's broader behavioral safety initiatives under Section 405(e) and strengthens the foundation of safe driving practices for new drivers across the region.

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

Program	Federal Project Number	Project Title
Driver Education	M8*DE-2026-20-02-00	OSAA Traffic Safety Messaging
Anticipated Award Amount	**Funding Source***	
$120,000	405(e) Flex	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M8*DE, M8*PM

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**		
Narrative	**Activities:** This project will provide a visible messaging campaign to promote positive driving behaviors directed at high school students, families, coaches, school staff, and other high school activities participants through Oregon Student Activities Association (OSAA) state tournaments and activities that are held statewide. Traffic safety messages will be chosen based on a data review of the local crash causes in addition to trends that are being recognized before official data is received. These messages will be in the form of displays (crash cars), banners, digital signage, videoboards, program packets, PA reads, web ads, website homepage placement, OSAA mobile app, pre-event emails to coaches, social media posts and a 30 second ad read on OSAA radio. The OSAA has over 150,000 attendees at state championship final locations where students make up 44% of all attendees. With a combination of TV, Streaming, and in-person audience, messages will be seen by over 350,000 people. **Location:** Regions 1-5; See ODOT Region Map and Table of Counties by Region. **Affected Communities:** High school aged students, high school activities fans, and high school staff/coaches are the target communities.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☐ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☐ Travel costs

	☐ Fines, penalties, damages and other settlements	☒ Paid Media
Special Or Unusual Costs Explanation	**Cost sharing or matching:** Match for this project includes staff time for two different staff who are working the project. The claims will be submitted with actual hourly wages per each staff person to meet the requirement. **Paid Media:** The sub recipient will be creating OSAA radio PSAs, printing signs for state tournaments, placing web ads and banners, social media messaging, and digital messages targeted at high school students, staff, and families.	

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Oregon Student Activities Association (OSAA) (non-profit)

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 104. – Education, outreach, communications and training.

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
OSAA is targeting media messaging to a specific target demographic that has been difficult to reach in past years, teen drivers. Messages will not only be targeted at those teens, but at their families and school staff and coaches who can reiterate these messages. Specifically, this project will help reduce or maintain the number of traffic fatalities and serious injuries, and the number of drivers aged 20 or younger involved in fatal crashes (FARS).

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

Program	Federal Project Number	Project Title
Driver Education	M8*DE-2026-20-03-00	Parent Education Course-Setting Your Teen Up for Driving Success
Anticipated Award Amount	**Funding Source***	
$19,885	405(e) Flex	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M8*DE

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs (with explanation)	
Narrative	This project will create a driver education preparation course to help prepare parents and guardians as they teach their teen novice driver how to drive providing a structured and supportive framework. The goal is to assist adult drivers who are beginning to teach new teen drivers with learning safe driving concepts and techniques and current road user responsibilities. Activities: Course development (outline & curriculum), course delivery

	Locations & Affected Communities: Residents of Marion, Polk & Yamhill Counties, Oregon.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☒ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☒ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	• Cost sharing/matching: Portion of Personnel Costs & Benefits • Program Income - Enrollment fees will be used to support ongoing faculty salary, benefits, and administrative costs related to course development and delivery. All fees collected will be tracked according to use and applied per regulation. • Direct costs – salaries, benefits, printing for project activities. • Travel: Conference registration fees, mileage and lodging costs • Participant support costs – fee assistance	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Chemeketa Community College, Marion and Clackamas Counties

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
3HSP Update Page 11, FY 2026 AGA - Pre-licensure Driver Education

Local Expenditure	**Yes ☐**	**No ☒**

High Visibility Enforcement (HVE)	**Yes ☐**	**No ☒**

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
While pre-licensure activities, driver education receives 2 stars in Countermeasures that Work; There is no countermeasure that addresses pre-licensure driver education for youth pre driving age. Driver education is not mandatory in Oregon. Parents receiving driver education content will increase their exposure to updated driving laws and practices, which will then be passed on to the young drivers they will work with. Any increase to the number of road users who have received pre-licensure driver education will support national highway safety goals to reduce motor vehicle injuries and fatalities. Performance Measure C-1 # fatalities, C-2 # serious injuries, C-9, C-9) Number of drivers age 20 or younger involved in fatal crashes.

Required Data/Information for 405 / 1906 Grant Funding Requests
405(e) section, Appendix B, Oregon 3HSP (flex funds)

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Driver Education	M8*DE-2026-20-04-00	Safe Driving Statewide Education and Media
Anticipated Award Amount	**Funding Source***	
$220,000	405(e) Flex	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M8*DE, M8*PM

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	This project will address six different focus areas: Drowsy Driving, Following Too Close, Red Light Running and Lights & Swipes, and Aging Road Users. Media campaigns will be conducted to promote awareness and education of these traffic laws and best practices, in order to positively change risky driver behavior, and prevent motor vehicle crashes, fatalities, and injuries.

	This project will fund public education campaigns both virtual and in-person training for Aging Road Users to increase awareness and to educate drivers, pedestrians, and bicyclists of traffic safety strategies for preventing traffic crashes. Expand knowledge of transportation choices to meet the mobility needs of an aging population. Explore partnerships with organizations directly involved with messaging and education involved in this demographic to expand project reach. If communities are interested, create sub- grants to provide training throughout the year and statewide, both in person and virtual; these sub-grants will be awarded to At-Risk Instructors/Providers already approved to train through DMV. These classes can also be used for auto insurance reduction dependent on the driver's insurance company. **Location**: Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County, Oregon.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☒ Paid Media

Special Or Unusual Costs Explanation	Direct costs for media design, placement, and coordination via contractor. Match via earned media. Potential portion of travel costs for program staff attending the TSO annual conference, and Lifesavers, GHSA or other association transportation safety learning event. **Paid Media:** The Safe Driving Program topics include Drowsy Driving, Following Too Close, Red Light Running, and Lights & Swipes. Paid media placement will include streaming of PSAs using streaming television and radio platforms. The PSAs and social media will provide educational information to the public about the dangers of driving drowsy, the dangers and consequences of following too closely, running red lights, and the advantages of using headlights in inclement weather or when driving on a single lane highway. Paid media will also be used to stream PSAs on aging road users across streaming television and radio platforms. PSAs and social media ads will be used to educate aging drivers as well as family members and care givers about how aging, medical conditions and certain medications can affect driving and to encourage aging drivers to evaluate their driving regularly and to discuss it with their doctor, loved ones and caregivers.

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
TSO ODOT, Salem, Marion County, Oregon

Countermeasure Strategy
Oregon's FY2024-2026 Triennial HSP, pages 276-279, Communications and Outreach; Education

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
The PSAs and social media will provide educational information to the public about the dangers of drowsy driving, consequences of following too closely, running red lights, and the advantages of using headlights in inclement weather or when driving on a single lane highway. This project will provide education to the motoring public and generate activities designed to address the performance target: Reducing # of fatalities C-1; reducing # of serious injuries C-2, and reduction of fatalities per 100M VMT (C-3); via education and outreach.

Required Data/Information for 405 / 1906 Grant Funding Requests
See 405e section of Appendix B in the 2026 AGA.

Program	Federal Project Number	Project Title
Emergency Medical Services	M8*EM-2026-24-01-00	EMS Conference – State of Jefferson (Mercy Flights)
Anticipated Award Amount	**Funding Source***	
$25,000	405(e) Flex	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
M8*EM

Planned Activity Description (Project Funding Narrative)	
Narrative	This conference will provide EMS training related to treating trauma from traffic crashes, as well as transport of patients involved in traffic crashes. The Emergency Medical Services program collaborates and works to constantly improve transportation safety related medical care and outcomes (resulting from traffic crash events) for EMS/trauma program services to reduce fatalities and injury severity levels. This program will assist in strengthening Oregon's EMS crash response capabilities statewide through training relevant to trauma associated with traffic crashes and medical emergencies experienced on the transportation system. The project will lead to increasing EMS workforce and workforce knowledge, resulting in improved response, stabilization and

	transport times due to a well-trained robust workforce. This training will result in a better prepared group of responders to traffic crash incidents – which should lead to an increased chance of preventing a crash victim from becoming a fatality. This training will be delivered at a conference in a geographic location outside of the Mid-Willamette Valley/Metro area to serve rural and frontier communities.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☐ Cost sharing or matching	☐ Fund raising and investment management costs
	☒ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☒ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Program Income: Conference fees. Will be used to reduce costs claimed by grantee per https://www.ecfr.gov/current/title-23/part-1300#p-1300.34(d)(2). Training participants support costs: May be used to support conference attendees' and speakers' participation in the training. Travel costs: May be used to support conference attendee participation, may also be used to support travel costs of invited speakers. Direct costs: some ancillary costs for facility/event's operating costs.	

Participating Sub-Recipient(s)/Agencies
Currently: State agency, TSO. Application will be amended later in year upon confirming local political subdivision as local expenditure eligible beneficiary. Mercy Flights, and other City and County EMS

Countermeasure Strategy
Page 165 of the Approved Oregon 3HSP - Emergency Responder Training

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
Oregon envisions no deaths or life-changing injuries on Oregon’s transportation system by 2035 (C-1 and C-3). The 3HSP target for the EMS program is to maintain C-1 (traffic fatalities) at the 2016-2020 average. Training provided by this project will result in better prepared responders to traffic crashes, increasing the opportunity to prevent crash victims from becoming fatalities.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
405(e) section, Appendix B, AGA 2026.

Program	Federal Project Number	Project Title
Emergency Medical Services	M8*EM-2026-24-02-00	EMS Statewide
Anticipated Award Amount	**Funding Source***	
$63,000	405(e) Flex	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M8*EM

Planned Activity Description (Project Funding Narrative)	
Narrative	Support the leadership and educators with this crash victim treatment training project to attend training events to maintain their instructor credentials; gain cutting edge knowledge and technology related to crash response and victim treatment; learn and apply best-practices in the disciplines they teach related to crash response and victim treatment, as well as educational methodologies related to crash response and victim treatment,; learn how to use new tools and equipment needed by emergency responders in caring for rural/frontier crash victims

	Establish and maintain working relationships with various EMS stakeholders to meet our mission in relation to crash response and victim treatment Increase awareness of this project to maximize the number of EMS responders trained in crash response practices and victim treatment protocols Location: Locations served are throughout the state to provide emergency responder training in rural areas to educate those who care for victims of rural/frontier motor vehicle crashes. Host site locations include Cave Junction, Sweet Home, Klamath Falls, Gearhart, Crescent and Baker City. Host Oregon Counties include: Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County, Multnomah county, Washington County, Clackamas County.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☐ Cost sharing or matching	☐ Fund raising and investment management costs
	☒ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☒ Insurance and indemnification
	☒ Equipment	☒ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☒ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Exchange rates	☒ Travel costs

Special Or Unusual Costs Explanation	Program Income: If fees are collected, sub-grantee agency will expend program income on NHTSA-eligible expenses *only* that support the grant project/program objectives and activities. Equipment: Materials and equipment necessary to deliver training and demonstrate specific methods of use of EMS specific equipment employed in the activities associated with life saving actions in traffic crash response. TSO will seek pre-approval per 23 CFR. Insurance and Indemnification: Liability Insurance Memberships, subscriptions, and professional activity costs: CE Certification fees, education and professional development costs Compensation: Administrator and educator wages for hours worked on project activities; office expenses, software, bookkeeping/accounting service applicable to project activities. Travel costs: In-State and Out-of-State travel costs including the TSO conference, Lifesavers, and GHSA.

Participating Sub-Recipient(s)/Agencies
ODOT Transportation Safety Office, Oregon Dept of Transportation, State Agency

Countermeasure Strategy
Emergency Responder Training. See Oregon 3HSP 2024-2026, p.165.

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

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
Ongoing activities to improve partnerships with Oregon’s first responders, including communication, education and outreach, and developing projects to enhance and improve response to traffic incidents.

Program	Federal Project Number	Project Title
Emergency Medical Services	M8*EM-2026-24-03-00	EMS Training
Anticipated Award Amount	**Funding Source***	
$100,000	405(e) Flex	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M8*EM

Planned Activity Description (Project Funding Narrative)	
Narrative	The training is intended to address EMS response related to traffic crash trauma. Provide training to enhance responder skills in anticipation of crash events, in order to provide life saving measures at crash scenes and in transport: • Trauma training courses (e.g., Prehospital Trauma Life Support (PHTLS)) for EMS responders to address crash victims • Vehicle heavy extrication courses

<table>
<tr><td></td><td colspan="2">

- Training related to crash victim treatment that applies to Continuing Education (CE) for rural emergency responder licenses to be maintained
- Training of moulage technicians for trauma simulations of crashes at training events to replicate real life crash scenarios for stress inoculation of EMS responders

Solicit for rural host sites to hold emergency responder training activities related to crash response and victim care

Develop new EMS educators to teach at rural CE courses related to crash response and victim care

Deliver virtual CE eligible crash response and victim treatment training for rural/frontier emergency responders with otherwise limited access and opportunities.

Provide training focused on treating crash victims and related treatments for medical events commonly encountered on a transportation system. The event materials will also relate to the recruitment, training, and retention of EMS volunteers and paid staff.

Location: Locations served are throughout the state to provide emergency responder training in rural areas to educate those who care for victims of rural/frontier motor vehicle crashes.

Host site locations include Cave Junction, Sweet Home, Klamath Falls, Gearhart, Crescent and Baker City. Host Oregon Counties include: Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County, Multnomah county, Washington County, Clackamas County.

Volunteer time is intended to be used as match. Any program income generated will be documented and invested back into the project activities, per federal requirements.
</td></tr>
<tr><td rowspan="3">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☐ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☒ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☒ Insurance and indemnification</td></tr>
</table>

	☒ Equipment	☒ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☒ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Exchange rates	☒ Travel costs
Special Or Unusual Costs Explanation	Program Income: If fees are collected, sub-grantee agency will expend program income on NHTSA-eligible expenses *only* that support the grant project/program objectives and activities. Equipment: Materials and equipment necessary to deliver training and demonstrate specific methods of use of EMS specific equipment employed in the activities associated with life saving actions in traffic crash response. TSO will seek pre-approval per 23 CFR. Insurance and Indemnification: Liability Insurance Memberships, subscriptions, and professional activity costs: CE Certification fees, education and professional development costs Compensation: Administrator and educator wages for hours worked on project activities; office expenses, software, bookkeeping/accounting service applicable to project activities. Travel costs: In-State and Out-of-State travel costs including the TSO conference, Lifesavers, or GHSA.	

Participating Sub-Recipient(s)/Agencies
ODOT - State Transportation Safety Office (State Agency - ODOT Regions 1-5) Oregon EMS Association, Statewide non-profit

Countermeasure Strategy
Emergency Responder Training. See Oregon 3HSP 2024-2026, p.165.

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

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
Training activities for emergency responders will contribute to the reduction in fatalities and reduction in injury severity due to effective preparation (C-1, C-2). Page 164 of Oregon's FY 2024-2026 3HSP. The 3HSP target for the EMS program is to maintain C-1 (traffic fatalities) at the 2016-2020 average. Training provided by this project will result in better prepared responders to traffic crashes, increasing the opportunity to prevent crash victims from becoming fatalities.

Program	Federal Project Number	Project Title
Emergency Medical Services	EM-2026-24-01-00	EMS Conference - Metro (Siletz Fire)
Anticipated Award Amount	**Funding Source***	
$6,000	402	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
EM

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs (with explanation)	
Narrative	The Emergency Medical Services program collaborates and works to constantly improve transportation safety related medical care and outcomes associated with EMS/trauma program services to reduce fatalities and injury severity levels. This program will assist in strengthening Oregon's EMS capabilities statewide through training with the goal of increasing EMS workforce and workforce knowledge,

<table>
<tr><td></td><td colspan="2">resulting in improved response, stabilization and transport times due to a well-trained robust workforce. This training will result in a better prepared group of responders to transportation related incidents – which should lead to an increased chance of preventing a crash victim from becoming a fatality. This training will be delivered at a conference in a geographic location outside of the Mid-Willamette Valley/Metro area to serve rural and frontier communities. The training is intended to address EMS response related to traffic crash trauma.

Program income and volunteer time is intended to be used as match.

Location: State of Oregon, Siletz OR

Affected Parties: EMS Professionals, Law Enforcement, First Responders, and other medical professionals</td></tr>
<tr><td rowspan="12">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☐ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☒ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☐ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
<tr><td>☐ Fix amount subawards</td><td>☐ Organization costs</td></tr>
<tr><td>Direct costs (paragraph (c))</td><td>☒ Participant support costs</td></tr>
<tr><td>☐ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☐ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
<tr><td>☐ Entertainment costs</td><td>☐ Selling and marketing costs</td></tr>
<tr><td>☐ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
<tr><td>☐ Exchange rates</td><td>☒ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☐ Paid Media</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2">Program Income: If fees are collected, sub-grantee agency will expend program income on NHTSA-eligible expenses only that support the grant project/program objectives and activities.

Participant Support costs: May be used to support conference attendees’ and speakers’ participation in the training.

Travel costs: May be used to support conference attendee participation, may also be used to support travel costs of invited speakers.</td></tr>
</table>

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Oregon EMS Conference - At the request of Siletz Fire Department, City Fire Department, Location – Siletz, OR. The listed recipients have been identified as of date of submission. The state intends to identify further recipients and as they are identified, amendments will be submitted.

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Oregon 3HSP 2024-2026, p.165. Emergency Responder Training

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % **$6,000 | 100%**

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
Oregon envisions no deaths or life-changing injuries on Oregon’s transportation system by 2035. Performance targets # of fatalities and # fatalities per 100M VMT, and # serious injuries (C-1). The 3HSP target for the EMS program is to maintain C-1 (traffic fatalities) at the 2016-2020 average. Training provided by this project will result in better prepared responders to traffic crashes, increasing the opportunity to prevent crash victims from becoming fatalities.

Program	Federal Project Number	Project Title
Emergency Medical Services	EM-2026-24-02-00	EMS Conference – Eastern Oregon (Pendleton Fire)
Anticipated Award Amount	**Funding Source***	
$6,000	402	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
EM

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs (with explanation)	
Narrative	The Emergency Medical Services program collaborates and works to constantly improve transportation safety related medical care and outcomes associated with EMS/trauma program services to reduce fatalities and injury severity levels. This program will assist in strengthening Oregon's EMS capabilities statewide through training with

<table>
<tr><td></td><td colspan="2">the goal of increasing EMS workforce and workforce knowledge, resulting in improved response, stabilization and transport times due to a well-trained robust workforce. This training will result in a better prepared group of responders to transportation related incidents – which should lead to an increased chance of preventing a crash victim from becoming a fatality. This training will be delivered at a conference in a geographic location outside of the Mid-Willamette Valley/Metro area to serve rural and frontier communities. The training is intended to address EMS response related to traffic crash trauma.

Program income and volunteer time is intended to be used as match.

Location: State of Oregon, Umatilla County, Pendleton

Affected Parties: EMS Professionals, Law Enforcement, First Responders, and other medical professionals</td></tr>
<tr><td rowspan="14">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☐ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☒ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☐ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
<tr><td>☐ Fix amount subawards</td><td>☐ Organization costs</td></tr>
<tr><td>Direct costs (paragraph (c))</td><td>☒ Participant support costs</td></tr>
<tr><td>☐ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☐ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
<tr><td>☐ Entertainment costs</td><td>☐ Selling and marketing costs</td></tr>
<tr><td>☐ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
<tr><td>☐ Exchange rates</td><td>☒ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☐ Paid Media</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2">Program Income: If fees are collected, sub-grantee agency will expend program income on NHTSA-eligible expenses only that support the grant project/program objectives and activities.

Participant Support costs: May be used to support conference attendees’ and speakers’ participation in the training.

Travel costs: May be used to support conference attendee participation, may also be used to support travel costs of invited speakers.</td></tr>
</table>

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Eastern Oregon EMS Conference - Non-profit at the request of Pendleton Fire Department, City Fire Department, Location – City of Pendleton. The listed recipients have been identified as of date of submission. The state intends to identify further recipients and as they are identified, amendments will be submitted.

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Oregon 3HSP 2024-2026, p.165. Emergency Responder Training

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % **$6,000 | 100%**

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
Oregon envisions no deaths or life-changing injuries on Oregon’s transportation system by 2035. Performance targets # of fatalities and # fatalities per 100M VMT, and # serious injuries (C-1). The 3HSP target for the EMS program is to maintain C-1 (traffic fatalities) at the 2016-2020 average. Training provided by this project will result in better prepared responders to traffic crashes, increasing the opportunity to prevent crash victims from becoming fatalities.

Program	Federal Project Number	Project Title
Impaired Driving	DUI_AL-2026-14-01-00	Multnomah County DUII Coordination, Prosecution and Rehabilitation
Anticipated Award Amount	**Funding Source***	
$271,853	164	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
DUI_AL

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Planned Activities** This project will provide funds to assist the Multnomah County Treatment Accountability Courts to coordinate prosecution efforts between law enforcement and the District Attorney's office on DUII referrals. It will provide intensive probation and supervision to DUII

<table>
<tr><td></td><td colspan="2">Diversion and Intensive Supervision Program (DISP) Court participants convicted of DUII. In addition, the project will allow the DA’s office to provide training and informational sessions on DUII to law enforcement and other prosecutors, and to support members of the DA’s office to attend specialized training related to DUII.

With the relaunch of the Portland Police Bureau’s Traffic Division, the Multnomah County District Attorney has seen an increase in DUII prosecutions. 832 DUII cases were filed in 2024 – a 26% increase since 2022. With more aggressive enforcement of DUII laws, it is critical that an appropriate resolution to treat repeat DUII offenders is identified to avoid recidivism.

<u>Location</u>
Multnomah County</td></tr>
<tr><td rowspan="11">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☐ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
<tr><td>☐ Fix amount subawards</td><td>☐ Organization costs</td></tr>
<tr><td>☒ Direct costs (paragraph (c))</td><td>☒ Participant support costs</td></tr>
<tr><td>☒ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☒ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
<tr><td>☐ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
<tr><td>☐ Exchange rates</td><td>☒ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☐ Paid Media</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2">20% match – personnel and benefits

Direct costs – salary and benefits.

Travel costs – including mileage, hotel, per diem

Participant support costs – conference registration</td></tr>
</table>

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Multnomah County District Attorney

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 199 of the Approved Oregon 3HSP – Deterrence, prosecution and adjudication

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % $271,853 | 100%

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
In Oregon, 70% of all fatalities are substance-involved and 23% of all fatal and serious injury crashes are substance-involved. This project helps meet the state’s safety performance targets as well as several federally required highway safety performance targets, including: • C-1: Number of traffic fatalities (FARS) • C-2: *Number of serious injuries in traffic crashes (state crash data files)* • C-5: *Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above (FARS)*

Program	Federal Project Number	Project Title
Impaired Driving	DUI_AL-2026-14-02-00	Support for the Springfield DUII Court
Anticipated Award Amount	**Funding Source***	
$201,382	164	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
DUI_AL

Planned Activity Description (Project Funding Narrative)	
Narrative	**Planned Activities** This project's major activities are: • Continue treatment court population expansion to include DUII offenders. Budget for additional prosecution, court, defense, Quality Research Associates, and probation time. • Expand initial drug and alcohol screening for indigent clients (ADSS). • Establish clinical services and related costs ordered by the DUII treatment court but not covered by health insurance. These include, but are not limited to medications, urinalysis testing, co-

<table>
<tr><td></td><td colspan="2">pays, assessment/evaluations, and funds to assist indigent offenders to access court-ordered treatment while participating in the DUII court program to reduce the risk of DUII recidivism.
• Provide funds for defendants to attend the Lane County Victim Impact Panel as ordered by the DUII court.
• Continue the use of a Springfield Police Officer to assist probation with monitoring, oversight, assist in treatment court procedures and staffing.
• Provide transportation funds for individuals who ride public transport, need occasional ride sharing programs, or other access needs for eligible project activities related to the SMART Court.
• Funds for conflict defense counsel in addition to standard funds for defense counsel related to DUII offenses processed in the DUII court. Due to heavy client crossover, secondary counsel is necessary to ensure Constitutional and due process rights are protected.
• Provide substance related treatment ordered by the DUII treatment court – to be provided to offenders while participating in the DUII court program to reduce the risk of recidivism.

<u>Problem Identification</u>
This addresses the problem identification on pgs. 188-192 of the Oregon Approved 3HSP – Treatment.

<u>Location</u>
City of Springfield, Lane County.</td></tr>
<tr><td rowspan="11">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☐ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
<tr><td>☐ Fix amount subawards</td><td>☐ Organization costs</td></tr>
<tr><td>☒ Direct costs (paragraph (c))</td><td>☒ Participant support costs</td></tr>
<tr><td>☒ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☒ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
<tr><td>☐ Entertainment costs</td><td>☐ Selling and marketing costs</td></tr>
<tr><td>☐ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
</table>

	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	20% match – personnel expenses Direct costs include: 1. Expanding treatment court to allow for DUII high risk, high need participants. Expanding includes additional funds for probation, city prosecutor, public defender, Quality Research Associates, and the Court. 2. Enable ADSS access by paying for the fee for all indigent SMART Court DUII participants. 3. Expand Smart Court treatment options with local treatment providers and pay for additional participants. 4. Financially support a special DUII prosecutor for the City of Springfield. 5. Provide peer support services for DUII SMART Court individuals. 6. Travel costs for indigent Springfield DUII Court participants to attend program activities. 7. Enable Victim Impact Panel fee access for all indigent SMART Court participants.	

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

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
DUI_AL: Deterrence: Prosecution and adjudication p.199 Oregon 3HSP

Local Expenditure	**Yes** ☒	**No** ☐
Value $ and %	$201,382 | 100%	

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

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
DUII SMART Court will follow best practices laid out by All Rise (formerly NADCP) to provide a comprehensive approach to address the root causes of repeat DUII offenses by integrating substance abuse treatment, rehabilitation programs, and close judicial supervision of offenders. By combining accountability with supportive interventions, DUII SMART Court strives to break the cycle of repeat offenses, promote behavioral change, and improve public safety on the roads. This project helps meet the state’s safety performance targets of reducing the number of fatalities and serious injuries (C-1, C-2); and reducing the incidence of drivers in crashes registering at least 0.08 BAC.

Program	Federal Project Number	Project Title
Impaired Driving	DUI_AL-2026-14-03-00	Support for the BSOBR Court
Anticipated Award Amount	**Funding Source***	
$105,016	164	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
DUI_AL

Planned Activity Description (Project Funding Narrative)
Instructions: Provide a description that includes activities planned and project location
If applicable: specify affected communities and select relevant special costs **(with explanation)**

Narrative

Planned Activities

- Provide peer services to the BSOBR participants. Peer support specialist check-ins – the peer support specialist will attend court check ins and staffing twice monthly to provide updates as needed on B-SOBR participants who are engaged in peer services.
- Provide access to mental health services - Collaborate with treatment and mental health service providers to create a process for participants to access counseling services and address insurance barriers.
- Provide access to CAM bracelets, UAs, and mental health assessments for DUII offenders.
- Conduct an evaluation of program activities, participant progress, and feedback collection through a survey.
- Provide regular case management assessments.

Problem Identification

This project addresses the problem identified on pages 188-192 of the Oregon Approved 3HSP – Treatment.

Location

City of Beaverton, Washington County.

Affected Communities

Low-income and/or indigent road users convicted of DUII in Washington County, and/or the City of Beaverton.

Special Or Unusual Costs
Check all that apply (items linked to CFR)

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

	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☐ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	**Match** Direct costs include peer support services, substance use and mental health services, urinalysis testing out of pocket expenses for indigent participants, and alcohol monitoring out of pocket expenses for indigent participants. Match is staff assigned salary (some match, some federal funds for this line item, staff).	

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Beaverton Municipal Court – Beaverton Sobriety Opportunity for Beginning Recovery (B-SOBR) – Government Agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 199 of the Approved Oregon 3HSP – Deterrence: Prosecution and Adjudication, DWI Court

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % $105,016 | 100%

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

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
DUII incidents pose serious risks to individuals, communities, and drivers, leading to crashes, injuries, and fatalities. Traditional punitive measures often fail to address the underlying issues contributing to repeat offenses, perpetuating a cycle of dangerous behavior. The BSOBR Court follows best practices identified by All Rise (formerly NADCP) to provide a comprehensive approach to address the root causes of repeat DUII offenses by integrating substance abuse treatment, rehabilitation programs, and close judicial supervision. By combining accountability with supportive interventions, B-SOBR program strives to break the cycle of repeat offenses, promote behavioral change, and improve public safety on the roads. Currently, BSOBR's recidivism rate one year after graduation is 5% and 9% after 5 years, compared with traditional DUII probation which has recidivism rates of 28% and 40%, respectively. In Oregon, 70% of all fatalities are substance-involved, and 23% of all fatal and serious injury crashes are substance-involved. This project helps meet the state's safety performance targets of reducing the number of fatalities and serious injuries, specifically as it relates to drivers impaired by alcohol and/or drugs (0.08 BAC fatalities).

Program	Federal Project Number	Project Title
Impaired Driving	EDU_DG-2026-14-01-00	Cannabis Impaired Driving Prevention Education and Media Campaign
Anticipated Award Amount	**Funding Source***	
$110,000	164	
Planning and Administration Costs Yes ☐ No ☒		
N/A		
Program Management Costs Yes ☐ No ☒		
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).		
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒		

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
EDU_DG, PM_DG

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Planned Activities** This project will continue the development of a science/fact-based cannabis impaired driving prevention education curriculum suitable for youth (8th -12th grade) and adults. The program is being developed to meet Oregon Department of Education standards utilizing a curriculum developer and will be reviewed by certified prevention specialists. Focus groups will be used, and curriculum will be piloted at local high schools.

<table>
<tr><td></td><td colspan="2">It will be available online in English and Spanish, and outreach will be done to offer the education materials to schools, juvenile departments, courts, parents, and the public in Crook and Deschutes Counties.
In addition, another six-month-long media campaign focusing on cannabis impaired driving prevention messaging will be utilized and managed by media partner, KTVZ. The two commercials and four Did You Know ads created during the FY2024 grant year will be utilized, and a third commercial with an additional Did You Know ad will be created to continue building on the educational components and messaging.

<u>Location</u>

Deschutes and Crook Counties</td></tr>
<tr><td rowspan="13">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☐ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
<tr><td>☐ Fix amount subawards</td><td>☐ Organization costs</td></tr>
<tr><td>☒ Direct costs (paragraph (c))</td><td>☐ Participant support costs</td></tr>
<tr><td>☒ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☒ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
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<tr><td>☐ Exchange rates</td><td>☐ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☒ Paid Media</td></tr>
<tr><td></td><td></td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2"><u>Matching:</u> Match will be met with $30,000 in-kind media donation.

<u>Compensation</u>: Employee salary and benefits for the hours spent performing the activities of this project.

<u>Paid Media:</u> Media Campaign Package total cost $60,000 (includes a $30,000 in-kind match for commercial production and airtime. Six-month media campaign to include TV, Digital ads, social media ads, and Telemundo (Spanish channel). Track analytics will be provided monthly from media partner KTVZ, and by using Google analytics and social media analytics.</td></tr>
</table>

Participating Sub-Recipient(s)/Agencies
Children Learning Through Education And Research Alliance – Non-Profit Organization

Countermeasure Strategy
Page 196 – Mass Media Campaigns & Page 200 - Outreach and Education

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project supports Oregon’s statewide traffic safety goal of reducing impaired driving-related fatalities and serious injuries by delivering a targeted public education and media campaign focused on cannabis-impaired driving prevention. It contributes to progress on the following federally required performance measures: • C-1: *Total number of fatalities* • C-2: *Total number of serious injuries in traffic crashes* • C-5: *Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or above* (noting that drug impairment, including cannabis, is a contributing factor often associated with poly-substance use) Cannabis-impaired driving is a growing challenge in Oregon. Between 2017 and 2022, at least 412 crashes were identified as cannabis-involved, resulting in 131 fatalities and 368 injuries. These figures are believed to be underreported due to systemic limitations in toxicology testing protocols and reporting practices. According to Oregon’s 2024 Impaired Driving Strategic Plan, THC was the most commonly identified impairing substance in driver toxicology samples from 2020–2023, with 60% of tested drivers showing THC presence.

This project directly supports behavioral countermeasure strategies outlined in the Oregon FY2024–FY2026 Triennial Highway Safety Plan (3HSP). Page 171 of the 3HSP emphasizes the need for linguistically and culturally relevant prevention messaging to reach at-risk populations, including Spanish-speaking communities—estimated to comprise approximately 13% of Oregon's population.

By developing and deploying a cannabis-specific impaired driving curriculum (in both English and Spanish) and reinforcing key safety messages through a sustained media campaign, this project addresses both general and underserved audiences. Youth outreach is prioritized due to elevated crash risk among teen drivers—an age group with a fatal crash rate nearly three times that of older drivers, according to the CDC. This project's focus is on youth education, early intervention, and bilingual media outreach aligns with research-backed prevention strategies identified by CDC, NHTSA, and state-level data.

Outcomes will be evaluated through measures such as pre/post knowledge assessments, focus group feedback, curriculum completion data, and media campaign reach metrics—particularly within Spanish-speaking households and among youth. These efforts are expected to improve knowledge, shift perceptions of harm, and ultimately reduce cannabis-impaired driving behaviors in Deschutes and Crook counties.

Program	Federal Project Number	Project Title
Impaired Driving	ENF_AL-2026-14-01-00	Sustained DUII Enforcement – Woodburn PD
Anticipated Award Amount	**Funding Source***	
$134,610	164	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
ENF_AL, LET_AL, EDU_AL, ENF_DG, LET_DG, EDU_DG

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**		
Narrative	**Activities Planned** This project will fund police officer impaired driving enforcement activities, to include high visibility enforcement (HVE) and education efforts that facilitate compliance with Oregon's impaired driving laws. The Woodburn Police Department has continued to see the numbers of DUII offenses increase in recent years, and especially since 2020. This project is intended to provide a heightened level of enforcement specific to impaired driving, particularly at times and locations most likely to experience increased DUII incidences in the community. Woodburn Police will also participate in law enforcement trainings and conferences on impaired driving topics. **Location** City of Woodburn **Affected Communities** City of Woodburn	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☐ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media

Special Or Unusual Costs Explanation	Expenses for this project will include personnel costs (straight time and overtime wages and benefits) related to enforcement activities necessary for the project's success. Travel expenses will be reimbursed on a per diem basis and will be limited to in-state travel necessary for the execution of the above-described enforcement activities. The project will cover in-state travel and lodging expenses on a per diem reimbursement basis, specifically to support the training, conferences, and education related to impaired driving.

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Woodburn Police Department – Municipal Law Enforcement Agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 195 of the Approved Oregon 3HSP – High Visibility Enforcement

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % $134,610 | 100%

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

Woodburn Police Department will have significant latitude in their deployment of focused impaired driving patrols. However, patrols are expected to be targeted toward days, times, and locations determined to be most likely to suffer increased incidences of impaired driving, as indicated by historical data and other information. Woodburn Police Department will be required to field DUII patrols during the Christmas/New Years and Labor Day holiday enforcement periods, and they will be complete pre- and post-event media releases to notify their communities of the extra patrols.

Contribution to safety performance targets submitted to NHTSA

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

This project contributes to Oregon's statewide efforts to reduce impaired driving-related fatalities and serious injuries by supporting sustained, high-visibility DUII enforcement by the Woodburn Police Department. It aligns with the following federally required performance measures:

- C-1: *Total number of fatalities*
- C-2: *Total number of serious injuries in traffic crashes*
- C-5: *Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or above*

As noted in the Oregon FY2024–FY2026 Triennial Highway Safety Plan (3HSP), high-visibility enforcement (HVE) is a proven deterrent to impaired driving and remains one of the most effective strategies for reducing alcohol- and drug-related crashes. This project will fund impaired driving enforcement activities, including participation in statewide HVE campaigns and local saturation patrols during times and in locations with a higher likelihood of DUII occurrences.

The Woodburn Police Department has observed a rising number of DUII offenses in recent years, especially since 2020. In response, this project will deliver targeted enforcement operations, public-facing education efforts, and participation in impaired driving-related training and conferences. Together, these activities will strengthen the department's ability to detect, apprehend, and deter impaired drivers—while also reinforcing Oregon's broader behavioral safety strategies.

Through sustained enforcement, strategic deployment, and officer education, this project supports the state's Vision Zero objective and contributes meaningfully to Oregon's progress in meeting its safety performance targets related to impaired driving.

Program	Federal Project Number	Project Title
Impaired Driving	ENF_AL-2026-14-02-00	Sustained Traffic/DUII Enforcement – Yamhill County Sheriff's Office
Anticipated Award Amount	Funding Source*	
$160,000	164	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
ENF_AL, LET_AL, EDU_AL, ENF_DG, LET_DG, EDU_DG

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**		
Narrative	**Planned Activities** This project will fund the activity hours necessary to conduct dedicated DUII enforcement and education activities that facilitate compliance with Oregon's impaired driving laws. Additional DUII patrols will be focused on rural areas, and other locations where data indicates DUII activity is more likely to occur. The Sheriff's Office will provide public education and outreach to inform the community about the dangers of impaired driving and would host/participate in regional law enforcement trainings on impaired driving topics. Identified projects funds will also go towards vehicle O&M, training, and other program supplies. **Location** Yamhill County **Affected Communities** All communities within Yamhill County	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media

Special Or Unusual Costs Explanation	Direct expenses for this project will include personnel costs (straight time and overtime wages and benefits) related to enforcement activities necessary for the project's success. Travel expenses will be reimbursed on a per diem basis and will be limited to in-state travel necessary for the execution of the above-described enforcement activities. The project will cover in-state travel and lodging expenses on a per diem reimbursement basis, specifically to support the training, conferences, and education related to impaired driving.

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Yamhill County Sheriff's Office – County Law Enforcement Agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 195 of the Approved Oregon 3HSP - High visibility enforcement – CTW 4 stars.

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % $160,000 | 100%

High Visibility Enforcement (HVE) Yes ☒ No ☐
Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).
The Yamhill County Sheriff's Office (YCSO) will have significant latitude in their deployment of focused impaired driving patrols. However, patrols are expected to be targeted toward days, times, and locations determined to be most likely to suffer increased incidences of impaired driving, as indicated by historical data and other information. The YCSO will be required to field DUII patrols during the Christmas/New Years and Labor Day holiday enforcement periods, and they will be complete pre- and post-event media releases to notify their communities of the extra patrols.

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
C-1 Number of traffic fatalities (FARS) C-2 Number of serious injuries in traffic crashes - State Crash Data Files (SHSP) C-5 Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) Impaired Driving (Riding - .08 BAC or using drugs) Limited to motorcycles

Program	Federal Project Number	Project Title
Impaired Driving	ENF_AL-2026-14-03-00	Sustained DUII Enforcement – Jackson County Sheriff
Anticipated Award Amount	**Funding Source***	
$395,440	164	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
ENF_AL, LET_AL, EDU_AL, ENF_DG, LET_DG, EDU_DG

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**		
Narrative	**Activities Planned** This project will fund the activity hours necessary to conduct dedicated DUII enforcement and education activities that facilitate compliance with Oregon's impaired driving laws. Additional DUII patrols will be focused on rural areas, and other locations where data indicates DUII activity is more likely to occur. The Sheriff's Office will provide public education and outreach to inform the community about the dangers of impaired driving and would host/participate in regional law enforcement trainings on impaired driving topics. Identified projects funds will also go towards vehicle O&M, training, and other program supplies. **Location** Incorporated and Unincorporated communities of Jackson County **Affected Communities** All communities within Jackson County	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☐ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media

Special Or Unusual Costs Explanation	Expenses for this project will include personnel costs (straight time and overtime wages and benefits) related to enforcement activities necessary for the project's success. Travel expenses will be reimbursed on a per diem basis and will be limited to in-state travel necessary for the execution of the above-described enforcement activities. The project will cover in-state travel and lodging expenses on a per diem reimbursement basis, specifically to support the training, conferences, and education related to impaired driving.

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Jackson County Sheriff's Office – County Law Enforcement Agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 195 of the Approved Oregon 3HSP - High Visibility Enforcement

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % $395,440 | 100%

High Visibility Enforcement (HVE) **Yes** ☒ **No** ☐
Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).
JCSO will participate in planned and mandatory HVE Enforcement activities.

Increase hours of operation for dedicated DUII enforcement from 80 hours a week to 120. Increase participation in state funded DUII enforcement programs by recruiting from within and coordinating with other local law enforcement agencies for enforcement during peak times such as holidays and/or commuter hours.

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project supports Oregon's ongoing efforts to reduce impaired driving-related fatalities and serious injuries by funding sustained, high-visibility DUII enforcement by the Jackson County Sheriff's Office. It contributes to the achievement of the following federally required safety performance measures: • C-1: *Total number of fatalities* • C-2: *Total number of serious injuries in traffic crashes* • C-5: *Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or above* As outlined in Oregon's FY2024–FY2026 Triennial Highway Safety Plan (3HSP), impaired driving remains one of the most significant contributors to fatal and serious injury crashes across the state. High-visibility enforcement (HVE) is a well-established countermeasure that helps deter impaired driving by increasing the perceived likelihood of detection and arrest. Through this project, the Jackson County Sheriff's Office will conduct targeted DUII enforcement patrols—particularly during nighttime hours, weekends, holidays, and other high-risk periods identified through local crash data. Participation in statewide mobilizations and coordination with local and regional partners will further enhance the deterrent effect. By strengthening enforcement presence, supporting evidence-based deployment strategies, and reducing the incidence of impaired driving, this project contributes directly to Oregon's Vision Zero goal and supports the state's performance targets under the Highway Safety Plan.

Program	Federal Project Number	Project Title
Impaired Driving	ENF_AL-2026-14-04-00	Sustained DUII Enforcement - Albany PD
Anticipated Award Amount	**Funding Source***	
$117,697	164	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
ENF_AL, LET_AL, EDU_AL, ENF_DG, LET_DG, EDU_DG

Planned Activity Description (Project Funding Narrative)

Instructions: Provide a description that includes activities planned and project location

If applicable: specify affected communities and select relevant special costs **(with explanation)**

Narrative	**Activities Planned** This project will fund police officer impaired driving enforcement activities, to include high visibility enforcement (HVE) and education efforts that facilitate compliance with Oregon's impaired driving laws. The Albany Police Department has continued to see the numbers of

	DUII offenses increase in recent years, and especially since 2020. This project is intended to provide a heightened level of enforcement specific to impaired driving, particularly at times and locations most likely to experience increased DUII incidences in the community. Albany Police will participate in law enforcement trainings and conferences on impaired driving topics. **Location** City of Albany **Affected Communities** Incorporated City of Albany	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☐ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Expenses for this project will include personnel costs (straight time and overtime wages and benefits) related to enforcement activities necessary for the project's success. Travel expenses will be reimbursed on a per diem basis and will be limited to in-state travel necessary for the execution of the above-described enforcement activities. The project will cover in-state travel and lodging expenses on a per diem reimbursement basis, specifically to support the training, conferences, and education related to impaired driving.	

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Albany Police Department – Municipal Law Enforcement Agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 195 of the Approved Oregon 3HSP - High Visibility Enforcement

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % $117,697 | 100%

High Visibility Enforcement (HVE) **Yes** ☒ **No** ☐
Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).
Albany Police Department will have significant latitude in their deployment of focused impaired driving patrols. However, patrols are expected to be targeted toward days, times, and locations determined to be most likely to suffer increased incidences of impaired driving, as indicated by historical data and other information. Albany Police Department will be required to field DUII patrols during the Christmas/New Years and Labor Day holiday enforcement periods, and they will be complete pre- and post-event media releases to notify their communities of the extra patrols.

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project supports Oregon’s efforts to reduce impaired driving-related fatalities and serious injuries by funding sustained, high-visibility DUII enforcement by the Albany Police Department. It contributes to progress on the following federally required performance measures: • C-1: *Total number of fatalities* • C-2: *Total number of serious injuries in traffic crashes* • C-5: *Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or above* As described in Oregon’s FY2024–FY2026 Triennial Highway Safety Plan (3HSP), impaired driving continues to be a leading factor in fatal and serious injury crashes. High-visibility enforcement (HVE) remains one of the most effective strategies available to deter, detect, and apprehend impaired drivers. By increasing law enforcement presence during high-risk periods and in high-incidence areas, HVE enhances public perception of DUII enforcement and influences safer driving behavior. This project will enable the Albany Police Department to conduct focused DUII enforcement patrols throughout the year, with special emphasis during holiday periods, weekends, and statewide mobilizations. Patrols will be guided by local data to prioritize times and locations where impaired driving risk is elevated. Through consistent and visible enforcement, this project supports Oregon’s Vision Zero objective and contributes directly to the state’s performance targets by reducing the number and severity of impaired driving crashes.

Program	Federal Project Number	Project Title
Impaired Driving	PM_AL-2026-14-01-00	Region 5 Impaired Driving Education and Outreach
Anticipated Award Amount	**Funding Source***	
$25,000	164	

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

Eligible Use of Funds
PM_AL, PM_DG, EDU_AL, EDU_DG

Planned Activity Description (Project Funding Narrative)	
Narrative	**Activities**: This project will focus on local, Region 5, media messaging for impaired driving prevention and education during identified times and associated behavior that lend to crashes (holidays, rodeos, music and beer fests, graduations, proms, sporting events; etc.). Funds will also be made available for community traffic safety programs and projects, outreach, program supplies, and services in addition to grassroots transportation safety education, outreach, and/or services through awards to local jurisdictions, traffic safety organizations, non-profits and law enforcement to address community-identified behaviors that have been contributing to the increase in impaired driving fatalities and serious injuries in Region 5.

	Location: Local jurisdictions and traffic safety organizations within Region 5. See ODOT Region Map and Table of Counties by Region. **Affected Communities**: All residents of Region 5, living in Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union, and Wallowa Counties.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Exchange rates	☐ Travel costs
	☐ Fines, penalties, damages and other settlements	☒ Paid Media
Special Or Unusual Costs Explanation	**Paid Media:** Identified funds will be spent on promoting impaired driving education and outreach in Region 5. Radio messages will utilize local, familiar voices. Facebook messaging on media partner's websites will support statewide messaging campaigns and efforts in coordination with local events and problem identification. Website banners and movie theatre advertising will also be utilized. The largest portion of funds will be used for localized media, utilizing each of the sources listed and supporting local agencies to boost their supplies for more engaging community events in addition to school programming and curriculum. **Direct Costs**: contract work, supplies	

Participating Sub-Recipient(s)/Agencies
State Agency of Oregon – ODOT – Transportation Safety Office – Region 5

Countermeasure Strategy
Page 196 – Mass Media Campaigns; Page 200 – Outreach and Education

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
This project will help meet the state's safety performance targets of maintaining or reducing the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) and this project will help meet the state's safety performance targets of reducing the number of fatalities and serious injuries.

Program	Federal Project Number	Project Title
Impaired Driving	AL-2026-14-01-00	Clackamas County Plan Ahead Campaign
Anticipated Award Amount	**Funding Source***	
$150,000	402	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
AL, PM

Planned Activity Description (Project Funding Narrative)	
Narrative	**Planned Activities** Clackamas County aims to reduce fatal and serious injury crashes involving impaired drivers by using a mass media campaign in combination with educational activities already occurring across the county at the high school level. Using a Contract Media/Advertising agency, the county will survey residents to develop the most effective messaging approaches, utilize a positive cultural norming approach in messages used, and identify at-risk audiences by analyzing state provided crash data. Surveys of public opinion will be taken prior to,

	during, and at the conclusion of the campaign to measure efficacy and to determine if the campaign was effective in changing beliefs and attitudes. Crash data can be reviewed in the future to determine any change in driver behavior. **Location** Clackamas County	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☐ Travel costs
	☐ Fines, penalties, damages and other settlements	☒ Paid Media
Special Or Unusual Costs Explanation	**Matching**: The county will use its Road Funds to pay for the required match on this project. These funds will pay for the project management work hours. **Paid Media:** Paid media will be funded through a single source procurement process once under contract. The county will utilize the media deliverables created to partner with local community groups in an effort to ensure the message is being normalized and communicated in diverse sectors of Clackamas County.	

Participating Sub-Recipient(s)/Agencies
Clackamas County Department of Transportation Development
Countermeasure Strategy

Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 200 of the Approved Oregon 3HSP – Outreach and Education

Local Expenditure	**Yes** ☒	**No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value $ and %	$150,000 | 100%	

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Public information and education about impaired driving, especially drug-impaired and polysubstance impaired driving, is a critical component of Oregon's comprehensive impaired driving reduction strategy. Funds identified for localized media campaigns will work to raise awareness, educate the public, and influence behavior change regarding impaired driving. Funds identified for grassroots efforts to local sub-recipients will support localized efforts to reduce impaired driving. This project will help meet the state's safety performance targets of maintaining or reducing the number of fatalities in crashes involving a driver/pedestrian w/> 0.08 BAC (C-5).

Program	Federal Project Number	Project Title
Impaired Driving	AL 26-14-02-00	Hood River DUII Prosecution Activities
Anticipated Award Amount	**Funding Source***	
$138,089	402	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
AL, DG

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Activities:** This project will provide funds to assist the Hood River County District Attorney's Office prosecute impaired driving cases. This office routinely sees a disproportionate number of DUII offenses compared to the size of the county, owing largely to the area's robust alcohol tourism industry and the proactive work of motivated law enforcement agencies. Increasing the amount of prosecutor time dedicated to DUII offenses will improve accountability for offenders and prevent the District Attorney's Office from having to decline prosecution on viable cases due to capacity limitations. **Problem Identification:** This project addresses the problem identification on pages 50 & 67-71 of the Oregon 2024 – 2026 Approved Highway Safety Plan. From 2018 to 2023, the Hood River Police Department arrested 980 people for Driving Under the Influence of Intoxicants. 70% of those arrests were due to alcohol impairment, and 30% were due to controlled substance or polysubstance impairment. The District Attorney's Office has seen significant increases in the number of DUII cases referred for prosecution. • In 2019, 262 DUII cases were filed • In 2021, 243 DUII cases were filed (During COVID-era closures/restrictions) • In 2022, 292 DUII • In 2023, 411 DUII cases were filed, representing a 69% increase of the COVID-era low In 2023, the Hood River County District Attorney's Office filed a total of 998 cases across all types of offenses. 411 of of those cases (41%) were for DUII, which demonstrates the signficicant burden one offense creates for the District Attorney's limited staff, which includes only two deputy district attorneys. Other comparably-populated Oregon counties, including Crook, Jefferson, and Tillamook all have at least four deputy district attorneys as well as a higher number of support staff to assist with DUII prosecutions. Data from DUII arrests in recent years indicate roughly 40% of offenders are not residents of Hood River County. Rather, they are visitors to the

	area who make unsafe choices related to impaired driving, thus inflating DUII rates beyond what should be expected of a county of its size. **Location:** Hood River County **Affected Community:** Hood River County	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	20% Match – Personnel Direct costs –Salary and benefits Travel Costs – Hotel, mileage and conference fees	

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Hood River County District Attorney

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Deterrence, prosecution and adjudication pg. 199

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % $138,089 and 100% (endorsed and awarded by local political subdivision)

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
In Oregon, 70% of all fatalities are substance-involved and 23% of all fatal and serious injury crashes are substance-involved this project helps meet the state’s safety performance targets C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) and will contribute to the state performance target of reducing the number of fatalities and serious injuries. C-1: *Number of traffic fatalities (FARS)* C-2: *Number of serious injuries in traffic crashes (state crash data files)*

Program	Federal Project Number	Project Title
Impaired Driving	AL-2026-14-03-00	Impaired Driving Enforcement – Oregon Impact
Anticipated Award Amount	**Funding Source***	
$526,700	402	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
AL

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Planned Activities** This project will fund police officer impaired driving enforcement activities, to include high visibility enforcement (HVE) and education efforts that facilitate compliance with Oregon's impaired driving laws. This includes participation with mandatory enforcement campaigns during the Christmas/New Years and Labor Day period. Participating

<table>
<tr><td></td><td colspan="2">municipal, tribal, and county law enforcement agencies will be given reasonable discretion in how to allocate their enforcement resources to address local impaired driving challenges. Agencies will be encouraged to conduct joint operations to create true high visibility enforcement events so as to identify and arrest impaired drivers and create a credible deterrent to driving under the influence of intoxicants.

This project is intended to provide a heightened level of enforcement specific to impaired driving, particularly at times and locations most likely to experience increased DUII incidences in local communities. Moreover, the publication of these enhanced patrols is intended to increase the deterrent effect by creating a credible fear of arrest such that persons using intoxicants will consider alternatives to driving under the influence.

Problem Identification

This project addresses the problem identification on pages 174-180 of the approved Oregon 2024 – 2026 Highway Safety Plan.

<u>Locations / Affected Communities</u>

Cities of: Albany, Ashland, Astoria, Aumsville, Bandon, Beaverton, Bend, Black Butte Ranch, Burns, Canby, Carlton, Central Point, Coburg, Coos Bay, Cottage Grove, Eagle Point, Enterprise, Eugene, Florence, Forest Grove, Gladstone, Grants Pass, Hood River, Hubbard-Donald, Independence, Junction City, Keizer, Lake Oswego, Lincoln City, Madras, McMinnville, Medford, Molalla, Newberg-Dundee, Oakridge, Oregon City, Phoenix, Portland, Prineville, Rogue River, Roseburg, Salem, Sandy, Seaside, Sherwood, Silverton, Springfield, Stanfield, Stayton, Talent, The Dalles, Tigard, University of Oregon, Vernonia, Warrenton, Winston

Counties of: Benton, Columbia, Coos, Crook, Deschutes, Harney, Jackson, Klamath, Lake, Lane, Lincoln, Malheur, Marion, Multnomah, Polk, Tillamook, Umatilla, Wallowa, Washington, Wheeler, Yamhill</td></tr>
<tr><td rowspan="9">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☒ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
<tr><td>☐ Fix amount subawards</td><td>☐ Organization costs</td></tr>
<tr><td>☒ Direct costs (paragraph (c))</td><td>☐ Participant support costs</td></tr>
<tr><td>☒ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☒ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
</table>

	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☐ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Direct expenses for this project will include wages and benefits related to dedicated impaired driving patrols, as well as to Oregon Impact staff for their administration of law enforcement grant activities. Equipment used to detect and apprehend impaired driving violators may be considered on a case-by-case basis as determined by law enforcement agency need and their demonstrated use of related activity hours. Match for this project will be derived from soft contributions in the form of local agencies' wages and benefits paid to officers conducting impaired driving enforcement activities.	

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Oregon Impact – Non-government agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 195 of the Approved Oregon 3HSP – High Visibility Enforcement

Local Expenditure	**Yes** ☒	**No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value $ and %	$478,818 | 90%	

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

Law enforcement agencies participating in this project will have significant latitude in their deployment of focused impaired driving patrols. However, patrols are expected to be targeted toward days, times, and locations determined to be most likely to suffer increased incidences of impaired driving, as indicated by historical data and other information. Participating agencies will be required to field DUII patrols during the Christmas/New Years and Labor Day holiday enforcement periods, and they will be complete pre- and post-event media releases to notify their communities of the extra patrols.

Participating City Police Departments

Albany, Ashland, Astoria, Aumsville, Bandon, Beaverton, Bend, Black Butte Ranch, Burns, Canby, Carlton, Central Point, Coburg, Coos Bay, Cottage Grove, Eagle Point, Enterprise, Eugene, Florence, Forest Grove, Gladstone, Grants Pass, Hood River, Hubbard-Donald, Independence, Junction City, Keizer, Lake Oswego, Lincoln City, Madras, McMinnville, Medford, Molalla, Newberg-Dundee, Oakridge, Oregon City, Phoenix, Portland, Prineville, Rogue River, Roseburg, Salem, Sandy, Seaside, Sherwood, Silverton, Springfield, Stanfield, Stayton, Talent, The Dalles, Tigard, University of Oregon, Vernonia, Warrenton, Winston

Participating County Sheriff's Offices

Benton, Columbia, Coos, Crook, Deschutes, Harney, Jackson, Klamath, Lake, Lane, Lincoln, Malheur, Marion, Multnomah, Polk, Tillamook, Umatilla, Wallowa, Washington, Wheeler, Yamhill

Contribution to safety performance targets submitted to NHTSA

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

This project will support high visibility impaired driving enforcement (HVE) conducted by local law enforcement agencies across Oregon. These activities will be administered on behalf of ODOT-TSO by Oregon Impact, a nonprofit organization with experience in managing traffic safety programs.

Participating agencies will have flexibility in scheduling and deploying impaired driving enforcement patrols, enabling them to tailor their efforts to the unique needs of their communities. However, all patrols are expected to be data-driven, focusing on days, times, and locations with a documented history of increased impaired driving crashes, arrests, or complaints.

To comply with NHTSA's HVE requirements, agencies will:

- Conduct enforcement in uniform and in marked (and unmarked) patrol vehicles to maximize deterrence.
- Participate in national impaired driving mobilizations, including Christmas/New Year's and Labor Day holiday enforcement periods, to align with statewide and national efforts.
- Issue pre- and post-event media releases to inform the public about upcoming enforcement activities and reinforce the perception of enforcement presence in the community.

Agencies will also be encouraged to collaborate with other local, county, or tribal agencies to conduct multi-agency saturation patrols, enhancing visibility and enforcement impact across jurisdictional lines.

These enforcement activities aim to increase the perceived risk of detection and arrest, thereby deterring impaired driving and contributing to reductions in fatal and serious injury crashes caused by alcohol- and/or drug-impaired drivers.

Program	Federal Project Number	Project Title
Impaired Driving	AL-2026-14-04-00	DUII Offender Screening – Yamhill County
Anticipated Award Amount	**Funding Source***	
$34,500	402	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
AL

Planned Activity Description (Project Funding Narrative)

Instructions: Provide a description that includes activities planned and project location

If applicable: specify affected communities and select relevant special costs (with explanation)

Narrative

Planned Activities

This project will support DUII offender screening services in Yamhill County, ensuring that individuals arrested or convicted for driving under the influence of intoxicants (DUII) are assessed by qualified professionals and referred to appropriate treatment or education programs. The screening process will be administered in accordance with Oregon Administrative Rules and in coordination with courts, probation officers, and local alcohol and drug treatment providers.

Project funds will be used to pay for timely drug and alcohol assessments of DUII offenders determined by the court to be indigent. The screening process plays a critical role in identifying risk factors for repeat offenses and ensuring DUII offenders receive appropriate interventions that can reduce recidivism and improve public safety.

Affected Communities

Incorporated and unincorporated communities of Yamhill County.

Special Or Unusual Costs
Check all that apply (items linked to CFR)

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

Special Or Unusual Costs Explanation

Direct expenses for this project will be limited to the cost of Alcohol and Drug screenings performed by certified providers for DUII offenders determined by the court to be indigent.

	Match contributions will be provided by wages and benefits paid to Oregon Judicial Department staff who perform administrative tasks related to the project.

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Oregon Judicial Department – Government Agency Yamhill County Circuit Court – Government Agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Alcohol Assessment and Treatment See Alcohol Problem Assessment and Treatment, 3HSP update FY 2024 AGA Amendment #9

Local Expenditure	**Yes** ☒	**No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value $ and %	$34,500 | 100%	

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project supports Oregon's efforts to reduce impaired driving-related fatalities and serious injuries by enhancing the coordination and consistency of DUII offender screening in Yamhill County. It contributes to progress on the following federally required performance measures: • C-5: *Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or above* • C-1: *Total number of fatalities* • C-2: *Total number of serious injuries in traffic crashes* As described in a previous update to the Oregon FY2024–FY2026 Triennial Highway Safety Plan (3HSP), DUII offender screening and referral services are consistent with Oregon's impaired driving program goals, which emphasize early intervention, system coordination, and reduction of repeat offenses. Screening provides a critical link between the justice system and behavioral health services, helping ensure DUII offenders are assessed for substance use risk factors and connected with appropriate education or treatment programs. By improving the likelihood that impaired drivers receive timely and appropriate intervention, this project helps reduce recidivism and prevent future impaired driving incidents. It also reinforces Oregon's broader traffic safety objective of reducing the number of high-risk drivers on the road, particularly those with a history of impaired driving behavior. This project is aligned with Section 402 program guidance, which allows support for enforcement and adjudication-related strategies that aim to reduce DUII crash risk and improve public safety outcomes. Through this work, Yamhill County contributes to Oregon's long-term performance goals and Vision Zero commitment to eliminate traffic deaths and serious injuries.

Program	Federal Project Number	Project Title
Impaired Driving	AL-2026-14-05-00	Law Enforcement Breath Testing
Anticipated Award Amount	**Funding Source***	
$710,600	402	

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

Eligible Use of Funds
AL

Planned Activity Description (Project Funding Narrative)	
Narrative	Year two of multi-year project. This project will fund activities associated with the continued use of breath testing to determine the blood alcohol content of drivers suspected of driving under the influence of intoxicants. Breath testing remains the primary means of determining impaired driving suspects' blood alcohol concentration in support of DUII prosecution, and law enforcement must continue to have access to scientifically valid, court-recognized means to collect that evidence. Activities will include identifying and procuring breath testing instruments and providing training and technical support to law enforcement users throughout the state. Training may also be provided to prosecution partners to educate them on changes in nomenclature and/or use of next-generation breath

<table>
<tr><td></td><td colspan="2">testing equipment. Delivery of and participation in training and related travel costs for OSP Staff will be part of this project. This will include out-of-state travel in support of training related to the deployment and use of the instruments (equipment).

The intent of this project is to provide effective use of statewide evidentiary breath testing processes such that evidence can be safely and legally collected to support impaired driving prosecutions.

Locations will include:

See list in <u>Participating Sub-Recipient(s)/Agencies</u> section below. Oregon State Police Crime Lab – Clackamas County, and all 36 Oregon counties and any city or federally-recognized sovereign nation which hosts OSP evidentiary breath testing instrumentation.</td></tr>
<tr><td rowspan="11">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☒ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
<tr><td>☐ Fix amount subawards</td><td>☐ Organization costs</td></tr>
<tr><td>☒ Direct costs (paragraph (c))</td><td>☒ Participant support costs</td></tr>
<tr><td>☐ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☐ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
<tr><td>☐ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
<tr><td>☐ Exchange rates</td><td>☒ Travel costs</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2">Cost Sharing or Match: Match will be provided on this project by Oregon State Police.

Equipment: Equipment will be purchased including breath testing devices, software, support equipment, and support supplies. Pre-approval will be requested from NHTSA as required.

Direct Costs: Costs to deliver the project’s activities by Oregon State Police.

Participant Support Costs: This grant may pay for training costs related to the support of people being trained in the use of the instrument, as well as training costs associated with supporting OSP staff in the use and maintenance of the instruments.

Travel: Travel costs will be incurred to deliver elements of the project including training activities and instrument deployment/maintenance. Travel costs will also be incurred for the training (and related out of state travel) of OSP staff. Reimbursement will be on a per diem basis.</td></tr>
</table>

Participating Sub-Recipient(s)/Agencies

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

Intoxilyzer Site	
Albany Police Dept.	City PD
Ashland Police Dept.	City PD
Astoria Police Dept.	City PD
Baker County Jail	County SO
Bandon Police Dept.	City PD
Beaverton Police Dept.	City PD
Bend Police Dept.	City PD
Benton County Jail	County SO
Boardman Police Dept.	City PD
Brookings Police Dept.	City PD
Canby Police Dept.	City PD
Central Point Police Dept.	City PD
Clackamas County S.O.	County SO
Clackamas County Jail	County SO
Clatsop County S.O.	County SO
Columbia County Jail	County SO
Columbia County S.O. - Clatskanie	County SO
Coos Bay Police Dept.	City PD
Coos County Jail	County SO
Corvallis Police Dept.	City PD
Cottage Grove Police Dept.	City PD
Crook County Jail	County SO
Crook County Justice Center	501 (3) (c) non-profit
Curry County Jail	County SO
Deschutes County Jail	County SO
Deschutes County S.O. - LaPine	County SO
Douglas County Jail	County SO
Douglas County S.O. - Drain	County SO
Douglas County S.O. - Canyonville	County SO
Eagle Point Police Dept.	City PD
Eugene Police Dept.	City PD
Florence Police Dept.	City PD
Forest Grove Police Dept.	City PD
Gilliam County Jail	County SO
Gilliam County S.O. - Arlington	County SO
Gladstone Police Dept.	City PD
Grand Ronde Tribal Police Dept.	Sovereign Nation
Grant County Jail	County SO

Grants Pass Sobering Center	501 (3) (c) non-profit	
Gresham Police Dept.	City PD	
Harney County Jail	County SO	
Hermiston Police Dept.	City PD	
Hillsboro Police Dept.	City PD	
Hood River S.O.	River SO	
Independence Police Dept.	City PD	
Jackson County Jail	County SO	
Jackson County S.O.	County SO	
Jefferson County Jail	County SO	
Josephine County Jail	County SO	
Josephine County S.O. - Cave Junction	County SO	
Junction City Police Dept.	City PD	
Keizer Police Dept.	City PD	
Klamath County Jail	County SO	
Klamath Falls Police Dept.	City PD	
Lake County Jail	County SO	
Lake County S.O. - Christmas Valley	County SO	
Lake Oswego Police Dept.	City PD	
Lane County Jail	County SO	
Lane County S.O. - Veneta	County SO	
Lebanon Police Dept.	City PD	
Lincoln City Police Dept.	City PD	
Lincoln County Jail	County SO	
Linn County Jail	County SO	
Madras Police Dept.	City PD	
Malheur County Jail	County SO	
Manzanita Police Dept.	City PD	
Marion County S.O.	County SO	
Medford Police Dept.	City PD	
Milton-Freewater Police Dept.	City PD	
Milwaukie Police Dept.	City PD	
Molalla Police Dept.	City PD	
Monmouth Police Dept.	City PD	
Morrow County S.O.	County SO	
Multnomah County S.O.	County SO	
Multnomah County Juvenile	County SO	
Myrtle Creek Police Dept.	City PD	
Newburg-Dundee Police Dept.	City PD	
NORCOR (Wasco County)	Wasco SO	
North Bend Police Dept.	City PD	
Nyssa Police Dept.	City PD	
Oakridge Police Dept.	City PD	
Ontario Police Dept.	City PD	
Oregon City Police Dept.	City PD	

Oregon State Police	State LEA	
Albany OSP	State LEA	
Baker OSP	State LEA	
Bend OSP	State LEA	
Jordan Valley	State LEA	
LaGrande OSP	State LEA	
LaPine OSP	State LEA	
North Plains OSP	State LEA	
Portland OSP	State LEA	
Roseburg OSP	State LEA	
Salem OSP	State LEA	
The Dalles OSP	State LEA	
Pendleton Police Dept.	City PD	
Philomath Police Dept.	City PD	
Pilot Rock Police Dept.	City PD	
Polk County Jail	County SO	
Port Orford Police Dept.	City PD	
Port of Portland Police Dept.	Port LEA	
Portland Police Bureau	City PD	
PORTLAND PB - CENTRAL	City PD	
PORTLAND PB - EAST	City PD	
PORTLAND PB - NORTH	City PD	
PORTLAND PB - TRAFFIC	City PD	
Ranier Police Dept.	City PD	
Redmond Police Dept.	City PD	
Reedsport Police Dept.	City PD	
Rogue River Police Dept.	City PD	
Salem Police Dept.	City PD	
Sandy Police Dept.	City PD	
Scappoose Police Dept.	City PD	
Seaside Police Dept.	City PD	
Sherwood Police Dept.	City PD	
Silverton Police Dept.	City PD	
Springfield Municipal Jail	City PD	
Stayton Police Dept.	City PD	
Sunriver Police Dept.	City PD	
Sutherlin Police Dept.	City PD	
Sweet Home Police Dept.	City PD	
Tigard Police Dept.	City PD	
Tillamook County Jail	County SO	
Tualatin Police Dept.	City PD	
Umatilla Co. Jail	County SO	
Umatilla County S.O. - Athena	County SO	
Umatilla Police Dept.	City PD	
Umatilla Tribal Police Dept.	Sovereign Nation	

Union County Jail	County SO	
Vernonia Police Dept.	City PD	
Wallowa County Jail	County SO	
Warm Springs Tribal Police Dept.	Sovereign Nation	
Washington Co. Jail	County SO	
Washington Co. S.O. - East	County SO	
West Lynn Police Dept.	City PD	
Wheeler County Jail	County SO	
Wheeler County S.O. - Mitchell	County SO	
Winston Police Dept.	City PD	
Woodburn Police Dept.	City PD	
Yamhill County Jail	County SO	
Yamhill County S.O. - Sheridan	County SO	

Additional location requests are anticipated and amendment requests may be submitted.

Countermeasure Strategy

Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.

Alcohol Measurement Devices, Oregon's FFY2024 AGA page 125, #3

See also 3HSP Update 2024

Local Expenditure **Yes** ☒ **No** ☐

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

Value $ and % $603,500, Estimated 85% of total Expenditure will be Local Expenditure Eligible. To be determined upon receipt of local law enforcement agency's request to OSP to participate in a project, with Oregon State Police carrying out the project on their behalf when the project involves their agency.

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project will contribute to addressing the State highway safety performance target for C-5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS).

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Impaired Driving	AL-2026-14-06-00	Sustained DUII Enforcement – Benton County Sheriff
Anticipated Award Amount	**Funding Source***	
$85,270	402	

Planning and Administration Costs Yes ☐ No ☒
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
AL, DD, SC, OP, PT, PS, CR.

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Activities Planned** This project will fund deputy sheriff hours of traffic enforcement activities, to include high visibility enforcement (HVE) and education efforts that facilitate compliance with Oregon's speeding, aggressive driving, occupant protection, lane departure, impaired driving, and distracted driving laws. This project will target dates, times, and locations where increases in dangerous driving incidences have been observed, as evidenced by disparate numbers of crashes, citations, and traffic offense arrests. Additional DUII patrols will be focused on rural

	areas, and other locations where data indicates DUII activity is more likely to occur. The Sheriff's Office will provide public education and outreach to inform the community about the dangers of impaired driving and will participate in law enforcement trainings on impaired driving topics. Identified project funds will also go towards vehicle O&M, training, and other program supplies. **Location** Incorporated and Unincorporated communities of Benton County	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
Special Or Unusual Costs Explanation	Expenses for this project will include personnel costs (straight time and overtime wages and benefits) related to enforcement activities necessary for the project's success. Travel expenses will be reimbursed on a per-diem basis and will be limited to in-state travel necessary for the execution of the above-described enforcement activities.	

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Benton County Sheriff's Office – County Law Enforcement Agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 195 of the Approved Oregon 3HSP – High visibility enforcement Page 145 of the Approved Oregon 3HSP – High visibility enforcement Page 252 of the Approved Oregon 3HSP – High visibility enforcement

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % $85,270 | 100%

High Visibility Enforcement (HVE) **Yes** ☒ **No** ☐
Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).
The BCSO will have significant latitude in their deployment of impaired driving patrols. However, patrols are expected to be targeted toward days, times, and locations determined to be most likely to suffer increased incidences of impaired driving, as indicated by historical data and other information. The BCSO will participate in planned and mandatory HVE Enforcement periods during the Christmas/New Years and Labor Day holiday, and they will complete pre- and post-event media releases to notify their communities of the extra patrols.

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
• Number of traffic fatalities (FARS) (C-1) • Number of serious injuries in traffic crashes - State Crash Data Files (SHSP) (C-2)

- Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) (C-5)
- Impaired Driving (Riding - .08 BAC or using drugs) Limited to motorcycles
- Through targeted traffic enforcement patrols, this project will attempt to maintain or reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions (C-4).
- Through targeted traffic enforcement patrols, this project will attempt to maintain or reduce the number of speeding-related fatalities (C-6).
- Through targeted traffic enforcement patrols, this project will attempt to maintain or reduce the number of motorcyclist fatalities (C-7).
- Through targeted traffic enforcement patrols, this project will attempt to maintain or reduce the number of unhelmeted motorcyclist fatalities (C-8).
- Through targeted traffic enforcement patrols, this project will attempt to maintain or reduce the number of drivers age 20 or younger involved in fatal crashes (C-9).

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

Program	Federal Project Number	Project Title
Impaired Driving	AL-2026-14-07-00	Impaired Driving Prevention Effort: Our Stories Can Save Lives
Anticipated Award Amount	**Funding Source***	
$25,740	402	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
AL, p201 Approved Oregon 3HSP

Planned Activity Description (Project Funding Narrative)

Instructions: Provide a description that includes activities planned and project location

If applicable: specify affected communities and select relevant special costs **(with explanation)**

Narrative	**Planned Activities** This project will fund hours of activity to coordinate and hold a monthly DUII Victim Impact Panel. Victim impact panel attendance is a requirement for all DUII offenders in Oregon whose case results in a

<table>
<tr><td></td><td colspan="2">conviction or a Diversion agreement, and a strong panel experience can have significant effects on DUII recidivism rates among attendees. Staff time will be used to identify potential speakers whose lives have been affected by impaired driving, and to facilitate their participation in panel presentations. Additionally, a contractor will be hired to design and update the VIP website, a new computer and printer purchased to assist with the program.

<u>Location</u>

Lane County</td></tr>
<tr><td rowspan="14">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☒ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
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<tr><td>☐ Exchange rates</td><td>☒ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☐ Paid Media</td></tr>
<tr><td></td><td></td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2"><u>Cost Sharing or Matching and Compensation Fringe Benefits</u>: Hours of activity and personnel benefits. Match hours will be in the form of other personnel hours worked.

<u>Program Income</u>: Program income will be applied per 23 CFR, w/100% investment back into the project.

<u>Direct Costs</u>: Consultant/Contractual Services for Website development and updating.

<u>Participant Support Costs</u>: Costs for personnel to attend one industry-related conference (mileage and lodging).

<u>Travel Costs</u>: Costs for personnel to attend one industry-related conference (mileage and lodging).</td></tr>
</table>

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Lane DUII Victim Impact Panel – Non-Profit Organization

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
2024 Oregon 3HSP, p200 Outreach & Education

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project targets those who’ve been convicted of a DUII offense or have a diversion agreement. The aim is to reduce recidivism related to impaired driving offenses thereby reducing fatal and serious injury crashes as a result of impaired driving (C-5) by supporting the efforts of Lane County’s DUII Victim Impact Panel program.

Required Data/Information for 405 / 1906 Grant Funding Requests

Program	Federal Project Number	Project Title
Impaired Driving	B5BAC-2026-12-16-00	DUII Toxicology Testimony
Anticipated Award Amount	**Funding Source***	
$60,000	405(d)	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
B5BAC

Planned Activity Description (Project Funding Narrative)

Instructions: Provide a description that includes activities planned and project location

If applicable: specify affected communities and select relevant special costs **(with explanation)**

Narrative	**Planned Activities** This project will fund contractual services for forensic toxicology testimony to support the prosecution of impaired driving cases in Oregon. Specifically, it will allow prosecutors to secure the services of forensic scientists and other qualified staff from NMS Labs to provide remote and in-person case preparation and courtroom testimony related

<table>
<tr><td></td><td colspan="2">to toxicological analysis performed on blood and/or urine samples collected in DUII (Driving Under the Influence of Intoxicants) investigations.

Forensic toxicology testimony is often a critical component of DUII prosecutions, particularly in cases involving drugs or multiple substances. The testimony provides the court with expert interpretation of laboratory findings and is necessary to establish the presence and potential impairing effects of intoxicants in a defendant’s system at the time of the offense.

This testimony must also address technical and procedural issues, including chain of custody, instrumentation, and laboratory protocols, to ensure the evidence meets the requirements for admissibility. Prosecutors often rely on this testimony to rebut defense claims and to support the presentation of scientifically valid evidence to the judge or jury.

Without this expert testimony, prosecutors may face significant barriers to securing convictions in cases that pose substantial risk to public safety.

By addressing these evidentiary challenges, the project supports Oregon’s broader impaired driving reduction strategies and strengthens the legal process necessary to hold offenders accountable and prevent recidivism.

<u>Locations / Affected Communities</u>

Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County</td></tr>
<tr><td rowspan="5">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
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	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Direct expenses for this project will include contractual services provided by NMS Labs to support Oregon prosecutors in the prosecution of impaired driving cases. These services will encompass both remote and in-person expert case preparation and testimony by qualified forensic toxicologists related to chemical analyses performed on blood and/or urine samples. Services covered under this project may include: • Preparation of expert reports and case file review • Participation in pretrial conferences or depositions • Virtual testimony for administrative or judicial proceedings • In-person courtroom testimony when required by subpoena • Travel and lodging for expert witnesses traveling from out of state to appear in Oregon courts These costs are considered necessary and allowable under federal grant guidance, as the testimony is essential to the effective prosecution of impaired driving offenses and supports broader deterrence and accountability goals. Match for this project will be derived from soft match contributions, consisting of state-funded forensic toxicology services provided by staff at the Oregon State Police Forensic Services Division for impaired driving cases processed in-state.	

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Oregon State Police – State Law Enforcement Agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Deterrence: Prosecution and adjudication – CTW 4 stars citation, Oregon Approved 3HSP page 199

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project directly supports Oregon's efforts to meet its federally reported highway safety performance targets, particularly: • C-5: *Number of fatalities involving a driver or motorcycle operator with a BAC of .08 or above* It also contributes indirectly to: • C-1: *Total fatalities* • C-2: *Serious injuries in traffic crashes* The provision of expert forensic toxicology testimony is critical to the successful prosecution of impaired driving cases, especially those involving substances other than alcohol.

By strengthening the evidentiary basis of DUII prosecutions, this project enhances conviction rates, supports appropriate sentencing, and improves offender accountability. Research indicates that successful prosecution and adjudication of impaired driving offenses reduces the likelihood of recidivism, thereby helping to prevent future impaired driving incidents that could lead to serious or fatal crashes.

This project ensures that prosecutors can present reliable, expert testimony in DUII cases that hinge on complex toxicological evidence. In doing so, it strengthens the legal system's capacity to hold impaired drivers accountable and contributes directly to Oregon's impaired driving reduction goals.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See attached Impaired Driving Strategic Plan, Appendix B, 405(d) section, FY2026 AGA.

Program	Federal Project Number	Project Title
Impaired Driving	B5CS-2026-12-14-03	MADD Court Monitoring Program
Anticipated Award Amount	**Funding Source***	
$93,174	405(d)	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
B5CS

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**		
Narrative	**Planned Activities** Court Monitoring Specialists will collect court case records, maintain the DUII case outcome database, and personally monitor court cases in person for a minimum of 8 hours per week. The Court Monitoring team will engage with prosecutors, judges, and law enforcement throughout the year, and via the state's court case database, OJCIN. Staff will track individual cases, collect data about each case, and create reports regarding case disposition. They will seek to identify trends and inconsistencies and present these findings to stakeholders. Court monitors track results and identify inconsistencies on how drunk driving cases are handled and resolved. MADD shares this information with law enforcement, judges, prosecutors, public defenders, and the media to ensure appropriate actions. Court Monitoring enhances transparency and accountability within the justice system to reduce the likelihood of repeat DUII offenses. It provides MADD an opportunity to stay connected to local government and to assess response by law enforcement, prosecutors, and the courts to this epidemic problem. The program is a highly effective method of creating ongoing productive discussions between citizens and the judiciary, making courts more accountable to the communities they serve and allowing us to be more proactive in building partnerships, which enhances the response to affect the issue of substance impaired driving. **Location** Deschutes County and Multnomah County **Affected Communities** Deschutes County and Multnomah County	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☐ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs

	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	**Compensation** Employee salary and benefits for the hours spent performing the activities of the project. **Travel Costs** Travel costs related to the project, to and from court hearing cases, as well as for educational and professional development events will be reimbursed for the duration of this project. Lodging and per diem will also be eligible for reimbursement for participation in eligible activities. **Matching** Match contributions will come from MADD-funded employee salaries, employee benefits, travel, and office expenses related to the project, as well as a monthly online OJCIN subscription.	

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Mothers Against Drunk Driving – Nonprofit Organization

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 201 of the Approved Oregon 3HSP – 405(d) – Court Monitoring

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
Court monitoring programs have proven effective in promoting accountability and consistency in the adjudication of impaired driving cases. Monitoring can help identify systemic issues, inconsistencies in sentencing practices, and areas for improvement in court processes. Data collected through court monitoring initiatives provide valuable insights for policy development, training enhancements, and addressing any disparities or inefficiencies in the adjudication of impaired driving cases. To address Oregon's impaired driving problem comprehensively, it is imperative to implement judicial training programs, maintain a state judicial outreach liaison position, and implement court monitoring initiatives. These measures enhance judicial understanding of impaired driving laws, promote consistency in decision-making, and improve the overall effectiveness of the judicial system in addressing impaired driving offenses. This project is one cornerstone to reducing recidivism for fatal and serious injury crashes involving impairing substances through proper adjudication.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See attached Impaired Driving Strategic Plan in the 405(d) section of the FY2026 AGA

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Impaired Driving	B5CS-2026-12-14-04	Protecting Lives, Saving Futures
Anticipated Award Amount	**Funding Source***	
$115,000	405(d)	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
B5CS

Planned Activity Description (Project Funding Narrative)

Instructions: Provide a description that includes activities planned and project location

If applicable: specify affected communities and select relevant special costs **(with explanation)**

Narrative

Planned Activities

Through a partnership with the Oregon District Attorney's Association, this project funds "Protecting Lives, Saving Futures" training 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 is specifically intended to improve prosecution outcomes in drug-impaired driving cases, such that offenders are more likely to be held fully accountable and mandated to complete post adjudication programs aimed at reducing recidivism.

Affected Communities/Location

Law enforcement and prosecutors from all around Oregon, including from Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Yamhill County, and Wheeler County.

Special Or Unusual Costs
Check all that apply (items linked to CFR)

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

	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Costs will include travel, lodging; will also include venue, lodging, meals, and other associated materials and expenses related to the trainings.	

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Oregon Department of Justice – Criminal Division

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Pages 197-198 of the Approved Oregon 3HSP, Training: Law Enforcement Officer and Prosecutor Training for Handling Impaired Driving Cases.

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

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

This project supports Oregon's efforts to reduce traffic fatalities and serious injuries by enhancing the investigative and prosecutorial effectiveness of drug-impaired driving cases. It contributes directly to progress on the following federally required performance measures:

- C-1: *Total number of fatalities*
- C-2: *Total number of serious injuries in traffic crashes*
- C-5: *Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or above* (noting that drug impairment—including poly-substance use—is frequently present in these fatal crashes)

The *Protecting Lives, Saving Futures* training program is delivered in partnership with the Oregon District Attorneys Association and brings together prosecutors and law enforcement personnel to strengthen impaired driving case outcomes. The course content addresses the evolving complexities of drug-impaired driving enforcement, including emerging substances, toxicology evidence, and courtroom strategies. The training is designed to improve coordination between law enforcement and prosecutors, enhance understanding of statutory and case law, and improve the ability of both professions to present effective, fact-based cases in court.

As identified in Oregon's FY2024–FY2026 Triennial Highway Safety Plan (3HSP), improving the detection, prosecution, and adjudication of impaired driving offenses is a key component of the state's impaired driving countermeasure framework (see pages 183–187). Ensuring that drug-impaired drivers are held accountable and directed to post-adjudication intervention programs is essential to reducing recidivism and preventing future crashes.

By improving the quality and consistency of impaired driving case development—from the roadside to the courtroom—this project supports Oregon's Vision Zero goal and contributes to statewide efforts to reduce the prevalence and consequences of impaired driving on Oregon roadways.

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

Program	Federal Project Number	Project Title
Impaired Driving	B5CS-2026-12-14-05	Traffic Safety Resource Prosecutors
Anticipated Award Amount	**Funding Source***	
$750,000	405(d)	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
B5CS

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Planned Activities** This project will support the Oregon Department of Justice in providing two full-time Traffic Safety Resource Prosecutors (TSRPs) who serve as statewide subject matter experts on the prosecution of impaired driving and other traffic-related offenses. Key functions of the TSRP program will include: • Providing legal guidance and case support to local prosecutors on complex, novel, or high-impact DUII cases • Delivering training and technical assistance to prosecutors, law enforcement officers, and traffic safety professionals across Oregon • Tracking and disseminating updates on impaired driving statutes, court decisions, defense strategies, and prosecutorial best practices • Developing and presenting curriculum on DUII case law, report writing, courtroom testimony, toxicology, and trial strategy These activities will strengthen the legal handling of impaired driving cases statewide, promote consistency in prosecutions, and increase the capacity of Oregon's justice system to hold impaired drivers accountable. Education and technical assistance will be delivered both in-person and remotely to ensure access across urban and rural jurisdictions. **Problem Identification** This project addresses the impaired driving enforcement and prosecution challenges identified on pages 41–42, 182, and 186 of the Oregon FY2024–FY2026 Triennial Highway Safety Plan. The 3HSP notes that impaired driving remains one of the leading causes of fatal and serious injury crashes in the state, and that effective enforcement must be matched with strong prosecutorial support and courtroom success. Local prosecutors often face evolving DUII case law, emerging drug impairment issues, and increasingly complex toxicology evidence, particularly in cases involving poly-substance use. Without specialized training and expert guidance, these cases may be difficult to prosecute consistently or successfully. The TSRP program helps address this gap by ensuring legal practitioners have access to accurate, current, and effective tools to manage impaired driving cases, ultimately supporting Oregon's broader goal of reducing impaired driving-related fatalities and injuries.

	Locations / Affected Communities Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☒ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Direct expenses for this project will include personnel hours worked by two Traffic Safety Resource Prosecutor (TSRP) positions at the Oregon Department of Justice, including salary and benefits, Oregon State Bar Association dues, project-related materials, printing expenses, and office space required for program operations. Travel expenses will be reimbursed on a per diem basis, in accordance with state travel policy, and will include both in-state and out-of-state travel necessary to support project-related activities, including training and technical assistance for law enforcement and prosecutorial partners. Indirect costs will be reimbursed at a rate approved by the DOJ's federal cognizant agency.	

	Match for this project will be provided through soft match contributions, including: • State and local wages paid to recipients of training provided by the TSRPs • The grantee's contributions toward allowable indirect costs These investments ensure that the TSRP program remains accessible, effective, and responsive to the evolving needs of Oregon's impaired driving enforcement and prosecution community. Membership dues for Oregon State Bar Association.

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Oregon Department of Justice – Government Agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Deterrence: Prosecution and adjudication – CTW 4 stars citation, Oregon Approved 3HSP page 199.

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project supports Oregon's traffic safety performance targets by strengthening the enforcement and prosecution of impaired driving cases statewide. Specifically, it contributes to progress on Performance Measure C-5: *"Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above."* Through the work of two full-time Traffic Safety Resource Prosecutors (TSRPs), this project provides expert legal guidance, training, and case support to prosecutors and law enforcement officers handling impaired driving cases. The TSRPs help ensure consistent application of DUII statutes, improve courtroom outcomes, and support adherence to evolving legal standards. By equipping practitioners with industry best practices in case development and prosecution, the project aims to improve conviction rates, reduce impaired driving recidivism, and strengthen the deterrent effect of DUII enforcement. This strategy aligns with Oregon's Triennial Highway Safety Plan, which identifies prosecution support and legal training as essential components of a successful impaired driving countermeasure program (see page 199 of the 3HSP). The plan emphasizes the need for statewide legal expertise and coordination to enhance the impact of enforcement and reduce impaired driving-related harm. According to Oregon's FY2024 Annual Report, the state met its C-5 target for 2023, reducing alcohol-impaired fatalities to 198, well below the target of 215 and a marked improvement from 236 in 2022. This positive trend reflects a broader commitment to strengthening all stages of DUII enforcement—from roadside detection to courtroom adjudication. Continued support for the TSRP program is vital to sustaining this progress and ensuring that impaired driving cases are handled with consistency, professionalism, and accountability across all jurisdictions. This project also supports broader safety targets related to: • C-1: Number of overall fatalities, and • C-2: Number of serious injuries, by targeting one of the most consistently deadly behaviors on Oregon roads: impaired driving.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See attached Impaired Driving Strategic Plan in the 405(d) section of the FY25 AGA, Appendix B.

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Impaired Driving	B5PEM-2026-12-01-00	Impaired Driving Media – NHTSA Communications
Anticipated Award Amount	**Funding Source***	
$225,000	405(d)	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
Eligible Use: B5PEM

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Planned Activities** This project will support the implementation of a comprehensive impaired driving public information and education campaign, utilizing NHTSA-developed creative assets and messaging. Campaign efforts will focus on amplifying the national impaired driving prevention

	message across Oregon, reinforcing enforcement visibility and promoting safe, legal alternatives to impaired driving. Media content will be deployed statewide through paid public service announcements (PSAs) using a variety of platforms, including: • Television (broadcast and streaming) • Radio (traditional and digital) • Social media platforms (e.g., Facebook, Instagram, YouTube) • Online and mobile advertising • Other relevant modalities (e.g., outdoor, event-based, or venue-specific placements) Messaging will be disseminated in both English and Spanish, ensuring cultural and linguistic accessibility to Oregon's diverse population. Media placements will be data-driven, strategically timed to support high-visibility enforcement campaigns such as *Drive Sober or Get Pulled Over*, and will focus on high-risk geographic and demographic areas. The campaign's goal is to increase public awareness of the legal, physical, and social consequences of impaired driving and to encourage behavior changes that reduce impaired driving crashes, injuries, and fatalities. **Problem Identification** This project addresses the impaired driving problem as detailed on pages 174–180 of the Oregon FY2024–FY2026 Triennial Highway Safety Plan. The 3HSP identifies impaired driving as a consistent factor in a significant share of fatal and serious injury crashes across the state. The complexity of impairment—ranging from alcohol and cannabis to prescription medications and poly-substance use—requires ongoing, high-visibility communication strategies that can engage the public across various platforms. The 3HSP highlights the critical role of public education in Oregon's impaired driving reduction strategy, emphasizing that behavior change is most effective when educational messaging complements enforcement and policy. This project directly supports those goals by delivering targeted, research-based messaging to populations most at risk for impaired driving behaviors. **Locations / Affected Communities** Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County,

	Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☐ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☐ Travel costs
	☐ Fines, penalties, damages and other settlements	☒ Paid Media
Special Or Unusual Costs Explanation	Direct expenses for this project will include the purchase, placement, and distribution of NHTSA-branded impaired driving prevention media as part of a statewide public communications campaign. Messaging will rely on creative assets provided or approved by NHTSA and will be adapted as necessary for Oregon audiences. Allowable costs under this project may include: • Media planning and placement services (e.g., broadcast, digital, streaming, and social media buys) • Adaptation and localization of NHTSA campaign materials, including translation into Spanish and formatting for multiple platforms • Distribution of PSAs across high-impact modalities, such as television, radio, digital video, and venue-based messaging	

	• Public opinion research or media performance tracking, as needed to evaluate message effectiveness All media purchases will comply with NHTSA's requirements for paid media campaigns and will be coordinated with federal enforcement mobilization periods and other relevant national safety initiatives. **Paid Media:** ODOT – TSO will place and push out NHTSA developed and required media.

***** If you selected any of the above boxes, provide a detailed explanation*****

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

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 196 of the Approved Oregon 3HSP – 405(d) – Mass Media Campaigns

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

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

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project directly contributes to Oregon's progress toward meeting its highway safety performance targets by supporting public education efforts designed to deter impaired driving. Specifically, it advances Performance Measure C-5: *"Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above."* By implementing high-visibility media campaigns using NHTSA-developed impaired driving messaging, this project increases public awareness of the dangers and consequences of driving under the influence of alcohol, cannabis, medications, or other impairing substances. The campaign also promotes safe alternatives such as designated drivers, public transportation, and rideshare services. Messaging will be delivered across a variety of platforms and in both English and Spanish to reach broad and high-risk audiences statewide. The campaign supports strategic communication goals outlined in the Oregon FY2024–FY2026 Triennial Highway Safety Plan, specifically on pages 174–180, which emphasize the importance of public education as part of a comprehensive impaired driving prevention approach. The 3HSP highlights the need to pair enforcement with sustained, consistent messaging to reinforce deterrence and support long-term behavior change. According to the FY2024 Annual Report, Oregon exceeded its C-5 performance target in 2023, reducing alcohol-impaired driving fatalities to 198, down from 236 in 2022, and well below the target of 215. This reduction reflects the success of integrated enforcement and communication strategies, including prior media campaigns coordinated with NHTSA enforcement periods. By reinforcing key impaired driving messages and increasing visibility of DUII enforcement efforts, this project supports Oregon's broader goal of reducing fatalities and serious injuries, including progress on: • C-1: Number of overall fatalities, and • C-2: Number of serious injuries
Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See attached Impaired Driving Strategic Plan in the 405(d) section of the FY26 AGA, Appendix B.

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Impaired Driving	B5PEM-2026-12-02-00	Impaired Driving Media – TSO Communications
Anticipated Award Amount	**Funding Source***	
$300,000	405(d)	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
B5PEM

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Planned Activities** This project will fund the development and implementation of a comprehensive impaired driving public information and education campaign coordinated by the ODOT Transportation Safety Office (TSO). Campaign activities will focus on delivering targeted, evidence-informed

	messaging to raise awareness of the risks and consequences of impaired driving and to promote safe, alternative transportation choices.
	
	Key activities will include:
	
	• Production and distribution of DUII-related Public Service Announcements (PSAs) using diverse media platforms, such as:
	  ○ Television and radio
	  ○ Digital and social media
	  ○ Print publications
	  ○ Outdoor placements (e.g., billboards, transit ads)
	  ○ High-impact placements (e.g., restrooms/water closets, events)
	• Development of campaign materials and supplies tailored to high-risk populations and geographic areas
	• Implementation of public opinion surveys and focus groups to evaluate campaign reach, effectiveness, and message resonance
	
	Messaging will emphasize the dangers and real-world consequences of impaired driving while promoting positive behaviors such as using designated drivers, rideshare services, and public transportation. The campaign will be designed to engage both the general population and key target audiences identified through crash data and behavioral research.
	
	The overarching goal of the project is to influence attitudes, shift social norms, and encourage safer decision-making about driving after consuming alcohol or drugs. Through consistent, data-driven media outreach, the campaign seeks to reduce the incidence of impaired driving crashes, injuries, and fatalities across Oregon.
	
	<u>Locations / Affected Communities</u>
	
	Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County

Special Or Unusual Costs Check all that apply (items linked to CFR)	☐ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☐ Travel costs
	☐ Fines, penalties, damages and other settlements	☒ Paid Media
Special Or Unusual Costs Explanation	Direct expenses for this project will include the development, production, and distribution of impaired driving prevention media as part of a statewide public communications campaign. Costs may include: • Creative services for campaign development (e.g., scripting, graphic design, video/audio production) • Paid media placements across multiple platforms (e.g., television, radio, digital, print, outdoor/transit) • Purchase of campaign materials and promotional items to support message dissemination • Research expenses such as public opinion surveys or focus groups to guide message targeting and assess impact Media placements and materials will be strategically timed to support high-visibility enforcement periods and will align with both state and national impaired driving prevention efforts. No individual media-related expense will exceed applicable federal cost thresholds without prior approval. Paid media will be strategically timed to support high-visibility enforcement periods, such as national Drive Sober or Get Pulled Over mobilizations, holidays, and local DUII enforcement campaigns.	

	Messaging will emphasize both deterrence (e.g., legal consequences, crash risk) and positive behavior promotion (e.g., choosing a sober ride, using rideshare services, peer accountability).

***** If you selected any of the above boxes, provide a detailed explanation*****

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

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 196 of the Approved Oregon 3HSP – 405(d) – Mass Media Campaigns

Local Expenditure **Yes** ☐ **No** ☒

Click or tap here to enter text.

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Click or tap here to enter text.

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project contributes directly to Oregon’s efforts to meet its highway safety performance targets by reducing impaired driving-related crashes, fatalities, and serious injuries. Specifically, it supports Performance Measure C-5: “Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.”

By reinforcing impaired driving laws and promoting positive decision-making, this project plays a vital role in Oregon's overall strategy to reduce fatalities and serious injuries, including related progress on broader measures such as:

- C-1: Number of overall fatalities
- C-2: Number of serious injuries

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See attached Impaired Driving Strategic Plan, Appendix B, 405(d) section of the FY25 AGA

Program	Federal Project Number	Project Title
Impaired Driving	B5PEM-2026-12-03-00	DRE Training
Anticipated Award Amount	**Funding Source***	
$205,000	405(d)	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
B5PEM

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	Planned Activities This project will fund wages and benefits to support training activities administered through the Oregon Drug Evaluation and Classification Program (DECP). Planned trainings include, but are not limited to, the following:

<table>
<tr><td></td><td colspan="2">

- Drug Recognition Expert (DRE) School and Certification
- Advanced Roadside Impaired Driving Enforcement (ARIDE)
- Drug Impairment Training for Education Professionals (DITEP)
- Employer Drug Impairment Training (EDIT)
- Commercial Motor Vehicle Inspector Impairment Detection Training

The project will also support:

- Ongoing training and updates related to a newly-deployed tablet-based reporting system for conducting Drug Influence Evaluations
- Travel to drug-impaired driving trainings held in-state and out-of-state, in coordination with ODOT Transportation Safety Office (ODOT-TSO)

These activities are designed to expand the state's capacity to detect and address drug-impaired driving through enhanced training and operational efficiency.

This project addresses the impaired driving problem identified on page 182 of the Oregon FY2024–FY2026 Triennial Highway Safety Plan.

Locations / Affected Communities

Salem, Sunriver, Medford, Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County

</td></tr>
<tr><td rowspan="4">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☐ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
</table>

	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Direct expenses for this project will include wages and benefits for certified Drug Recognition Experts (DREs) to conduct or participate in drug-impaired driving trainings, as well as for DRE candidates to attend required certification courses. Allowable purchases will be limited to supplies essential for conducting Drug Influence Evaluations, such as blood pressure cuffs, thermometers, and equipment bags. No individual supply will exceed a unit cost of $10,000. Travel expenses necessary to support project-related activities and training participation—both in-state and out-of-state—will be reimbursed on a per diem basis in accordance with state travel policies. Travel determinations will be made jointly by the Oregon DECP and the ODOT Transportation Safety Office (ODOT-TSO).	

***** If you selected any of the above boxes, provide a detailed explanation*****

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

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Pages 197-198. Although training for law enforcement and prosecutors is not listed in CTW as a proven countermeasure, NHTSA Highway Safety Program Guideline No. 8 states "participating officers should receive training in the latest law enforcement techniques, including Standardized Field Sobriety Testing, and selected officers should receive training in… Drug Evaluation and Classification (DEC)."

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project directly supports Oregon's effort to meet its safety performance targets related to impaired driving, as outlined in both the FY2024–2026 Triennial Highway Safety Plan (3HSP) and the FY2024 Annual Report to NHTSA. Specifically, it contributes to performance measure C-5: *"Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above."*

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See Impaired Driving Strategic Plan, Appendix B, 405(d) section of the FY26 AGA

Program	Federal Project Number	Project Title
Impaired Driving	B5PEM-2026-12-04-00	Law Enforcement Impaired Driving Training
Anticipated Award Amount	**Funding Source***	
$625,000	405(d)	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
B5PEM

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Planned Activities** This project will support impaired driving training conducted by the Oregon Department of Public Safety Standards and Training (DPSST). Training will be delivered through two primary channels:

<table>
<tr><td></td><td colspan="2">1. Initial instruction for new officers attending the Basic Police Academy, and
2. Ongoing and refresher courses offered at regional training events statewide.

Training content will include, but is not limited to:
• Standardized Field Sobriety Testing (SFST)
• Intoxilyzer 8000
• Drugs That Impair Driving
• Alcohol Workshop
• DUII Scenarios and Report Writing
• Advanced Roadside Impaired Driving Enforcement (ARIDE)

In addition to in-person instruction, the project will support the creation and dissemination of a quarterly bulletin highlighting current impaired driving trends, emerging substances, and effective enforcement strategies. The project will also fund administrative support hours to track training participation and assist in the production of the publication. Material costs for instructional resources and bulletin development are also included.

By equipping both new and veteran law enforcement officers with consistent, evidence-based training, this project aims to standardize impaired driving investigations across jurisdictions—leading to more effective enforcement, better reporting, and stronger testimony. Ultimately, this will support the reduction of impaired driving-related crashes, fatalities, and serious injuries statewide.

<u>Locations / Affected Communities</u>

DPSST Basic Police Academy – Salem, Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County</td></tr>
<tr><td rowspan="2">Special Or Unusual Costs
Check all that apply</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income</td><td>☐ Goods or services for personal use</td></tr>
</table>

(items linked to CFR)	(deduction, addition or cost sharing/matching)	
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Direct expenses for this project will include personnel costs for DPSST instructors delivering impaired driving-related training at the Basic Police Academy and at regional refresher trainings throughout the state. These costs will cover instructional time, curriculum development, and related support functions. Travel expenses will be reimbursed on a per diem basis in accordance with state travel policy and will include both in-state and out-of-state travel required to support project-related instruction and training coordination. Indirect costs will be applied at the federally-allowed de minimis rate of 15%. Match contributions will be provided in the form of soft match through state- and local-funded wages paid to trainers who provide impaired driving enforcement instruction at the Basic Police Academy and/or DPSST-sponsored trainings.	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Department of Public Safety Standards & Training – State Agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
3HSP pages 182, and 197-198 -- Although training for law enforcement and prosecutors is not listed in CTW as a proven countermeasure, NHTSA Highway Safety Program Guideline No. 8 states “participating officers should receive training in the latest law enforcement techniques, including Standardized Field Sobriety Testing, and selected officers should receive training in… Drug Evaluation and Classification (DEC).”

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project contributes directly to Oregon’s safety performance targets by improving the capacity and consistency of impaired driving enforcement across the state. Specifically, it supports progress on Performance Measure C-5: “Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.” The project ensures that all new law enforcement officers attending Oregon’s Basic Police Academy receive comprehensive, up-to-date training in impaired driving enforcement—including SFST, Intoxilyzer 8000, DUII report writing, and drug-impaired driving detection. These foundational skills prepare officers to identify, investigate, and remove impaired drivers early in their careers. In addition, the project supports ongoing and regional refresher training, allowing officers statewide to stay current on impaired driving laws, case law developments, enforcement techniques, and emerging drug trends. This continued education ensures a uniform standard of practice and strengthens the effectiveness of DUII investigations and prosecution statewide. This training initiative directly supports the countermeasure strategy outlined on page 182 of the Oregon FY2024–FY2026 Triennial Highway Safety Plan, which emphasizes the need to

“Expand DRE and ARIDE training opportunities” and maintain high levels of competency among law enforcement personnel in detecting impairment.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See Impaired Driving Strategic Plan in Appendix B, 405(d) section of the FY26 AGA.

Program	Federal Project Number	Project Title
Impaired Driving	B5PEM-2026-12-05-00	Impaired Driving Training – Oregon State Police
Anticipated Award Amount	**Funding Source***	
$74,000	405(d)	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
B5PEM

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Planned Activities** This project will fund wages and benefits for Oregon State Police (OSP) Troopers to participate in and deliver impaired driving-related training and education throughout the state. Troopers will attend training as both

<table>
<tr><td></td><td colspan="2">students and instructors, supporting OSP’s role in advancing statewide impaired driving enforcement and education.

Activities will include:

• Training Troopers as Standardized Field Sobriety Testing (SFST) Instructors

• Delivering impaired driving curricula at OSP offices and other locations statewide, including but not limited to:

o SFST Refresher Courses

o Intoxilyzer 8000 Operator Training

o Advanced Roadside Impaired Driving Enforcement (ARIDE)

In addition to law enforcement training, OSP Troopers will lead community education and outreach events across Oregon, promoting public awareness of impaired driving laws and enforcement priorities.

<u>Problem Identification</u>

This project addresses impaired driving problems identified in the Oregon FY2024–FY2026 Triennial Highway Safety Plan on page 182, specifically the need for ongoing training and skill development among law enforcement officers to respond effectively to drug- and alcohol-impaired driving.

<u>Locations / Affected Communities</u>

Oregon Public Safety Academy – Salem, Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County</td></tr>
<tr><td rowspan="5">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
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	☒ Direct costs (paragraph (c))	☐ Participant support costs
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	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Direct expenses for this project will include wages and benefits for Oregon State Police (OSP) Troopers who deliver or participate in impaired driving trainings and who conduct public education and outreach events related to impaired driving prevention. Travel costs associated with these activities—including both in-state and out-of-state travel—will be reimbursed on a per diem basis in accordance with state travel policies. Travel will be limited to activities deemed necessary for the execution of project-related trainings and outreach, as coordinated with the ODOT Transportation Safety Office. Match for this project will be provided through soft match contributions in the form of state-funded wages and benefits for OSP personnel responsible for the administration and oversight of the grant-funded activities.	

***** If you selected any of the above boxes, provide a detailed explanation*****

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

Countermeasure Strategy

Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
3HSP Pg 197/198 - Training: Law Enforcement Officer and Prosecutor Training for Handling Impaired Driving Cases

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA

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

This project directly supports Oregon's effort to achieve its core safety performance targets, particularly those related to impaired driving. It contributes to progress on Performance Measure C-5: *"Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above."*

By funding impaired driving-related training and outreach activities conducted by Oregon State Police (OSP) Troopers, this project enhances the ability of frontline law enforcement to detect, deter, and remove impaired drivers from Oregon roadways. Troopers will participate in and deliver evidence-based training such as SFST instruction, ARIDE, and Intoxilyzer 8000 operation, all of which align with the 3HSP's countermeasure strategy to "Expand DRE and ARIDE training opportunities" (page 182). Additionally, the project's public-facing education efforts reinforce deterrence and raise community awareness about impaired driving enforcement.

As noted in the FY2024 Annual Report, Oregon exceeded its target for C-5 in 2023, reporting 198 fatalities involving alcohol-impaired drivers—well below the target of 215 and the prior year total of 236. This improvement is attributed in part to strengthened enforcement capacity and training initiatives led by OSP and other agencies. Continued investment in high-quality impaired driving training is essential to maintaining and advancing this positive trend.

This project also contributes to broader performance goals, including:

- C-1: Number of overall fatalities, and
- C-2: Number of serious injuries,

by addressing one of the most persistent contributing factors in fatal and serious injury crashes—driver impairment due to alcohol or drugs.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See Impaired Driving Strategic Plan in the 405(d) section of the FY25 AGA, Appendix B.

Program	Federal Project Number	Project Title
Impaired Driving	B5PEM-2026-12-06-00	DUII Multidisciplinary Training Conference
Anticipated Award Amount	**Funding Source***	
$250,000	405(d)	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
B5PEM; B5CS

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Planned Activities** This project will fund a two-day multidisciplinary training conference focused on the prevention, detection, prosecution, and adjudication of impaired driving offenses in Oregon. The conference will bring together professionals from across the impaired driving prevention spectrum,

	including law enforcement officers, prosecutors, judges, educators, prevention specialists, treatment providers, victim advocates, and traffic safety professionals. The training will feature a mix of plenary sessions and discipline-specific breakout sessions that provide up-to-date information on: • Emerging drug and alcohol use trends • Impaired driving enforcement techniques • Legal and prosecutorial strategies • Treatment and recovery approaches • Community prevention and advocacy best practices The conference is designed to break down professional silos, promote cross-disciplinary understanding, and strengthen Oregon's collaborative response to impaired driving. In addition, a dedicated one-day Drug Recognition Expert (DRE) Conference will be held to deliver specialized training focused on drug-impaired driving detection, case law updates, toxicology, and interagency coordination. Eligible project expenses will include venue rental, speaker fees, audiovisual and display materials, conference meals, registration fees, digital engagement tools (e.g., website or app), and printing and postage costs. The project will also cover hotel and conference registration expenses for eligible attendees whose participation supports the broader objectives of the event. **Problem Identification** This project addresses the impaired driving issues outlined on pages 174–180 of the Oregon FY2024–FY2026 Triennial Highway Safety Plan. The 3HSP identifies impaired driving – particularly drug- and poly-substance impairment – as a persistent and evolving challenge in reducing serious injury and fatal crashes across the state. It also recognizes the importance of building capacity and coordination among stakeholders from multiple sectors who play critical roles in impaired driving prevention, enforcement, adjudication, and treatment. Oregon's impaired driving prevention efforts can be hindered when professionals work in isolation or lack up-to-date information about emerging substances, legal frameworks, or effective countermeasures. This conference addresses those gaps by providing a platform for

<table>
<tr><td></td><td colspan="2">knowledge exchange, training, and relationship-building across disciplines.

By facilitating shared understanding and a more unified response, this project strengthens Oregon’s ability to prevent impaired driving-related crashes and contributes to the state’s long-term goal of reducing impaired driving fatalities and serious injuries.

<u>Location</u>

Salem, Bend

<u>Affected Communities</u>

Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Yamhill County, Wheeler County.</td></tr>
<tr><td rowspan="13">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☒ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
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<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☐ Paid Media</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2">Direct expenses for this project will include costs necessary to plan and host the annual DUII Multidisciplinary Training Conference and the</td></tr>
</table>

	accompanying Drug Recognition Expert (DRE) Conference. These expenses may include: • Venue rental and associated resort fees • Speaker fees and honoraria • Conference meals provided during the event • Conference materials (e.g., signage, handouts, printed agendas, digital content) • Technology and digital engagement tools (e.g., conference website, app) • Informational displays and vendor setup • Lodging assistance for attendees, provided in accordance with state travel and per diem policies Travel-related costs will be incurred for in-state lodging and meals during the conference for attendees whose participation supports the goals of the project. A daily resort fee may also be included if charged by the host venue. Participant support costs will include registration for selected event attendees. Match for this project will be accrued in the form of soft match through the time contributed by conference attendees at both the DUII Multidisciplinary and DRE Conferences. This in-kind contribution reflects the professional value of training time spent by local, county, tribal, and state law enforcement officers, prosecutors, and other public-sector participants. Program income will be generated through registration fees paid by attendees and vendors. This income will be managed in accordance with federal guidelines and reinvested to support eligible project activities.

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Oregon DUII Multidisciplinary Task Force (Non-Profit)

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 197 of the Approved Oregon 3HSP - Training

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project supports Oregon's progress toward several federally required highway safety performance targets, including: • C-1: *Number of traffic fatalities (FARS)* • C-2: *Number of serious injuries in traffic crashes (state crash data files)* • C-5: *Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above (FARS)* By providing a statewide, multidisciplinary training platform, the DUII Multidisciplinary Training Conference helps ensure that Oregon's traffic safety professionals – including law enforcement, prosecutors, judges, prevention specialists, educators, and treatment providers – have access to current, evidence-based practices in impaired driving prevention and response. The conference builds capacity across disciplines, strengthens interagency collaboration, and promotes consistency in enforcement, prosecution, adjudication, and treatment of DUII cases. The conference also supports the ongoing education and retention of Drug Recognition Experts (DREs) through a dedicated DRE track, reinforcing the quality and availability of expert-level evaluations for drug-impaired driving cases.

This training initiative directly supports the strategies identified in the Oregon FY2024–FY2026 Triennial Highway Safety Plan, particularly on pages 174–180, which highlight the need for cross-sector coordination and enhanced professional development to reduce impaired driving fatalities and serious injuries. The plan emphasizes that the complexity of modern impairment issues – particularly those involving cannabis, polysubstance use, and prescription drugs – requires a coordinated, well-informed response across the justice, enforcement, treatment, and prevention systems.

According to the FY2024 Annual Report, Oregon made significant progress toward its impaired driving performance goals. In 2023, the state reduced alcohol-impaired driving fatalities to 198, surpassing its C-5 target of 215 and continuing a downward trend from 236 in 2022. This improvement was supported by strong enforcement and prosecution, both of which are reinforced through the training and collaboration fostered by this project.

By improving knowledge-sharing and aligning stakeholders around best practices, the DUII Multidisciplinary Training Conference contributes to Oregon’s long-term goal of reducing impaired driving-related crashes, fatalities, and serious injuries statewide.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See the Impaired Driving Strategic Plan in the 405(d) section of Appendix B in the FY26 AGA.

Program	Federal Project Number	Project Title
Impaired Driving	FDMDATR-2026-12-03-00	DUII Offender Screening – Multnomah County
Anticipated Award Amount	**Funding Source***	
$28,750	405d	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
FDMDATR

Planned Activity Description (Project Funding Narrative)

Instructions: Provide a description that includes activities planned and project location

If applicable: specify affected communities and select relevant special costs (with explanation)

Narrative

Planned Activities

This project will support DUII offender screening services in Multnomah County, ensuring that individuals arrested or convicted for driving under the influence of intoxicants (DUII) are assessed by qualified professionals and referred to appropriate treatment or education programs. The screening process will be administered in accordance with Oregon Administrative Rules and in coordination with courts, probation officers, and local alcohol and drug treatment providers.

Project funds will be used to pay for timely drug and alcohol assessments of DUII offenders determined by the court to be indigent. The screening process plays a critical role in identifying risk factors for repeat offenses and ensuring DUII offenders receive appropriate interventions that can reduce recidivism and improve public safety.

Affected Communities

Incorporated and unincorporated communities of Multnomah County.

Special Or Unusual Costs
Check all that apply (items linked to CFR)

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

Special Or Unusual Costs Explanation

Direct expenses for this project will be limited to the cost of Alcohol and Drug screenings performed by certified providers for DUII offenders determined by the court to be indigent.

	Match contributions will be provided by wages and benefits paid to Oregon Judicial Department staff who perform administrative tasks related to the project.

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Oregon Judicial Department – Government Agency Multnomah County Circuit Court – Government Agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Alcohol Assessment and Treatment See 3HSP Update from FY2025

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

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

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

This project supports Oregon's efforts to reduce impaired driving-related fatalities and serious injuries by enhancing the coordination and consistency of DUII offender screening in Multnomah County. It contributes to progress on the following federally required performance measures:

- C-5: *Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or above*
- C-1: *Total number of fatalities*
- C-2: *Total number of serious injuries in traffic crashes*

As described in a previous update to the Oregon FY2024–FY2026 Triennial Highway Safety Plan (3HSP), DUII offender screening and referral services are consistent with Oregon's impaired driving program goals, which emphasize early intervention, system coordination, and reduction of repeat offenses. Screening provides a critical link between the justice system and behavioral health services, helping ensure DUII offenders are assessed for substance use risk factors and connected with appropriate education or treatment programs.

By improving the likelihood that impaired drivers receive timely and appropriate intervention, this project helps reduce recidivism and prevent future impaired driving incidents. It also reinforces Oregon's broader traffic safety objective of reducing the number of high-risk drivers on the road, particularly those with a history of impaired driving behavior.

This project is aligned with Section 402 program guidance, which allows support for enforcement and adjudication-related strategies that aim to reduce DUII crash risk and improve public safety outcomes. Through this work, Multnomah County contributes to Oregon's long-term performance goals and Vision Zero commitment to eliminate traffic deaths and serious injuries.

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Impaired Driving	M5HVE-2026-12-01-00	Impaired Driving Enforcement – Oregon State Police
Anticipated Award Amount	**Funding Source***	
$420,000	405(d)	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M5HVE

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Activities Planned** This project will fund Oregon State Police (OSP) impaired driving enforcement and education activities to support compliance with Oregon's DUII laws. Enforcement will occur throughout the state and will include participation in national campaigns such as Drive Sober or Get

	Pulled Over during the Labor Day and Christmas/New Year's holiday periods. Enforcement activities will be conducted by: • Troopers assigned to area commands and worksites statewide, and • The agency's High Visibility Enforcement Unit (HVEU), a team dedicated to conducting traffic enforcement operations at high-risk times and locations. HVEU will be deployed to areas where impaired driving activity is expected to be elevated, based on crash trends, historical enforcement data, and known high-risk events. These may include: • Large public gatherings, such as fairs, festivals, rodeos, and sporting events • College towns and nightlife districts • Holidays and weekends traditionally associated with increased impaired driving When deployed, HVEU will work collaboratively with local law enforcement to conduct multi-agency saturation patrols, enhancing statewide capacity and visibility. Project funds will support travel and lodging costs to allow HVEU members to operate beyond their assigned duty stations, expanding OSP's impaired driving enforcement footprint across rural and urban communities. In addition to enforcement, the public communication of these patrols is intended to produce a general deterrence effect, encouraging motorists to make safer transportation decisions and avoid driving while impaired. **Problem Identification** This project addresses the impaired driving problem outlined on pages 174–180 of the Oregon FY2024–FY2026 Triennial Highway Safety Plan (3HSP). **Locations / Affected Communities** Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County,

	Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Direct expenses for this project will include personnel costs, including both straight time and overtime wages and benefits, for Oregon State Police (OSP) Troopers conducting impaired driving enforcement activities. These activities are essential to fulfilling the project's goals of reducing impaired driving through targeted, high-visibility enforcement. Additionally, the project will cover in-state travel and lodging expenses on a per diem reimbursement basis, specifically to support the deployment of the High Visibility Enforcement Unit (HVEU) to high-risk areas throughout Oregon. These travel costs are necessary to allow the unit to operate beyond its home duty stations and enhance enforcement presence in communities experiencing elevated DUII risk based on event timing, historical crash data, and other contributing factors. Match for this project will be provided in the form of soft match contributions, consisting of state-funded impaired driving enforcement activities conducted by OSP that align with the goals of this federally supported initiative.	

***** If you selected any of the above boxes, provide a detailed explanation*****

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

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 195 of the Approved Oregon 3HSP – High Visibility Enforcement

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☒	**No** ☐

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

This project includes a strong High Visibility Enforcement (HVE) component, consistent with federal requirements outlined in 23 CFR Part 1300 and supported by NHTSA's *High Visibility Enforcement Guidelines*. HVE efforts will be conducted by Oregon State Police (OSP) Troopers assigned to the agency's dedicated High Visibility Enforcement Unit (HVEU).

HVEU will conduct at least one enforcement operation per month, with each mission strategically planned to concentrate law enforcement presence in areas identified as high-risk for impaired driving. Operations will be timed to coincide with periods of historically elevated DUII activity, such as:

- Holidays and weekends
- Large public gatherings and festivals
- Sporting events and concerts
- Other dates informed by crash and citation data

HVE operations will be publicized in advance and/or concurrently through agency communications, in accordance with NHTSA's principles of general deterrence. Publicizing enforcement activities is intended to heighten visibility, increase perceived risk of arrest, and promote voluntary compliance with Oregon's impaired driving laws.

HVEU deployments will also include collaboration with local, county, city, and Tribal law enforcement agencies, where feasible, to maximize coverage and impact. These multi-agency saturation patrols enhance operational effectiveness and help build public recognition of the coordinated nature of Oregon's impaired driving enforcement efforts.

All HVE activities will be documented and evaluated for their reach and effectiveness, supporting Oregon's broader goal of reducing impaired driving-related crashes, injuries, and fatalities.

Contribution to safety performance targets submitted to NHTSA

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

This project directly supports Oregon's efforts to achieve its core highway safety performance targets, with a primary focus on Performance Measure C-5: *"Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above."* By funding targeted, high-visibility impaired driving enforcement operations throughout the state, this project is designed to reduce the prevalence of impaired driving and the associated risk of fatal and serious injury crashes.

Operations conducted by the Oregon State Police – including both routine enforcement and specialized deployments by the High Visibility Enforcement Unit (HVEU) – are informed by data identifying high-risk times, locations, and events. These include holidays, large public gatherings, and periods historically associated with increased DUII-related activity. By saturating high-risk areas with visible law enforcement and conducting operations in coordination with public outreach, this project aims to increase the perceived risk of arrest and discourage impaired driving behaviors.

This strategy aligns directly with the Oregon FY2024–FY2026 Triennial Highway Safety Plan, particularly the impaired driving program area described on pages 174–180. The 3HSP highlights high-visibility enforcement, data-driven deployment, and interagency coordination as core components of the state's impaired driving reduction strategy.

In addition to reducing alcohol-related fatalities, this project also contributes to:

- C-1: Number of overall fatalities
- C-2: Number of serious injuries

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See the Impaired Driving Strategic Plan in the 405(d) section of the FY26 AGA, Appendix B.

Program	Federal Project Number	Project Title
Impaired Driving	M5HVE-2026-12-02-00	DRE Evaluations
Anticipated Award Amount	**Funding Source***	
$85,000	405(d)	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP* where you previously cited eligible use. Provide GTS eligible use code(s).
M5HVE *

Planned Activity Description (Project Funding Narrative)

Instructions: Provide a description that includes activities planned and project location

If applicable: specify affected communities and select relevant special costs **(with explanation)**

Narrative	**Planned Activities** This project will support the deployment of certified Drug Recognition Experts (DREs) from city, county, Tribal, and state law enforcement agencies to conduct Drug Influence Evaluations in support of impaired driving investigations. DREs will be called out during their scheduled time off in accordance with mutual aid protocols when a law

	enforcement officer suspects drug impairment and requests a formal evaluation. These evaluations are a critical investigative tool, particularly in cases involving impairment by substances other than alcohol, where standard chemical testing may not fully document a driver's condition. The observations and expert opinions documented during the evaluation process are frequently central to establishing probable cause and securing convictions in drug-impaired driving cases. In addition to funding DRE call-out hours, this project will support the ongoing costs for a tablet-based DRE reporting and records management system. This system—hosted by a third-party vendor – has improved efficiency, accuracy, and data accessibility for DREs and agencies, and supports ongoing program evaluation and case tracking. By expanding access to DREs and modernizing evaluation documentation statewide, the project enhances Oregon's capacity to identify and remove drug-impaired drivers from the road, particularly during nights, weekends, and high-risk events when such calls are most likely to occur. **Problem Identification** This project addresses the impaired driving problem described on pages 174–180 of the Oregon FY2024–FY2026 Triennial Highway Safety Plan. The 3HSP identifies drug-impaired driving as a growing and complex public safety issue, with an increasing number of fatal and serious injury crashes involving substances other than alcohol, including cannabis, prescription medications, and illicit drugs. Because chemical testing alone often fails to fully capture impairment by certain drugs or poly-substance combinations, Oregon relies on the deployment of highly trained DREs to conduct systematic, evidence-based evaluations. However, the availability of these experts can be limited outside of regular duty hours, particularly in rural or under-resourced areas. By funding call-outs and improving reporting tools, this project fills a critical gap in Oregon's impaired driving response and supports the broader goal of reducing drug-involved crashes, injuries, and fatalities. **Locations / Affected Communities** Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln

	County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☐ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Direct expenses for this project will include wages and benefits for certified DREs to respond to requests for drug influence evaluations or similar expert assessments in support of impaired driving investigations. They will also include purchase of an annual license for the program's electronic reporting and records management system.	

***** If you selected any of the above boxes, provide a detailed explanation*****

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

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 195 of the Approved Oregon 3HSP - High visibility Enforcement

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project supports Oregon's efforts to meet its federally submitted highway safety performance targets, particularly Performance Measure C-5: *"Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above."* Although C-5 focuses on alcohol-impaired fatalities, this project addresses the growing overlap between alcohol and drug impairment and enhances law enforcement's ability to detect and prosecute cases involving non-alcohol or poly-substance impairment, which are increasingly present in serious and fatal crashes. By funding the deployment of certified Drug Recognition Experts (DREs) outside of normal duty hours, this project ensures that trained evaluators are available when and where they are needed – especially during nights, weekends, and high-risk events. DRE evaluations improve the evidentiary strength of impaired driving cases, increasing the likelihood of successful prosecution and deterring future violations. The project also supports the use of a tablet-based DRE reporting and records management system, improving data accuracy, operational efficiency, and evaluation consistency across jurisdictions. These activities directly advance the impaired driving strategies outlined in the Oregon FY2024–FY2026 Triennial Highway Safety Plan, particularly on pages 174–180, which emphasize the importance of strengthening Oregon's response to drug-impaired driving through specialized training, field evaluations, and data-driven program improvements.

As documented in Oregon's FY2024 Annual Report, the state exceeded its C-5 target in 2023, reporting 198 alcohol-impaired fatalities, a significant reduction from 236 in 2022, and below the target of 215. While this progress is encouraging, Oregon continues to see an increase in drug-involved crashes, underscoring the need for a robust DRE program to keep pace with emerging impairment trends.

By enhancing the investigative quality of impaired driving cases and enabling the prosecution of drug-impaired drivers who might otherwise evade accountability, this project supports Oregon's broader effort to reduce:

- C-5: Alcohol-impaired fatalities,
- C-1: Total fatalities, and
- C-2: Serious injuries

on Oregon roadways.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See the Impaired Driving Strategic Plan in the 405(d) section of the FY2026 AGA

Program	Federal Project Number	Project Title
Impaired Driving	M8*AL-2026-14-01-00	Impaired Driving Program Assessment
Anticipated Award Amount	**Funding Source***	
$40,000	405(e) Flex	

Planning and Administration Costs Yes ☐ No ☒

Program Management Costs Yes ☐ No ☒

Promised Projects

Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)?

Yes ☐ No ☒

Eligible Use of Funds
M8*AL

Planned Activity Description (Project Funding Narrative)

Narrative	**Planned Activities** This project will support Oregon's participation in a comprehensive NHTSA-led Impaired Driving Program Assessment, as required under Section 405(d) of the Bipartisan Infrastructure Law for states designated as "high-range" based on alcohol-impaired driving fatality rates. Oregon received this designation based on calendar year 2022 data, triggering the mandatory assessment requirement to remain eligible for 405(d) grant funding. The assessment will involve coordination between the ODOT Transportation Safety Office (TSO), NHTSA regional and national staff, and a multidisciplinary panel of subject matter experts. Activities will include: • Preparation of program documentation and background materials • Planning and hosting of in-person or virtual assessment meetings

<table>
<tr><td></td><td colspan="2">

Coordination with stakeholders across law enforcement, prosecution, adjudication, treatment, prevention, and education sectors
Review of Oregon’s current impaired driving strategies, policies, laws, and performance data
Identification of gaps, strengths, and opportunities for improvement
Development of formal recommendations to strengthen Oregon’s impaired driving program

This work will build upon Oregon’s recent voluntary assessment conducted in FY2023, which resulted in 14 priority recommendations aimed at improving the effectiveness and coordination of the state’s impaired driving countermeasures. While the 2023 assessment was proactive, this required reassessment ensures that Oregon remains in compliance with federal funding eligibility and continues to use an evidence-based approach to program planning.
Project funds will be used to support planning, travel, stakeholder engagement, meeting logistics, and other expenses necessary to carry out a successful assessment. The upcoming assessment is a critical step toward ensuring that Oregon’s impaired driving program remains effective, responsive, and eligible for continued federal funding under Section 405(d). It also ensures that state and local stakeholders are aligned in a coordinated, data-driven approach to addressing one of Oregon’s most persistent traffic safety challenges.
Location: Salem, benefits statewide
</td></tr>
<tr><td rowspan="10">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☐ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
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<tr><td>☐ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
</table>

	☐ Exchange rates	☒ Travel costs
Special Or Unusual Costs Explanation	Direct expenses for this project will include all costs necessary to facilitate Oregon's participation in a comprehensive, NHTSA-led Impaired Driving Program Assessment. These expenses may include: • Honoraria for national experts serving on the assessment team • Venue rental and associated costs for hosting the in-person portion of the assessment • Travel expenses (in-state and out-of-state) for participants and facilitators, reimbursed on a per diem basis in accordance with state travel policy • Audiovisual and technical support services needed to facilitate hybrid or in-person meetings • Administrative support for planning, coordination, stakeholder engagement, and documentation • Preparation and distribution of briefing materials, summaries, and other printed or digital resources • Interpretation or accessibility services, if needed to support inclusive participation	

Participating Sub-Recipient(s)/Agencies

ODOT – TSO (State agency)

Countermeasure Strategy

See 3HSP Update Approved on 5/28/2025, which amended pages 197-199 of the current 3HSP. 'Training and Program Evaluation,' and adding 405e flex funding source.

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
This project supports Oregon's progress toward achieving federally required highway safety performance targets, with a particular emphasis on Performance Measure C-5: *"Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above."* It also indirectly supports broader safety targets, including C-1 (total fatalities) and C-2 (serious injuries).

Required Data/Information for 405 / 1906 Grant Funding Requests
See the Impaired Driving Strategic Plan, 405(e) section of the FY2026 AGA, Appendix B. And copy of 3HSP update below of 5/28/2025 (for FFY2026).

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Judicial Outreach	M8*TC-2026-24-00-00	Judicial Education Conference
Anticipated Award Amount	**Funding Source***	
$55,000	405(e) Flex	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M8*TC

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs (with explanation)	
Narrative	**Planned** Activities This conference is planned to be delivered in Deschutes County, Oregon.

<table>
<tr><td></td><td colspan="2">This project supports continuing specialized training in traffic safety for Oregon municipal, county, state, and tribal judges as it relates to traffic safety. It meets Oregon Transportation Safety Action Plan strategy 1.1.1. to promote safe travel behavior through educational initiatives, focusing on how system user behavior can contribute to a safer transportation system for all road users.

This project will provide traffic safety related education to Oregon municipal and circuit court judges, and justices of the peace via a statewide training conference. Court staff are also eligible to attend as space permits.

This project will fund instructors, facility rentals, training materials/supplies, training expenses, per diem travel costs (possibly over the per diem rates due to seasonality and location with pre-approval from NHTSA), and possible conference registration assistance.

This project also funds continuing education opportunities for current prosecutors, judges, and justices for webinars or in-person training workshops. This project may also fund the development of a digital training program to compliment/supplement the New Judges training in-person seminar to provide training opportunities for new judges independent of the conference date. This will allow access to, and employment of traffic safety information related to judicial processes and decision-making guidance in lieu of in-person training.

<u>Affected Communities</u>

Community members served by Oregon judges statewide in counties including Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Yamhill County, Wheeler County.</td></tr>
<tr><td rowspan="9">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☐ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
<tr><td>☐ Fix amount subawards</td><td>☐ Organization costs</td></tr>
<tr><td>☒ Direct costs (paragraph (c))</td><td>☒ Participant support costs</td></tr>
<tr><td>☐ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☐ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
</table>

	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Program Income: If fees are collected, sub-grantee agency will expend program income on NHTSA-eligible expenses *only* that support the grant project/program objectives and activities. Participant Support Costs – Funds may be used to assist attendees participate in conference (registration/travel/etc.) Travel Costs – Speaker and participant support costs related to travel	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Oregon Judges Association (non-profit association), on behalf of Beaverton Municipal Court (City Government Agency/Court)

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 205 of the Approved Oregon 3HSP – Communications, Training, Outreach and Education

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

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
Oregon envisions no deaths or life-changing injuries on Oregon’s transportation system by 2035. Achieving this vision by 2035 requires commitment and engagement from a variety of Oregon’s agencies and stakeholders. Engineers, emergency medical service providers, law enforcement and educators traditionally play a strong role in advocating for, planning, designing, and implementing transportation safety plans and will continue to do so. However, this plan also includes goals, policies, strategies, and actions relevant to public health professionals, the media, private stakeholders, the individual transportation system user, and others. Education campaigns are one of the only proven countermeasures for traffic safety. The project’s goal is to provide judicial members with continuing education and keeping them abreast of statutory and case law updates, as well as developing and maintaining a working understanding of topics related to traffic safety.

Program	Federal Project Number	Project Title
Motorcycle Safety	M11MA-2026-80-00-00	Motorcyclist Awareness
Anticipated Award Amount	**Funding Source***	
$45,963	405(f)	

Planning and Administration Costs Yes ☐ No ☒
Click or tap here to enter text.
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.
Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M11MA

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs (with explanation)	
Narrative	**Activities Planned**: This project will fund contracted media design, education material revisions, social media advertising, and radio public service announcements, as well as TSO direct purchase, reproduction, and distribution of educational and outreach materials directly or through grants to state, county, local public government bodies or reimbursement to contracted entities to produce Motorist Awareness media material for distribution. This project will also fund the purchase and use of a utility trailer to be used to haul and display a crashed motorcycle at public events to promote motorcyclist awareness.

Support/display supplies and transportation expenses for the trailer will also be funded by this grant. 23 CFR 1300.25(m), 23 CFR 1300.25(f).

Equipment purchases will comply with all applicable CFR's, and in regard to Buy America requirements, efforts will be made to comply with this requirement but if we are unable to fully verify compliance with potential suppliers, ODOT will rely on the allowances provided by the "Waiver of Buy America Requirements for De Minimis Costs and Small Grants". Federal Register/Vol. 88, No.157 / Wednesday. August 16, 2023 / Notices pages 55817-55821.

Location: Media will be run in the majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle are highest based on data provided in the annual grant application (see table below).

2023 - Top ten counties with highest number Multiple Vehicle Crashes Involving Motorcycles	
County	Rider/Passenger Fatalities and Injuries
Multnomah	108
Washington	78
Marion	65
Clackamas	59
Lane	51
Jackson	33
Deschutes	32
Josephine	26
Linn	23
Clatsop	15

Source: 2023 Final Crash Data (CDS161a "Multiple Vehicle Fatal and Injury Crashes Involving Motorcycles, with Count of Motorcyclists Killed or Injured, 2019-2023
NOTE: "People Killed" and "People Injured" are limited to Motorcyclists

", ODOT CAR Unit

Affected Communities: Motorcycle and Moped riders that use public highways in Oregon. All users of the public transportation systems that might be near a motorcycle or moped rider utilizing a public road. Families of transportation system users that are motorcycle or moped riders or have family members who might be impacted by motorcycle and moped riders using public roads. Any law enforcement, EMS, health care, insurance entity, or private business entity that will or may interact with motorcycle and moped riders.

Special Or Unusual Costs
Check all that apply (items linked to CFR)

☒ Cost sharing or matching	☐ Fund raising and investment management costs
☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
☐ Real property	☐ Insurance and indemnification
☒ Equipment	☐ Memberships, subscriptions, and professional activity costs
☐ Fix amount subawards	☐ Organization costs
☒ Direct costs (paragraph (c))	☐ Participant support costs
☐ Compensation – personal services	☐ Pre-award costs

	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☒ Paid Media
Special Or Unusual Costs Explanation	**Cost Sharing or Matching**: State Motorcycle Safety Sub-Account expenditures will be used as match. ODOT-TSO may use state funded motorcycle rider safety-funded activities as allowed under the 405(f) eligible expenses as match. **Equipment: Equipment purchases** will comply with all applicable CFR's, and in regard to Buy America requirements, efforts will be made to comply with this requirement but if we are unable to fully verify compliance with potential suppliers, ODOT will rely on the allowances provided by the "Waiver of Buy America Requirements for De Minimis Costs and Small Grants". Federal Register/Vol. 88, No.157 / Wednesday. August 16, 2023 / Notices pages 55817-55821. All purchases over $10,000 will comply with CFR requirements related to pre-approval by NHTSA. The purchase of a utility trailer and support supplies for motorist awareness promotion through the display of a crashed motorcycle. **Paid Media**: This grant will utilize paid media to increase awareness of riders using public transportation systems to reduce multi-vehicle crashes involving motorcycles. **Direct costs** include contractor media design, education material revisions, social media advertising, and radio public service announcements, as well as TSO direct purchase, reproduction, and distribution of educational and outreach materials directly or through grants to local public government bodies or reimbursement to contracted entities to produce Motorist Awareness media material for distribution. **Travel costs:** Transportation expenses for the movement/placement of the trailer at public events and to storage facilities.	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
ODOT Transportation Safety Office – Salem, Oregon, local political sub-divisions, contracted individuals/companies, nonprofit entities/for-profit entities.

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Countermeasures and Justification, **Motorist Awareness of Motorcyclists – Communication and Outreach** - 1 CTW star citation. Eligible Use is described on page 232 of the Oregon Triennial Highway Safety Plan FFY 2024-2026. (1300.11(b)(4)(ii) 1300.12(b)(2)(viii).

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project uses a proven countermeasure to assist the State in meeting Performance Measure C-7 - Maintain or reduce motorcyclist fatalities.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See Appendix B, 405f section, of the 2026 AGA.

Complete List of Counties in the State	Motorcycle/Moped		Training Site		Training is expected be offered in the counties with training sites during the month(s) selected (based on historical												
	Yes, there is a Training Site in the County	**No,** there is not a Training Site in the County	**Yes,** there is a Training Site in the County	**No,** there is not a Training Site in the County	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sep	
Benton		2,198		x													
Clackamas		12,160		x													
Columbia		2,637		x													
Crook		1,287		x													
Curry		1,290		x													
Gilliam		47		x													
Grant		296		x													
Harney		182		x													
Hood River		1,169		x													
Jefferson		1,262		x													
Lake		241		x													
Lincoln		1,788		x													
Morrow		347		x													
Polk		2,626		x													
Wallowa		361		x													
Wasco		1,127		x													
Wheeler		55		x													
Multnomah	14,991		x		x	x			x	x	x	x	x	x	x	x	Portland
Washington	13,293		x		x							x	x	x	x	x	Hillsboro
Lane	12,234		x		x				x	x	x	x	x	x	x	x	Eugene
Deschutes	10,433		x		x						x	x	x	x	x	x	Bend
Marion	9,100		x		x	x			x	x	x	x	x	x	x	x	Salem
Jackson	8,494		x		x							x	x	x	x	x	Medford
Linn	5,166		x		x	x			x	x	x	x	x	x	x	x	Albany
Josephine	4,533			x													
Douglas	4,530		x		x							x	x		x	x	Roseburg
Yamhill	3,544		x			x					x	x	x	x	x	x	McMinnville
Coos	3,070		x		x								x		x	x	Coos Bay
Umatilla	2,433		x		x							x	x	x	x	x	Hermiston
Klamath	2,609		x		x							x	x	x	x	x	Klamath Falls
Clatsop	1,392		x		x						x	x	x	x	x	x	Astoria
Tillamook	1,121		x							x	x	x	x	x	x	x	Tillamook
Union	932		x		x								x		x		LaGrande
Baker	750		x									x		x			Baker City
Malheur	584		x		x								x	x		x	Ontario
Sherman	79		x		x							x	x	x	x		The Dalles

Program	Federal Project Number	Project Title
Motorcycle Safety	M11MT-2026-80-00-00	Training and Education for Motorcycle Safety
Anticipated Award Amount	**Funding Source***	
$19,862	405(f)	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M11MT, M11MC, M11MI

Planned Activity Description (Project Funding Narrative)	
Narrative	**Activities Planned**: This project will fund Oregon Department of Transportation – Transportation Safety Office to provide reimbursement for motorcycle training and education activities and support equipment purchases throughout the state of Oregon. This project will fund: (i) Improvements to motorcyclist safety training curricula; (ii) Improvements in program delivery of motorcycle training to both urban and rural areas, including— (A) Procurement or repair of

<table>
<tr><td></td><td colspan="2">practice motorcycles; (B) Instructional materials; (C) Mobile training units; and (D) Leasing or purchasing facilities for closed-course motorcycle skill training; (iii) Measures designed to increase the recruitment or retention of motorcyclist safety training instructors

This project will fund training, cover travel related costs to attend training (lodging, meals, mileage), wages and benefits for instructors and students of training course, material/curriculum development and printing/distribution costs) designed to increase the recruitment or retention of motorcyclist safety training instructors.23 CFR 1300.25(m)

This project will fund activities and equipment purchases that support those activities which support the delivery of grant funded and/or per-student reimbursement training/rider licensure testing for Motorcycle Safety and the promotion of the use of DOT- compliant helmets (through the training program).

Equipment purchases will comply with all applicable CFR’s, and in regard to Buy America requirements, efforts will be made to comply with this requirement.

Location: All Counties in which mandatory training will be conducted. See attachment titled “2024 MC Registration By County and Projected Training for 2026”, Appendix B.

Media programs designed to be distributed on a Statewide-basis - (See ODOT Region Map and Table of Counties by Region).</td></tr>
<tr><td rowspan="12">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☒ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
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<tr><td>☐ Exchange rates</td><td>☒ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☒ Paid Media</td></tr>
</table>

Special Or Unusual Costs Explanation	Cost sharing or match: ODOT-TSO may use state motorcycle rider safety-funded activities allowed for under the 405(f) eligible expenses as match. Program Income – Will be used to offset training costs. Equipment: The purchase of training motorcycles/bikes, motorcycle support platforms (Skidbike), support vehicles, education and curriculum materials, support supplies. TSO will request pre-approval according to regulatory requirements. Participant Support Costs: Costs associated with Instructor/Coach recruiting/development/retention. Travel costs: Costs associated with travel for training/recruiting/development/retention. Paid Media: This project *may* fund contracted media design, education material revisions, social media advertising, and radio public service announcements, as well as TSO direct purchase, reproduction, and distribution of educational and outreach materials directly or through grants to local public government bodies or reimbursement to contracted entities to produce Instructor/Coach recruitment media material for distribution.

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
ODOT Transportation Safety Office – Salem, Oregon, State Highway Safety Office, State Government, local political sub-divisions, contracted individuals/companies, nonprofit entities/for-profit entities.

Countermeasure Strategy
Pages 227 - 236 of the Triennial Highway Safety Plan. Training and Education for Motorcycle Safety Motorcycle Rider Licensing – Motorcycle Helmet Use Promotion Programs - Universal Motorcycle Helmet Use Laws.

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project has the potential to assist the State in meeting Performance Measure C-7 - maintain or reduce motorcyclist fatalities. This project has the potential to assist the State in meeting Performance Measure C-8 - Maintain or reduce un-helmeted motorcyclist fatalities.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See Appendix B, 405f section of the 2026 AGA.

Program	Federal Project Number	Project Title
Occupant Protection	OP-2026-45-02-00	Baker City PD Child Passenger Safety
Anticipated Award Amount	**Funding Source***	
$3,500	402	

Planning and Administration Costs Yes ☐ No ☒
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
OP; CR

Planned Activity Description (Project Funding Narrative)

Instructions: Provide a description that includes activities planned and project location

If applicable: specify affected communities and select relevant special costs (with explanation)

Narrative	**Planned Activities** This project will coordinate a community-based child passenger safety program based on education of parents/caregivers on the correct installation of child safety seats. **Location** Baker County	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☒ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification

	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	**Cost sharing and matching/Program income:** Co-pays will be collected from car seat distribution to low-income qualifying families. All the program income generated will be re-invested back into the program budget to purchase additional seats or eligible program supplies. All records of co-pays collected, and funds spent will be documented for review by the project director prior to claim reimbursement. **Direct Costs**: Funds will be used to purchase child safety seats for low-income families, program supplies, and send individuals to CPS technician course(s) as needed. **Travel Costs:** As potential new CPSTs are identified, funds will be used to support travel to attend CPST training courses.	

Participating Sub-Recipient(s)/Agencies
Baker City Police Department – Local City Police Department

Countermeasure Strategy
Page 253 of the Approved Oregon 3HSP - CPS inspection stations

Local Expenditure	**Yes** ☒	**No** ☐
Value $ and %	$3,500 | 100%	

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA

This project will contribute to meeting the performance measure to decrease unbelted injuries and fatalities from motor vehicle crashes, and to reduce total fatalities (C-1, C-4).

The countermeasure strategies of inspection stations, communications and outreach and high-visibility enforcement was informed by Highway Safety Program Guideline number 20 -

Creation of locally based programs provides access to this education through access to certified car seat technicians by appointment or at child restrain inspection stations.

Child restraint inspection stations address three problems:

- improper use of child restraint system
- premature graduation of children to adult belt systems
- affordability of child restraint systems.

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Occupant Protection	OP-2026-45-03-00	Gladstone Child Passenger Safety
Anticipated Award Amount	**Funding Source***	
$3,000	402	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
OP, CR

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Planned Activities** This project will provide community-based child passenger safety education of parents/caregivers on the correct installation of child safety seats. Funds will be used to purchase child safety seats for low-income

<table>
<tr><td></td><td colspan="2">families, program supplies, and to send individuals to CPS technician course(s) as needed.

<u>Location</u>

Clackamas County

<u>Affected Communities</u>

All families in Clackamas County with children under the age of 14.</td></tr>
<tr><td rowspan="12">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
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<tr><td>☐ Exchange rates</td><td>☒ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☐ Paid Media</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2"><u>Cost sharing and</u> matching

Match will be made via direct contribution from the Gladstone Police Dept. budget to provide additional child safety seats, to send future CPSTs for certification, and/or in the purchase of program supplies. Copays will not be collected for seats distributed.

<u>Travel Costs</u>

As potential new CPSTs are identified, funds will be used to support travel to attend CPST training courses.</td></tr>
</table>

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Gladstone Police Department – City Law Enforcement Agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 253 of the Approved Oregon 3HSP - CPS inspection stations

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % **$**3,000 | 100%

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
The countermeasure strategies of inspection stations, communications and outreach and high-visibility enforcement was informed by Highway Safety Program Guideline number 20 - specifically program management, legislation, regulation and policy, enforcement, communication, occupant protection for children, outreach, diverse populations, health and medical communities and data and program evaluation. Year-round public education is necessary to inform and educate motor vehicle drivers and passengers regarding Oregon laws, proper use of restraint systems, consequences of non- or improper use and availability of resources to assist them. Creation of locally based programs provides access to this education through access to certified car seat technicians by appointment or at child restrain inspection stations. Child restraint inspection stations address three problems: • improper use of child restraint system • premature graduation of children to adult belt systems • affordability of child restraint systems. Caregivers may have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children and this factor contributes to non-use of seats, or the reuse of second-hand seats which may be unsafe for multiple reasons. Affordable resources within the communities where the need exists helps increase the rate of child safety seat use and reduce installation errors. This combined with education about the increased safety rates of proper restraint use contributes to meeting safety and performance targets from the SHSO’s Occupant Protection program by maintaining or reducing the number of fatalities, the number of unrestrained passenger vehicle occupant fatalities in all seating positions and increasing the statewide observed seatbelt use among front seat out-board occupants in passenger vehicles. Research has overwhelmingly shown that correctly using appropriate child restraints or seat belts is the single most effective way to save lives and reduce injuries in crashes.

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Occupant Protection	OP-2026-45-04-00	Lincoln County Car Seat Safety Grant
Anticipated Award Amount	**Funding Source***	
$3,000	402	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
OP, CR

Planned Activity Description (Project Funding Narrative)

Instructions: Provide a description that includes activities planned and project location

If applicable: specify affected communities and select relevant special costs **(with explanation)**

Narrative	**Planned Activities** This project will coordinate a community-based child passenger safety program based on education of parents/caregivers on the correct installation of child safety seats. Funds will be used to purchase child safety seats for low-income families, program supplies, and send individuals to CPS technician course(s) as needed.

<table>
<tr><td></td><td colspan="2"><u>Location</u>
Lincoln County
<u>Affected Communities</u>
All families in Lincoln County.</td></tr>
<tr><td rowspan="14">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☒ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☐ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
<tr><td>☐ Fix amount subawards</td><td>☐ Organization costs</td></tr>
<tr><td>☒ Direct costs (paragraph (c))</td><td>☐ Participant support costs</td></tr>
<tr><td>☐ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☐ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
<tr><td>☐ Entertainment costs</td><td>☐ Selling and marketing costs</td></tr>
<tr><td>☐ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
<tr><td>☐ Exchange rates</td><td>☒ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☐ Paid Media</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2"><u>Cost sharing and matching/Program income</u>
Co-pays will be collected from car seat distribution to low-income qualifying families. All the program income generated will be re-invested back into the program budget to purchase additional seats or eligible program supplies. All records of co-pays collected, and funds spent will be documented for review by the project director prior to claim reimbursement. Match will also be claimed for CPS tech time assisting families with installations and space donated to hold events.
<u>Travel Costs</u>
As potential new CPSTs are identified, funds will be used to support travel to attend CPST training courses.</td></tr>
</table>

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies

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

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 253 of the Approved Oregon 3HSP - CPS inspection stations

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % $3,000 | 100%

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
The countermeasure strategies of inspection stations, communications and outreach and high-visibility enforcement was informed by Highway Safety Program Guideline number 20 - specifically program management, legislation, regulation and policy, enforcement, communication, occupant protection for children, outreach, diverse populations, health and medical communities and data and program evaluation. Year-round public education is necessary to inform and educate motor vehicle drivers and passengers regarding Oregon laws, proper use of restraint systems, consequences of non- or improper use and availability of resources to assist them. Creation of locally based programs provides access to this education through access to certified car seat technicians by appointment or at child restrain inspection stations. Child restraint inspection stations address three problems; • improper use of child restraint system • premature graduation of children to adult belt systems • affordability of child restraint systems. Caregivers may have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children and this factor contributes to non-use of seats, or the reuse of second-hand seats which may be unsafe for multiple reasons. Affordable resources within the communities where the need exists helps increase the rate of child safety seat use and reduce installation errors. This combined with education about the increased safety rates of proper restraint use contributes to meeting safety and performance targets from the SHSO’s Occupant Protection program by maintaining or reducing the number of fatalities, the number of unrestrained passenger vehicle occupant fatalities in all seating positions and increasing the statewide observed seatbelt use among front seat out-board occupants in passenger vehicles. Research has overwhelmingly shown that correctly using appropriate child restraints or seat belts is the single most effective way to save lives and reduce injuries in crashes.

Program	Federal Project Number	Project Title
Occupant Protection	OP-2026-45-05-00	Mid-Valley Car Seat Safety Grant
Anticipated Award Amount	**Funding Source***	
$7,995	402	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
OP, CR

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Planned Activities** This project will coordinate a community-based child passenger safety program based on education of parents/caregivers on the correct installation of child safety seats. Funds will be used to purchase child

<table>
<tr><td></td><td colspan="2">safety seats for low-income families, program supplies, and send individuals to CPS technician course(s) as needed.

<u>Location</u>

Marion and Polk Counties

<u>Affected Communities</u>

Incorporated and unincorporated communities in Marion and Polk Counties</td></tr>
<tr><td rowspan="12">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☒ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☐ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
<tr><td>☐ Fix amount subawards</td><td>☐ Organization costs</td></tr>
<tr><td>☒ Direct costs (paragraph (c))</td><td>☐ Participant support costs</td></tr>
<tr><td>☐ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☐ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
<tr><td>☐ Entertainment costs</td><td>☐ Selling and marketing costs</td></tr>
<tr><td>☐ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
<tr><td>☐ Exchange rates</td><td>☒ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☐ Paid Media</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2"><u>Cost sharing and matching/Program income</u>

Co-pays will be collected from car seat distribution to low-income qualifying families. All the program income generated will be re-invested back into the program budget to purchase additional seats or eligible program supplies. All records of co-pays collected, and funds spent will be documented for review by the project director prior to claim reimbursement. Match will also be claimed for CPS tech time assisting families with installations and space donated to hold events.

<u>Travel Costs</u>
As potential new CPSTs are identified, funds will be used to support travel to attend CPST training courses.</td></tr>
</table>

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Marion and Polk Early Learning Hub, Inc. – Non-profit organization

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 253 of the Approved Oregon 3HSP – CPS inspection stations

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
The countermeasure strategies of inspection stations, communications and outreach and high-visibility enforcement was informed by Highway Safety Program Guideline number 20 - specifically program management, legislation, regulation and policy, enforcement, communication, occupant protection for children, outreach, diverse populations, health and medical communities and data and program evaluation. Year-round public education is necessary to inform and educate motor vehicle drivers and passengers regarding Oregon laws, proper use of restraint systems, consequences of non- or improper use and availability of resources to assist them. Creation of locally based programs provides access to this education through access to certified car seat technicians by appointment or at child restrain inspection stations. Child restraint inspection stations address three problems:

- improper use of child restraint system
- premature graduation of children to adult belt systems
- affordability of child restraint systems.

Caregivers may have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children and this factor contributes to non-use of seats, or the reuse of second-hand seats which may be unsafe for multiple reasons. Affordable resources within the communities where the need exists helps increase the rate of child safety seat use and reduce installation errors. This combined with education about the increased safety rates of proper restraint use contributes to meeting safety and performance targets from the SHSO's Occupant Protection program by maintaining or reducing the number of fatalities, the number of unrestrained passenger vehicle occupant fatalities in all seating positions and increasing the statewide observed seatbelt use among front seat out-board occupants in passenger vehicles. Research has overwhelmingly shown that correctly using appropriate child restraints or seat belts is the single most effective way to save lives and reduce injuries in crashes.

Program	Federal Project Number	Project Title
Occupant Protection	OP-2026-45-06-00	Occupant Protection High Visibility Enforcement – Oregon Impact
Anticipated Award Amount	**Funding Source***	
$377,850	402	

Planning and Administration Costs Yes ☐ No ☒

Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects **Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)?** **Yes ☐ No ☒**

Eligible Use of Funds
OP

Planned Activity Description (Project Funding Narrative)	
Narrative	**Planned Activities** This project will fund traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement "waves". Expenses to undergo initial child passenger safety certification training may also be covered (certification fee, and/or necessary lodging and per diem expenses). The Occupant Protection Program will work with Oregon Impact to provide grants to local police departments and sheriff's offices to

<table>
<tr><td></td><td colspan="2">conduct enforcement activities that will maintain and increase compliance with safety belt/child restraint laws.

Many of these LE agencies enforce restraint laws as a matter of routine when working traffic, however; the smaller local departments often do not have dedicated traffic enforcement officers, so they rely on the federal funds to work on traffic safety problems in their communities.

<u>Location / Affected Communities</u>

Cities of: Albany, Ashland, Astoria, Aumsville, Bandon, Beaverton, Burns, Canby, Carlton, Coos Bay, Cottage Grove, Eagle Point, Enterprise, Eugene, Florence, Forest Grove, Gladstone, Grants Pass, Hood River, Hubbard-Donald, Independence, Junction City, Keizer, Lake Oswego, McMinnville, Medford, Molalla, Oakridge, Oregon City, Phoenix, Portland, Prineville, Rogue River, Roseburg, Salem, Sandy, Seaside, Sherwood, Silverton, Springfield, Stanfield, Stayton, Talent, The Dalles, Tigard, Tillamook, Tualatin, University of Oregon, Vernonia, Warrenton, Winston

Counties of: Benton, Columbia, Coos, Crook, Deschutes, Harney, Klamath, Lake, Lane, Lincoln, Malheur, Marion, Multnomah, Tillamook, Wallowa, Washington, Wheeler, Yamhill</td></tr>
<tr><td rowspan="10">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☐ Fix amount subawards</td><td>☐ Organization costs</td></tr>
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<tr><td>☐ Exchange rates</td><td>☐ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☐ Paid Media</td></tr>
<tr><td></td><td></td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2">Cost Sharing or Matching: The Match for the Occupant Protection HVE project will be provided by the participating HVE agencies in the form of seat belt enforcement and child passenger safety activities.

Direct Costs: Office expenses including rent, supplies, phone, and postage needed for grant activities. Other direct costs include bookkeeping charges, Badge Data maintenance charges and CPA Audit charges. Project agreements to local police departments and county</td></tr>
</table>

	sheriff's offices will be awarded to interested law enforcement agencies for seat belt and child passenger safety enforcement activities. Compensation – Personal Services: This project will pay for Oregon Impact personnel costs needed to administer the Occupant Protection HVE grant program on behalf of the TSO. Compensation – Fringe Benefits: This project will pay for the fringe benefits for the Oregon Impact staff while they are working on the Occupant Protection HVE program on behalf of the TSO.

Participating Sub-Recipient(s)/Agencies
Oregon Impact - Non-profit agency

Countermeasure Strategy
High Visibility Enforcement – CTW 5 Stars Citation, Oregon 3HSP, pages 237 through 249. The high visibility enforcement countermeasure and justification can be found in the Occupant Protection chapter of the approved 3HSP pages 252 through 253.

Local Expenditure	**Yes** ☒	**No** ☐
Value $ and %	$343,500 | 90%	

High Visibility Enforcement (HVE)	**Yes** ☒	**No** ☐
Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).		
For the High Visibility Enforcement program for the Transportation Safety Office (TSO), a letter of interest (LOI) is sent out to all the law enforcement agencies in the state. The agencies that are interested in participating return a completed LOI with which enforcement programs they would like they participate in along with a problem statement to provide the local data and issues that particular city or county may be dealing with. This process provides the Transportation Safety Office with invaluable information regarding the issues that agencies are seeing in different parts of the state. TSO also had several program managers attend the 2024 Police Traffic Safety Conference in Bend, Oregon. After meetings with different law enforcement agencies that attended the conference, one of the main topics that agencies kept bringing up is that most law enforcement agencies do not have the resources to conduct traffic safety enforcement on		

their own. Grant funding is a must for agencies to be able to conduct targeted traffic safety enforcement. An OSP trooper that attended the conference made the comment that they do not receive enough grant funding, and that Troopers want to work more traffic enforcement.

After attending several of the public participation and engagement (PP&E) sessions that were held throughout the state and reviewing the notes, traffic safety enforcement continues to be a big topic. At the Island City PP&E event, the question was asked “do you have specific suggestions for enforcement efforts or initiatives that might improve transportation safety”, and one of the responses that a table of participants shared was “more car seat and seat belt enforcement.” Another group shared that they would like to see “more target event enforcement”, and another response to the question was “increase funding for county patrols”.

It was evident after reviewing responses around the state and talking to law enforcement agencies, it is still very important to provide traffic safety grants and agencies depend on the support that these grants provide to their agencies.

Participating City Police Departments:

Albany, Ashland, Astoria, Aumsville, Bandon, Beaverton, Burns, Canby, Carlton, Coos Bay, Cottage Grove, Eagle Point, Enterprise, Eugene, Florence, Forest Grove, Gladstone, Grants Pass, Hood River, Hubbard-Donald, Independence, Junction City, Keizer, Lake Oswego, McMinnville, Medford, Molalla, Oakridge, Oregon City, Phoenix, Portland, Prineville, Rogue River, Roseburg, Salem, Sandy, Seaside, Sherwood, Silverton, Springfield, Stanfield, Stayton, Talent, The Dalles, Tigard, Tillamook, Tualatin, University of Oregon, Vernonia, Warrenton, Winston

Participating County Sheriff’s Offices:

Benton, Columbia, Coos, Crook, Deschutes, Harney, Klamath, Lake, Lane, Lincoln, Malheur, Marion, Multnomah, Tillamook, Wallowa, Washington, Wheeler, Yamhill

Contribution to safety performance targets submitted to NHTSA

This project supports Oregon’s progress toward achieving its federally reported highway safety performance targets, with a primary focus on:

- C-1: *Number of traffic fatalities*
- C-2: *Number of serious injuries in traffic crashes*
- C-3: *Fatalities per 100 million vehicle miles traveled (VMT)*
- C-6: *Speeding-related fatalities*

Through the deployment of high visibility speed enforcement operations, this project aims to deter dangerous speeding behaviors and promote safer driving practices on Oregon’s roadways. By increasing the perceived risk of enforcement, these efforts contribute to a measurable reduction in excessive speeds—a key factor in crash severity and fatality risk.

This planned activity will contribute to the performance measures of reducing the number of fatalities, increasing the observed seatbelt use among out-board occupants in passenger

vehicles as well as the performance measure of reducing the unrestrained vehicle occupant fatalities in all seating positions.

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Occupant Protection	OP-2026-45-09-00	Yamhill County Child Passenger Safety
Anticipated Award Amount	**Funding Source***	
$6,000	402	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
OP, CR

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Activities:** This project will coordinate a community-based child passenger safety program based on education of parents/caregivers on the correct installation of child safety seats. Funds will be used to purchase child safety seats for low-income families, program supplies, and send individuals to CPS technician course(s) as needed. **Location:** Yamhill County **Affected Communities:** All families in Yamhill County.

Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☒ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	**Cost sharing and matching/Program income:** Co-pays will be collected from car seat distribution to low-income qualifying families. All the program income generated will be re-invested back into the program budget to purchase additional seats or eligible program supplies. All records of co-pays collected, and funds spent will be documented for review by the project director prior to claim reimbursement. Match will be claimed for CPS tech time assisting families with installations and space donated to hold events. **Travel Costs:** As potential new CPSTs are identified, funds will be used to support travel to attend CPST training courses.	

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Lutheran Community Services Northwest – Nonprofit Organization

Countermeasure Strategy
This project falls under the countermeasure for CPS inspection stations, which has a three-star citation and is mentioned on pg. 253 of the Approved Oregon 3HSP.

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Fatalities (C-1), serious injuries (C-2), unrestrained occupants in MVC's (C-4). The countermeasure strategies of inspection stations, communications and outreach and high-visibility enforcement was informed by Highway Safety Program Guideline number 20 - specifically program management, legislation, regulation and policy, enforcement, communication, occupant protection for children, outreach, diverse populations, health and medical communities and data and program evaluation.

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Occupant Protection	OP-2026-45-10-00	Safe Kids Portland Metro Child Passenger Safety Fitting Stations
Anticipated Award Amount	**Funding Source***	
$3,072	402	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
OP, CR

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**		
Narrative	**Activities:** This project will coordinate with partner agencies to hold child safety seat clinics for seat inspection and distribution to low-income families. In addition, there will be education of parents/caregivers on the correct installation of child safety seats for every participant. One-on-one appointments are also available to families. Awarded funds will be used to purchase child safety seats for low-income families, program supplies, and send individuals to CPS technician course(s) as needed. **Location:** Portland Metro Area **Affected Communities:** All families in the Portland Metro area with children under the age of 14.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☒ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	**Cost sharing and matching/Program income:** Co-pays will be collected from car seat distribution to low-income qualifying families. All the program income generated will be re-invested back into the program budget to purchase additional seats or eligible pro American Medical Response program supplies. All records of co-pays collected, and funds spent will be documented for review by the SHSO program analyst prior	

	to claim reimbursement. Additionally, staff time will be contributed as match. **Travel Costs:** As new CPSTs are identified and educated, funds will be used to support travel to attend CPST training courses.

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Safe Kids Portland Metro – Non-Profit Organization

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Child Restraint Inspection Stations – CTW 3-Star Citation – Page 253

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
The countermeasure strategies of inspection stations, communications and outreach and high-visibility enforcement was informed by Highway Safety Program Guideline number 20 - specifically program management, legislation, regulation and policy, enforcement, communication, occupant protection for children, outreach, diverse populations, health and medical communities and data and program evaluation.

Year-round public education is necessary to inform and educate motor vehicle drivers and passengers regarding Oregon laws, proper use of restraint systems, consequences of non- or improper use and availability of resources to assist them. Creation of locally based programs provides access to this education through access to certified car seat technicians by appointment or at child restrain inspection stations.

Child restraint inspection stations address three problems;

- improper use of child restraint system
- premature graduation of children to adult belt systems
- affordability of child restraint systems.

Caregivers may have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children and this factor contributes to non-use of seats, or the reuse of second-hand seats which may be unsafe for multiple reasons. Affordable resources within the communities where the need exists helps increase the rate of child safety seat use and reduce installation errors. This combined with education about the increased safety rates of proper restraint use contributes to meeting safety and performance targets from the SHSO's Occupant Protection program by maintaining or reducing the number of fatalities, the number of unrestrained passenger vehicle occupant fatalities in all seating positions and increasing the statewide observed seatbelt use among front seat out-board occupants in passenger vehicles. Research has overwhelmingly shown that correctly using appropriate child restraints or seat belts is the single most effective way to save lives and reduce injuries in crashes.

Program	Federal Project Number	Project Title
Occupant Protection	OP-2026-45-11-00	Afghan Child Passenger Safety (CPS) Project
Anticipated Award Amount	**Funding Source***	
$10,000	402	

Planning and Administration Costs Yes ☐ No ☒

Program Management Costs Yes ☐ No ☒

Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).

Promised Projects

Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)?

Yes ☐ No ☒

Eligible Use of Funds

OP, CR

Planned Activity Description (Project Funding Narrative)

Narrative	**Activities** This project will host 18 CPS education sessions for Afghans led by a bilingual CPS Technician. Procure car seats for distribution so that children are properly secured in vehicles, develop and translate educational materials in Dari and Pashto on CPS, collect pre and post evaluations and the CPS Technician will conduct informal follow-ups and visual checks where possible. The project addresses the problem identification in the Statewide chapter of the Triennial Highway Safety Plan pages 51-56 and pages 62-64. **Location**

	Region 1: Clackamas, Multnomah, and Washington Counties – the classes take place in Washington County - Community Center 10865 SW 5th St. #250, Beaverton, OR 97005 - but Afghan Support Network (ASN) serves Afghan refugees in the Portland Metro Area. **Affected Communities** ASN serves newly arrived Afghan immigrants and refugees in the greater Portland Metro Area which is identified as Portland-Hillsboro and Vancouver and the counties in Oregon of Clackamas, Columbia, Multnomah, Washington, and Yamhill. Although parts of Washington State are identified as part of the Greater Portland Metro Area, only Afghans living in Oregon are served by this project. Recently immigrated Afghans who speak Dari or Pashto who live in the Greater Portland Metro Area.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Exchange rates	☐ Travel costs
Special Or Unusual Costs Explanation	20% match Direct costs for this project include car seats (excepting rear-facing car seats); supplies for car seat installation such as foam pool noodles and locking clips, materials; and printing and CPS Technician time. A currently certified CPS Technician will assist in the correct seat choice and provide car seat installation education to participants.	

Participating Sub-Recipient(s)/Agencies
Afghan Support Network – Non-Profit Agency

Countermeasure Strategy
402, OP: Child Restraint Inspection Stations – CTW 3-Star Citation – Page 253

Local Expenditure	**Yes** ☒	**No** ☐
Value $ and %	$10,000 | 100%	

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
In Region 1, 96 percent of child seats are installed incorrectly. Providing age appropriate car seats for low income, marginalized families along with education and hands on training for caregivers; helping ensure that child seats are installed correctly to provide children maximum protection during a crash, which will help meet the state's safety performance targets of reducing the number of fatalities and serious injuries, and increasing restraint use in motor vehicle crashes (C-1, C-2, C-4).

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Occupant Protection	B1CPS_US-2026-45-01-00	OHSU Doernbecher Car Seat Distribution
Anticipated Award Amount	**Funding Source***	
$15,000	405(b)	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
B1CPS_US

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Planned Activities** OHSU Doernbecher Injury Prevention Program offers regular car seat education appointments along with community CPS outreach events for caregivers to access to one-on-one child passenger safety assessment, education, demonstration, and distribution of needed car seats to ensure

<table>
<tr><td></td><td colspan="2">their child is traveling safely. Caregivers contact the Doernbecher Injury Prevention Program to schedule an appointment at one of our many locations or community events. Caregivers are screened for eligibility and scheduled an appointment to meet with a certified child passenger safety technician. At this appointment, caregivers and their child(ren) receive education from a certified child passenger safety technician (CPST) on the proper use and installation of their car seat(s) and basic vehicle safety systems. Car seats are provided and/or replaced when necessary to ensure a child's safe travel.

Location:

Portland, Oregon

Affected Communities: Low-income families that live in Region 1 in Clackamas, Hood River, Multnomah and Washington counties.</td></tr>
<tr><td rowspan="11">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☒ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☐ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
<tr><td>☐ Fix amount subawards</td><td>☐ Organization costs</td></tr>
<tr><td>☒ Direct costs (paragraph (c))</td><td>☐ Participant support costs</td></tr>
<tr><td>☐ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☐ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
<tr><td>☐ Entertainment costs</td><td>☐ Selling and marketing costs</td></tr>
<tr><td>☐ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
<tr><td>☐ Exchange rates</td><td>☐ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☐ Paid Media</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2"><u>Program Income</u>

Any copayments collected for car seat distributions will be used to purchase additional car seats prior to the close of the 2026 grant period.

<u>Direct Costs</u>

Child car seats for the purpose of distribution to low-income families in Region 1.</td></tr>
</table>

	Cost Sharing or Matching Staffing expense to provide child passenger safety education and car seat distribution to Oregon residents.

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Oregon Health & Science University, Portland, Oregon – Comprehensive Public Academic Health Center, for-profit organization

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Child Restraint Inspection Stations – CTW 3-Star Citation – Page 253

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
In Region 1, 96 percent of child seats are installed incorrectly. Providing age-appropriate car seats for low-income families along with education and hands on training for caregivers to not only low-income families, but all families, helps ensure that these seats are installed correctly to provide children maximum protection during a crash, which will help meet the state’s safety performance targets of reducing the number of fatalities and serious injuries.

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

Program	Federal Project Number	Project Title
Occupant Protection	B1CPS_US-2026-45-02-00	Lake County Public Health Child Passenger Safety
Anticipated Award Amount	**Funding Source***	
$4,000	405(b)	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
B1CPS_US

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**		
Narrative	**Activities:** This project will coordinate community-based child passenger safety programs based on education of parents/caregivers on the correct installation of child safety seats. Funds will be used to purchase child safety seats for low-income families, program supplies, and send individuals to CPS technician course(s) as needed. **Location:** Lake County **Affected Communities:** Families in Lake County with children under the age of 14.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☒ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	**Cost sharing and matching/Program income:** Co-pays will be collected from car seat distribution to low-income qualifying families. All the program income generated will be re-invested back into the program budget to purchase additional seats or eligible program supplies. All records of co-pays collected, and funds spent will be documented for review by the SHSO program analyst prior to claim reimbursement. **Travel Costs:** As new CPSTs are identified and educated, funds will be used to support travel to attend CPST training courses.	

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Lake County Public Health Department – Local Political Subdivision

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 253 of the Approved Oregon 3HSP - CPS Inspection Stations

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
The countermeasure strategies of inspection stations, communications and outreach and high-visibility enforcement was informed by Highway Safety Program Guideline number 20 - specifically program management, legislation, regulation and policy, enforcement, communication, occupant protection for children, outreach, diverse populations, health and medical communities and data and program evaluation. Year-round public education is necessary to inform and educate motor vehicle drivers and passengers regarding Oregon laws, proper use of restraint systems, consequences of non- or improper use and availability of resources to assist them. Creation of locally based programs provides access to this education through access to certified car seat technicians by appointment or at child restrain inspection stations.

Child restraint inspection stations address three problems;

- improper use of child restraint system
- premature graduation of children to adult belt systems
- affordability of child restraint systems.

Caregivers may have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children and this factor contributes to non-use of seats, or the reuse of second-hand seats which may be unsafe for multiple reasons. Affordable resources within the communities where the need exists helps increase the rate of child safety seat use and reduce installation errors. This combined with education about the increased safety rates of proper restraint use contributes to meeting safety and performance targets from the SHSO's Occupant Protection program by maintaining or reducing the number of fatalities, the number of unrestrained passenger vehicle occupant fatalities in all seating positions and increasing the statewide observed seatbelt use among front seat out-board occupants in passenger vehicles. Research has overwhelmingly shown that correctly using appropriate child restraints or seat belts is the single most effective way to save lives and reduce injuries in crashes.

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

Program	Federal Project Number	Project Title
Occupant Protection	B1CPS_US-2026-45-03-00	Safe Kids Columbia Gorge Child Passenger Safety
Anticipated Award Amount	**Funding Source***	
$7,000	405(b)	

Planning and Administration Costs Yes ☐ No ☒

Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
B1CPS_US

Planned Activity Description (Project Funding Narrative)		
Narrative	**Activities:** This project will coordinate community-based child passenger safety programs based on education of parents/caregivers on the correct installation of child safety seats. Funds will be used to purchase child safety seats for low-income families, program supplies, and send individuals to CPS technician course(s) as needed. **Location:** Gilliam County, Sherman County, Wasco County, and Wheeler County **Affected Communities:** All families in Gilliam, Sherman, Wasco, and Wheeler Counties with children under the age of 14.	
Special Or Unusual Costs	☒ Cost sharing or matching	☐ Fund raising and investment management costs

Check all that apply (items linked to CFR)	☒ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	**Cost sharing and matching/Program income:** Co-pays will be collected from car seat distribution to low-income qualifying families. All the program income generated will be re-invested back into the program budget to purchase additional seats or eligible program supplies and will be counted as match once spent. All records of co-pays collected, and funds spent will be documented for review by the SHSO program analyst prior to claim reimbursement. **Travel Costs:** As new CPSTs are identified and educated, funds will be used to support travel to attend CPST training courses.	

Participating Sub-Recipient(s)/Agencies

Adventist Health Columbia Gorge Foundation – Non-Profit Organization, County Public Health and Fire Departments, and Oregon State Police.

Countermeasure Strategy

This project falls under the countermeasure for CPS inspection stations, which has a three-star citation and is mentioned on pg. 253 of the Approved Oregon 3HSP.

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
Performance measures # fatalities (C-1), # serious injuries (C-2), unrestrained occupants in MVC's (C-4). The countermeasure strategies of inspection stations, communications and outreach and high-visibility enforcement was informed by Highway Safety Program Guideline number 20 - specifically program management, legislation, regulation and policy, enforcement, communication, occupant protection for children, outreach, diverse populations, health and medical communities and data and program evaluation.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See 405(b) section, Appendix B, AGA 2026.

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Occupant Protection	B1CPS_US-2026-45-04-00	Child Passenger Safety (CPS) Support, Region 4
Anticipated Award Amount	**Funding Source***	
$2,000	405(b)	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
B1CPS_US

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Planned Activities** The Region 4 Program Analyst will assist local agency partners in recruitment of technicians, to supplement staffing techs at large community events who are deficient in numbers, and in expenses for technician and instructor candidates education (certification fee and/or

<table>
<tr><td></td><td colspan="2">necessary lodging and per diem expenses) through reimbursement on a case by case basis for communities and agencies within Region 4. Occupant Protection materials will be purchased and made available to assist certified technicians in remote locations without access to the larger coalitions and resources, to hold seat inspection clinics or appointments.

Location: All Region 4 Counties including Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler Counties

Affected Communities: All residents of Region 4, living in Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler Counties with children under the age of 14.</td></tr>
<tr><td rowspan="11">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☐ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☐ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
<tr><td>☐ Fix amount subawards</td><td>☐ Organization costs</td></tr>
<tr><td>☐ Direct costs (paragraph (c))</td><td>☐ Participant support costs</td></tr>
<tr><td>☐ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☐ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
<tr><td>☐ Entertainment costs</td><td>☐ Selling and marketing costs</td></tr>
<tr><td>☐ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
<tr><td>☐ Exchange rates</td><td>☒ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☐ Paid Media</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2">Travel Costs: As new CPSTs and instructors are identified and educated within the region, funds will be used to support travel to attend CPST training courses. In addition, funds will be used to support technician travel for the purpose of recruiting local prospective CPSTs, and to participate in community events to provide seat installation checks and education.</td></tr>
</table>

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
State of Oregon – ODOT - Transportation Safety Office - Region 4

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
This project falls under the countermeasure for CPS Page 254. - Communication Campaign for Occupant Protection which is a 3-star countermeasure.

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
The countermeasure strategy of communication and outreach, in support of inspection stations and high-visibility enforcement efforts is informed by Highway Safety Program Guideline number 20 - specifically program management, legislation, regulation and policy, enforcement, communication, occupant protection for children, outreach, diverse populations, health and medical communities and data and program evaluation. Year-round public education is necessary to inform and educate motor vehicle drivers and passengers regarding Oregon laws, proper use of restraint systems, consequences of non- or improper use and availability of resources to assist them. Creation of locally based programs provides access to this education through access to certified car seat technicians by appointment or at child restrain inspection stations. Identifying underserved areas and creating or growing occupant protection programs contributes to meeting safety and performance targets from the SHSO's Occupant Protection program's goals of maintaining or reducing the number of fatalities, reducing the number of unrestrained passenger vehicle

occupant fatalities in all seating positions, and increasing the statewide observed seatbelt use among front seat out-board occupants in passenger vehicles. Research has overwhelmingly shown that correctly using appropriate child restraints or seat belts is the single most effective way to save lives and reduce injuries in crashes.

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

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Occupant Protection	B1CPS_US-2026-45-05-00	Jefferson County Public Health Child Passenger Safety
Anticipated Award Amount	**Funding Source***	
$4,000	405(b)	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
B1CPS_US

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**		
Narrative	**Activities:** This project will coordinate community-based child passenger safety programs based on education of parents/caregivers on the correct installation of child safety seats. Funds will be used to purchase child safety seats for low-income families, program supplies, and send individuals to CPS technician course(s) as needed. **Location:** Jefferson County and the Confederated Tribes of the Warm Springs **Affected Communities:** All families in Jefferson County, and as a member of the Confederated Tribes of the Warm Springs with children under the age of 14.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☒ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☐ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	**Cost sharing and matching/Program income:** Co-pays will be collected from car seat distribution to low-income qualifying families. All the program income generated will be re-invested back into the program budget to purchase additional seats or eligible program supplies. All	

	records of co-pays collected, and funds spent will be documented for review by the SHSO program analyst prior to claim reimbursement. **Travel Costs:** As new CPSTs are identified and educated, funds will be used to support travel to attend CPST training courses.

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Jefferson County Public Health and Fire Departments – Local Political Subdivisions

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
This project falls under the countermeasure for CPS inspection stations, which has a three-star citation and is mentioned on pg. 253 of the Approved Oregon 3HSP.

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
The countermeasure strategies of inspection stations, communications and outreach and high-visibility enforcement was informed by Highway Safety Program Guideline number 20 - specifically program management, legislation, regulation and policy, enforcement,

communication, occupant protection for children, outreach, diverse populations, health and medical communities and data and program evaluation.

Year-round public education is necessary to inform and educate motor vehicle drivers and passengers regarding Oregon laws, proper use of restraint systems, consequences of non- or improper use and availability of resources to assist them. Creation of locally based programs provides access to this education through access to certified car seat technicians by appointment or at child restrain inspection stations.

Child restraint inspection stations address three problems:

- improper use of child restraint system
- premature graduation of children to adult belt systems
- affordability of child restraint systems.

Caregivers may have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children and this factor contributes to non-use of seats, or the reuse of second-hand seats which may be unsafe for multiple reasons. Affordable resources within the communities where the need exists helps increase the rate of child safety seat use and reduce installation errors. This combined with education about the increased safety rates of proper restraint use contributes to meeting safety and performance targets from the SHSO's Occupant Protection program by maintaining or reducing the number of fatalities, the number of unrestrained passenger vehicle occupant fatalities in all seating positions and increasing the statewide observed seatbelt use among front seat out-board occupants in passenger vehicles. Research has overwhelmingly shown that correctly using appropriate child restraints or seat belts is the single most effective way to save lives and reduce injuries in crashes.

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

Program	Federal Project Number	Project Title
Occupant Protection	B1CPS_US-2026-45-06-00	CASA of Eastern Oregon Child Passenger Safety
Anticipated Award Amount	**Funding Source***	
$11,500	405(b)	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
B1CPS_US

Planned Activity Description (Project Funding Narrative)	
Narrative	**Activities:** This project will coordinate community-based child passenger safety programs based on education of parents/caregivers on the correct installation of child safety seats. Funds will be used to purchase child safety seats for low-income families, program supplies, and send individuals to CPS technician course(s) as needed. **Location:** Union County, Harney County, Grant County, and Malheur County

	Affected Communities: All families in Union, Harney, Grant and Malheur Counties.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☒ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	**Cost sharing and matching/Program income:** Co-pays will be collected from car seat distribution to low-income qualifying families. All the program income generated will be re-invested back into the program budget to purchase additional seats or eligible program supplies. All records of co-pays collected, and funds spent will be documented for review by the project director prior to claim reimbursement. **Travel Costs:** As potential new CPSTs are identified, funds will be used to support travel to attend CPST training courses.	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
CASA of Eastern Oregon – Nonprofit Organization

Countermeasure Strategy
CPS inspection stations, three-star citation, pg. 253 of the Approved Oregon 3HSP.

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
(C-1) # fatalities; (C-2) # serious injuries; (C-4): # of unrestrained occupants in MVC's. The countermeasure strategies of inspection stations, communications and outreach and high-visibility enforcement was informed by Highway Safety Program Guideline number 20 - specifically program management, legislation, regulation and policy, enforcement, communication, occupant protection for children, outreach, diverse populations, health and medical communities and data and program evaluation.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See 405(b) section, Appendix B, 2026 AGA.

Program	Federal Project Number	Project Title
Occupant Protection	B1CPS_US-2026-45-08-00	Building Healthy Families Child Passenger Safety
Anticipated Award Amount	**Funding Source***	
$3,500	405(b)	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
B1CPS_US

Planned Activity Description (Project Funding Narrative)	
Narrative	**Planned Activities** This project will coordinate and support community-based child passenger safety programs providing education to parents/caregivers on the correct installation of child safety seats. Funds will be used to purchase child safety seats for low-income families, needed program supplies, and send individuals to CPS technician course(s) as needed to gain national certification. **Location:** Wallowa County and Baker County

Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☒ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Exchange rates	☒ Travel costs
Special Or Unusual Costs Explanation	**Cost sharing and matching/Program income:** Co-pays will be collected from car seat distribution to low-income qualifying families. All the program income generated will be re-invested back into the program budget to purchase additional seats or eligible program supplies. All records of co-pays collected, and funds spent will be documented for review by the project director prior to claim reimbursement. **Travel Costs:** As potential new CPSTs are identified, funds will be used to support travel to attend CPST training courses. **Direct Costs** may include child seat program supplies, certification fees, or other related expenditures on project activities.	

Participating Sub-Recipient(s)/Agencies

Building Healthy Families – Nonprofit Organization

Countermeasure Strategy

This project falls under the countermeasure for OP, ‘CPS inspection stations,’ which has a three-star citation and is on pg. 253 of the Approved Oregon 3HSP.

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
The countermeasure strategies of inspection stations, communications and outreach and high-visibility enforcement was informed by Highway Safety Program Guideline number 20 - specifically program management, legislation, regulation and policy, enforcement, communication, occupant protection for children, outreach, diverse populations, health and medical communities and data and program evaluation. Year-round public education is necessary to inform and educate motor vehicle drivers and passengers, residents and visitors alike, regarding Oregon laws, proper use of restraint systems, consequences of non- or improper use and availability of resources to assist them. Creation of locally based programs provides access to this education through access to certified car seat technicians by appointment or at child restrain inspection stations. Child restraint inspection stations address three problems; • improper use of child restraint system • premature graduation of children to adult belt systems • affordability of child restraint systems. This program combined with education about the increased safety rates of proper restraint use contributes to meeting safety and performance targets from the SHSO's Occupant Protection program by maintaining or reducing the number of fatalities, number of serious injuries, and the number of unrestrained passenger vehicle occupant fatalities **(C-1, C-2, C-4).**

Required Data/Information for 405 / 1906 Grant Funding Requests
See 405(b) section, Appendix B, 2026 AGA.

Program	Federal Project Number	Project Title
Occupant Protection	B1CPS_US-2026-45-09-00	Good Shepherd Medical Center Child Passenger Safety
Anticipated Award Amount	**Funding Source***	
$2,500	405(b)	

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

Eligible Use of Funds
B1CPS_US

Planned Activity Description (Project Funding Narrative)		
Narrative	**Activities:** This project will coordinate a community-based child passenger safety program providing education to parents/caregivers on the correct seat selection and installation of child safety seats. Direct costs include purchase of child safety seats for low-income families. **Location:** Umatilla County and Morrow County **Affected Communities:** All families in Umatilla and Morrow Counties.	
Special Or Unusual Costs	☒ Cost sharing or matching	☐ Fund raising and investment management costs

Check all that apply (items linked to CFR)	☒ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☐ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	**Cost sharing and matching/Program income:** Co-pays will be collected from car seat distribution to low-income qualifying families. All the program income generated will be re-invested back into the program budget to purchase additional seats or eligible program supplies and will be counted as match once spent. All records of co-pays collected, and funds spent will be documented for review by the project director prior to claim reimbursement. **Direct costs** include purchase of child safety seats and program supplies to meet the needs of marginalized communities.	

Participating Sub-Recipient(s)/Agencies

Good Shepherd Medical Center – Nonprofit Organization (Hospital)

Countermeasure Strategy

This project falls under the countermeasure for CPS inspection stations, which has a three-star citation and is mentioned on pg. 253 of the Approved Oregon 3HSP. B1CPS

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
The countermeasure strategies of inspection stations, communications and outreach and high-visibility enforcement was informed by Highway Safety Program Guideline number 20 – including occupant protection for children, outreach, diverse populations, health and medical communities. Performance measures: Reduction of fatalities (C-1), Serious Injuries (C-2), and increased restraint use in motor vehicle crashes and in observed seat belt usage rates (C-4). This combined with education about the increased safety rates of proper restraint use contributes to meeting safety and performance targets from the SHSO's Occupant Protection program by maintaining or reducing the number of fatalities, the number of unrestrained passenger vehicle occupant fatalities in all seating positions and increasing the statewide observed seatbelt use among front seat out-board occupants in passenger vehicles.

Required Data/Information for 405 / 1906 Grant Funding Requests
See 405(b) section, Appendix B, 2026 AGA.

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Occupant Protection	B1CPS_US-2026-45-10-00	St. Anthony Hospital Center Child Passenger Safety
Anticipated Award Amount	**Funding Source***	
$2,500	405(b)	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
B1CPS_US

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Activities:** This project will coordinate a community-based child passenger safety program based on education of parents/caregivers on the correct installation of child safety seats. Funds will be used to purchase child safety seats for low-income families. **Location:** Umatilla County

	Affected Communities: All families in Umatilla County.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☒ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☐ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	**Cost sharing and matching/Program income:** Co-pays will be collected from car seat distribution to low-income qualifying families. All the program income generated will be re-invested back into the program budget to purchase additional seats or eligible program supplies. All records of co-pays collected, and funds spent will be documented for review by the project director prior to claim reimbursement.	

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
St. Anthony Hospital – Nonprofit Organization (Hospital)

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
This project falls under the countermeasure for CPS inspection stations, which has a three-star citation and is mentioned on pg. 253 of the Approved Oregon 3HSP.

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project will contribute to meeting performance measures for (C-1) # of fatalities, (C-2) # serious injuries, (C-4) unrestrained occupants and (C-9), Belt Use Survey percentage. The countermeasure strategies of inspection stations, communications and outreach and high-visibility enforcement was informed by Highway Safety Program Guideline number 20 - specifically program management, legislation, regulation and policy, enforcement, communication, occupant protection for children, outreach, diverse populations, health and medical communities and data and program evaluation.

Required Data/Information for 405 / 1906 Grant Funding Requests
See 405(b) section, Appendix B, 2026 AGA.

Program	Federal Project Number	Project Title
Occupant Protection	B1CPS_US-2026-45-11-00	Central Oregon Safe Kids Coalition on Child Passenger Safety
Anticipated Award Amount	**Funding Source***	
$8,000	405(b)	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
B1CPS_US

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Planned Activities** This project will coordinate community-based child passenger safety programs based on education of parents/caregivers on the correct installation of child safety seats. Funds will be used to purchase child

<table>
<tr><td></td><td colspan="2">safety seats for low-income families, program supplies, and send individuals to CPS technician course(s) as needed.

<u>Location</u>
Deschutes and Crook Counties

<u>Affected Communities</u>
All families in Deschutes and Crook Counties with children under the age of 14.</td></tr>
<tr><td rowspan="13">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☒ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☐ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
<tr><td>☐ Fix amount subawards</td><td>☐ Organization costs</td></tr>
<tr><td>☒ Direct costs (paragraph (c))</td><td>☐ Participant support costs</td></tr>
<tr><td>☐ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☐ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
<tr><td>☐ Entertainment costs</td><td>☐ Selling and marketing costs</td></tr>
<tr><td>☐ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
<tr><td>☐ Exchange rates</td><td>☒ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☐ Paid Media</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2"><u>Cost sharing and matching/Program income</u>
Co-pays will be collected from car seat distribution to low-income qualifying families. All the program income generated will be re-invested back into the program budget to purchase additional seats or eligible program supplies. All records of co-pays collected, and funds spent will be documented for review by the SHSO program analyst prior to claim reimbursement.
<u>Travel Costs</u>
As new CPSTs are identified and educated, funds will be used to support travel to attend CPST training courses.</td></tr>
</table>

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Central Oregon Family Resource Center – Nonprofit Organization

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Eligible Use Citation Location: Page 255 of 3HSP - 405(b) Community CPS Services Eligible Use Code: B1CPS_US

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
The countermeasure strategies of inspection stations, communications and outreach and high-visibility enforcement was informed by Highway Safety Program Guideline number 20 - specifically program management, legislation, regulation and policy, enforcement, communication, occupant protection for children, outreach, diverse populations, health and medical communities and data and program evaluation. Year-round public education is necessary to inform and educate motor vehicle drivers and passengers regarding Oregon laws, proper use of restraint systems, consequences of non- or improper use and availability of resources to assist them. Creation of locally based programs provides access to this education through access to certified car seat technicians by appointment or at child restrain inspection stations.

Child restraint inspection stations address three problems:

- improper use of child restraint system
- premature graduation of children to adult belt systems
- affordability of child restraint systems.

Caregivers may have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children and this factor contributes to non-use of seats, or the reuse of second-hand seats which may be unsafe for multiple reasons. Affordable resources within the communities where the need exists helps increase the rate of child safety seat use and reduce installation errors. This combined with education about the increased safety rates of proper restraint use contributes to meeting safety and performance targets from the SHSO's Occupant Protection program by maintaining or reducing the number of fatalities, the number of unrestrained passenger vehicle occupant fatalities in all seating positions and increasing the statewide observed seatbelt use among front seat out-board occupants in passenger vehicles. Research has overwhelmingly shown that correctly using appropriate child restraints or seat belts is the single most effective way to save lives and reduce injuries in crashes.

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

Program	Federal Project Number	Project Title
Occupant Protection	B8L*UNATTD-2026-45-01-00	Statewide Services – Occupant Protection – Heatstroke Education
Anticipated Award Amount	**Funding Source***	
$15,000	405(e) Flex	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
(B8L*UNATTD)

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**		
Narrative	This project will fund contracted media design, education material revisions, social media advertising, radio public service announcements for media regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator. The messaging for this project will start May 1 and run through the summer to align with the warmest weather during the summer. The goal for this planned activity is to reach as many parents and caregivers as possible statewide. Other than enforcement, education campaigns are one of the only proven countermeasures for occupant projection. The two types of messaging Oregon uses are behavioral, and awareness based. Funding is provided to allow for campaigns statewide and the location of messaging is based on data and diverse population needs. This project addresses the problem identification in the Occupant Protection chapter of the approved Oregon Triennial Highway Safety Plan pages 237 through 249. The communications and outreach countermeasure and justification can be found in the Occupant Protection chapter of the approved Oregon Triennial Highway Safety Plan pages 254 through 256. **Locations / Affected Communities** Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☐ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs

	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☐ Travel costs
	☐ Fines, penalties, damages and other settlements	☒ Paid Media
Special Or Unusual Costs Explanation	Direct Costs: The direct costs that are expected for this project will include development of a public communications campaign, costs associated with printing brochures and posters for reproduction and distribution of education and outreach materials regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator. Paid Media: Paid media will be used for PSAs and social media ads regarding unattended passengers and vehicular heatstroke.	

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
DMV Transportation Safety Office

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Communications and Outreach – CTW 3 Star Citation – Page 255

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This activity will contribute to the state highway safety performance target of reducing the total number of fatalities by using media to educate the public on the importance of wearing a seat belt while in a vehicle and educating parents about how to properly install a child car seat. When a person sees a billboard about wearing a seat belt or sees a social media ad about how to find a local child seat clinic near you, how to install a child restraint system, or the importance of not leaving children in an unoccupied vehicle, that will help to reduce the total number of motor vehicle fatalities.

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

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Occupant Protection	M1HVE-2026-45-00-00	Statewide Safety Belt Enforcement, Oregon State Police
Anticipated Award Amount	**Funding Source***	
$100,000	405(b)	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M1HVE

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**		
Narrative	**Planned Activities** This project will fund administrative and trooper time for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement “waves”. Expenses to undergo initial child passenger safety certification training may also be covered (certification fee and/or necessary lodging and per diem expenses). **Locations** Baker County, Benton County, Clackamas County, Columbia County, Crook County, Douglas County, Gilliam County, Harney County, Jackson County, Klamath County, Lane County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Tillamook County, Umatilla County, Washington County, Yamhill County. OSP Area Commands and the general public within these counties. Affected Communities: Baker County, Benton County, Clackamas County, Columbia County, Crook County, Douglas County, Gilliam County, Harney County, Jackson County, Klamath County, Lane County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Tillamook County, Umatilla County, Washington County, Yamhill County. **Affected Communities** Baker County, Benton County, Clackamas County, Columbia County, Crook County, Douglas County, Gilliam County, Harney County, Jackson County, Klamath County, Lane County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Tillamook County, Umatilla County, Washington County, Yamhill County.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☐ Direct costs (paragraph (c))	☒ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs

	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	**Compensation – Personal Services** This Project will pay for straight time and overtime safety belt and child passenger safety activities. **Participant Support Costs** There is a possibility of OSP Troopers to register for Certified Child Passenger Safety courses, so this project could cover registration fees for that course. **Travel Costs** There will be travel costs for enforcement and educational activities associated with this project. **Cost Sharing or Matching** The Match for the OSP Statewide Safety Belt Enforcement will be derived from OSP enforcement stops conducted by troopers on non-Federal grant funding.	

***** If you selected any of the above boxes, provide a detailed explanation*****

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

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
High Visibility Enforcement – CTW 5 Stars Citation

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☒	**No** ☐

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

During the 2023 calendar year, 111 vehicle occupants who died in Oregon traffic crashes were confirmed to be completely unbelted (FARS). High Visibility Enforcement (HVE) continues to be a huge part of the Occupant Protection Program. It is the key countermeasure to educating the public on seat belt and child passenger seat laws as well as enforcing the laws. The more officers you see out on the road, the higher the seat belt usage rate will be. Focusing on educating law enforcement agencies on the new straight time enforcement opportunity along with the continuing overtime enforcement will be a big priority for the HVE program.

Grant funding for safety belt overtime enforcement has been provided annually to Oregon law enforcement agencies since 1993 and structured around a campaign of three annual “blitzes” with additional, discretional overtime between blitzes as funding and staffing levels allow. For 2026, these two-week blitzes will be scheduled as follows: one in February, the nationwide Click It or Ticket mobilization over Memorial weekend, and one over Labor Day weekend.

Agencies will be encouraged to focus on Oregon’s identified high-risk population and geographic areas with lower-than-statewide average observed belt use rates. These segments presently include child passengers aged eight to twelve, and occupants traveling in the most remote, rural areas.

Grant-funded agencies will be highly encouraged to participate in each blitz and will work with local media and agency social media to educate the public during the weeks just prior to and following each blitz. ODOT will report levels of law enforcement participation, planned outreach and media for the Click It or Ticket mobilization to NHTSA in the Annual Report.

Officers will be notified of child passenger safety training opportunities throughout the year and will be encouraged to undergo child passenger safety training and to nurture community awareness of traffic safety generally. Grants will be administered through the Oregon State Police and Oregon Impact (for local police department and sheriff’s office participation).

Campaign performance will be measured through results of the annual statewide observed use survey, ODOT public attitude survey, and frequency/quantity/type of enforcement contacts reported by participating agencies.

In FFY2024, there were 9,529 contacts made during the seat belt enforcement grant activities.

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
High Visibility Enforcement (HVE) continues to be a huge part of the Occupant Protection Program. It is a key countermeasure to educate the public on seat belt and child passenger seat laws as well as enforcing the laws. The more officers you see out on the road, the higher the seat belt usage rate will be. This planned activity will contribute to the performance measures of reducing the number of fatalities, increasing the observed seatbelt use among out-board occupants in passenger vehicles as well as the performance measure of reducing the unrestrained vehicle occupant fatalities in all seating positions.

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

Program	Federal Project Number	Project Title
Occupant Protection	M1PE-2026-45-00-00	Statewide Services – Occupant Protection 405(b)
Anticipated Award Amount	**Funding Source***	
$250,000	405(b)	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
, M1PE, M1TR, M1CPS

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	This project will fund contracted media design, education material revisions, social media advertising, radio public service announcements and billboards; public attitude, and annual statewide seat belt survey; as well as TSO direct purchase, reproduction and distribution of educational and outreach materials, and LATCH Manuals for child

<table>
<tr><td></td><td colspan="2">passenger safety technicians. Media topics to include seat belt safety and child passenger safety. The goal for this planned activity is to reach as many citizens, parents and caregivers as possible statewide to increase the knowledge of the importance of seat belts and child safety restraints.

Other than enforcement, education campaigns are one of the only proven countermeasures for occupant protection. The two types of messaging Oregon uses are behavioral, and awareness based. Funding is provided to allow for campaigns statewide and the location of messaging is based on data and diverse population needs.

This project addresses the problem identification in the Occupant Protection chapter of the approved Oregon Triennial Highway Safety Plan pages 237 through 249. The communications and outreach countermeasure and justification can be found in the Occupant Protection chapter of the approved Oregon Triennial Highway Safety Plan pages 254 through 256.

<u>Locations / Affected Communities</u>

Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County</td></tr>
<tr><td rowspan="10">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☐ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
<tr><td>☐ Fix amount subawards</td><td>☐ Organization costs</td></tr>
<tr><td>☒ Direct costs (paragraph (c))</td><td>☐ Participant support costs</td></tr>
<tr><td>☐ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☐ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
<tr><td>☐ Entertainment costs</td><td>☐ Selling and marketing costs</td></tr>
<tr><td>☐ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
</table>

	☐ Exchange rates	☐ Travel costs
	☐ Fines, penalties, damages and other settlements	☒ Paid Media
Special Or Unusual Costs Explanation	**Cost Sharing or Matching** The cost sharing or matching for this project will come in the form of earned media from the Occupant Protection Media Program. At the end of the grant year, the media contractor Gard Communications supplies the Transportation Safety Office with a final media report of what was produced during the grant year. In that final media report, each program is provided what earned media was received for that media program during the grant year. **Direct Costs** The direct costs that are expected for this project are costs associated with printing brochures and posters for reproduction and distribution of education and outreach materials, these costs include printing, packaging costs, as well as DAS fees. Funds will also be used for the media contractor for seat belt safety and child passenger safety messaging, as well as the data contractor for the annual seat belt observation study survey. DOJ fees for the contract work may also be part of this project. Paid media will be used to stream PSAs on seat belt safety and child passenger safety across streaming television and radio platforms. Social media ads will also be used to educate parents on child passenger safety topics.	

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
ODOT – Transportation Safety Office

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Pages 254-256 of the Approved Oregon 3HSP – Communications and Outreach

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This activity will contribute to the state highway safety performance target of reducing the total number of fatalities by using media to educate the public on the importance of wearing a seat belt while in a vehicle and educating parents about how to properly install a child car seat. When a person sees a billboard about wearing a seat belt or sees a social media ad about how to find a local child seat clinic near you, how to install a child restraint system, or the importance of not leaving children in an unoccupied vehicle, that will help to reduce the total number of motor vehicle fatalities.

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

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Occupant Protection	M1PE-2026-45-01-00	Safe Rides for Kids: Motor Vehicle and Car Seat Safety
Anticipated Award Amount	**Funding Source***	
$167,124	405(b)	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M1PE, M1CPS

Planned Activity Description (Project Funding Narrative)	
Narrative	This project seeks to expand the child passenger safety distribution and education programs in Oregon, with a focus on increasing awareness, accessibility to resources such as car seats, and correct usage of child safety seats among Oregon children. Particularly, activities will occur in the Portland Metro area and surrounding Oregon counties. Through targeted outreach efforts and evidence-based interventions, this project aims to reduce the incidence of injuries and fatalities related

	to inadequately secured child passengers in motor vehicles throughout the state and other injuries associated with motor vehicles. The "Safe Rides for Kids" program will be implemented through a series of coordinated activities: 1. Car Seat Distribution: Distribute car seats to low-income and under-resourced families through community events. All car seats distributed will come with car seat education materials and proper car seat installation instruction by a certified child passenger safety technician. 2. Inspection Stations: Establish permanent car seat inspection stations staffed by certified Child Passenger Safety Technicians (CPSTs) in strategic locations such as hospitals, fire departments, and community centers. These stations will offer free inspections and hands-on assistance with car seat installation and will include assessments for families of children with special needs. 3. Outreach and Promotion: Develop a comprehensive outreach plan to promote the program through community events. Special attention will be given to reaching underserved populations and booster age children. We will leverage already proven and successful outreach events such as Touch A Truck (that sees upwards of 1,000 families each summer) to target these children and their families in a timely and effective manner. **Location:** Portland, Oregon **Affected Communities:** Families that live in Region 1 in Clackamas, Hood River, Multnomah and Washington counties.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☒ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media

Special Or Unusual Costs Explanation	Cost Sharing or Matching: For Match, this project will use a portion of the staff time needed to complete the project activities. Program Income: Child car seats will be distributed at no cost, but if any co-pays are collected during this project, the program income will be reported and used on eligible program costs during the grant year. Compensation – Personal Services: This project will pay a portion of the staff time needed to complete the project activities; the rest of the time will be charged as Match. Compensation – Fringe Benefits: This project will pay the fringe benefits for the employees that will be working on project activities. Direct Costs: This project will be purchasing car seats to distribute at no cost to low-income, refugee and immigrant families who are unable to purchase child car seats on their own. Printing and materials costs for safety handouts and educational material needed for the project activities as well as supplies needed for the child seat fitting stations. Along with purchasing the standard child safety seats, this project will also purchase some special needs training seats to help families in need with children that have special travel needs. Travel Costs: Out-of-state travel will cover costs for technicians on staff to attend a national conference such as Lifesavers National Conference and or the Kidz In Motion Conference.

Participating Sub-Recipient(s)/Agencies
Randall Children's Hospital Foundation, non-profit agency

Countermeasure Strategy
Child Restraint Inspection Stations – CTW 3-star citation, pages 253-254, 3HSP

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
According to the U.S. Census Bureau, Oregon's population grew by about 10.6% from 2010 to 2020. Randall Children's Hospital (RCH) received multiple calls per week from families seeking assistance with car seat education or resources. RCH has seen a drastic increase in these requests in the past year. A specific area of concern for the RCH Injury Prevention Program involves new families who have recently moved to Oregon. The program has seen a dramatic increase in requests for car seats from these families. In 2024, the small RCH Injury Prevention team supported 461 families, mostly in community car seat work. This does not include the hundreds of families that are assisted in-patient with child passenger safety needs. This is a vital and critical service to patients and the community. This data indicates that more parental education is needed to decrease the number of inappropriately restrained children, and the number of children involved in fatal car accidents who are not restrained. This project will positively affect the performance measures of increasing the statewide observed seat belt use among front seat out-board occupants in passenger vehicles, reducing unrestrained passenger vehicle occupant fatalities in all seating positions and the performance measure of reducing the total number of fatalities on the highways (C-1).

Required Data/Information for 405 / 1906 Grant Funding Requests
See 405(b) section of Appendix B, AGA 2026.

Program	Federal Project Number	Project Title
Occupant Protection	M1TR-2026-45-03-00	Statewide Child Passenger Safety Instructor Development & Technician Training
Anticipated Award Amount	**Funding Source***	
$490,000	405(b)	

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

Eligible Use of Funds
M1TR

Planned Activity Description (Project Funding Narrative)	
Narrative	This project will fund administration activity hours, instructor service activity hours, indirect costs, and equipment & supplies necessary to train and certify or recertify CPS technicians & instructors via webinars or in-person training workshops. A CPS Conference will be offered in each region to reach all CPS technicians and instructors to support ongoing continuing education, networking, and community development. This project will also fund CPS outreach specialist activity hours that will provide mentorship and guidance to new technicians throughout Oregon, support the development of ODOT/CPS outreach events, develop connections with CPS Technicians to strengthen the technician

<table>
<tr><td></td><td colspan="2">community, provide support to CPS Technicians in the recertification process including developing a virtual seat sign-off program to support technicians in rural communities. CPS Outreach Specialist will work directly with ODOT CPS Coordinator and ODOT Region Transportation Safety Coordinators to provide organizational support for the development of CPS programing across the state of Oregon and support the development of CPS programs to include consistent services and distribution in all regions of the state. The CPS Outreach Specialist activity hours will also be used to develop systems to record and track statistics of all events, distribution programing, and represent ODOT state-wide to support community partners.

Location: Portland, Oregon

Affected Communities:

Statewide; one to two CPS Technician Certification courses will be held in each of the five ODOT regions. Course locations for FFY 2026 that are planned currently are City of Portland, City of Hillsboro, City of Keizer, City of Pendleton and the City of Bend. The CPS Coordinator is also looking to hold a course somewhere in the north coast area and in southern Oregon in Roseburg, Grants Pass or Brookings. The remaining courses have yet to be scheduled.</td></tr>
<tr><td rowspan="8">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☒ Direct costs (paragraph (c))</td><td>☒ Participant support costs</td></tr>
<tr><td>☒ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☒ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
<tr><td>☐ Exchange rates</td><td>☒ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☐ Paid Media</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2">Cost Sharing or Matching: The Match for the Statewide Instructor Development & Technician Training grant will be a portion of the personnel time required for running the project and a portion of the Personnel benefits for the personnel working the project activities. A portion of the training equipment, LATCH Manuals, printing, and office supplies needed for the CPST training will be included as Match. A portion of the instate training costs, out of state conference travel, postage, training refreshments, van maintenance and fuel, state</td></tr>
</table>

	conference expenses and catering, and storage for course materials will be put towards the Match requirement. Compensation – Personal Services: The personal services for this project will be the personnel time for the staff that will be coordinating the program, coordinating CPST outreach activities and working the project activities. Compensation – Fringe Benefits: A portion of. Direct Costs: The direct costs for this project consist of the printing required for the CPS Technician courses, LATCH Manuals to be given to attendees of the CPS Technician courses, office supplies needed for the CSPT courses, training equipment (training car seats) needed for CPST courses, postage costs needed to run the project, training food and refreshments for CPST courses, CPS van maintenance and fuel, CPST course and CPS conference venue rentals, CPS conference catering, storage space for CPST course materials and supplies, CPS instructor honorarium for teaching technician courses. Participant Support Costs: Participant support will be provided to people wanting to become a CPST but are unable to pay for the registration fees for the training course. Travel Costs: This includes both in-state travel expenses and out-of-state travel expenses. In-state travel costs will be for mileage, per diem and lodging costs for the instructor team to provide CPST training around the state. In-state travel will also pay for the travel costs to provide regional CPS conferences around the state. Out-of-state travel will cover costs for several technicians to attend the Lifesavers National Conference and the Injury Free conference.

Participating Sub-Recipient(s)/Agencies
Oregon Health & Science University, Portland, Oregon – Comprehensive Public Academic Health Center, for-profit organization

Countermeasure Strategy
Child Restraint Inspection Stations – CTW 3-Star Citation – Page 253

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Having a thriving Child Passenger Safety Training Program is key to contribute to the performance target of reducing the total number of fatalities on the highways and to reducing the unrestrained passenger vehicle occupant fatalities in all seating positions (C-1, C-4).

Required Data/Information for 405 / 1906 Grant Funding Requests
See 405(b) Section, Appendix B, AGA 2026

Program	Federal Project Number	Project Title
Occupant Protection	M1PE-2026-45-05-00	Region 5 Occupant Protection Education and Outreach
Anticipated Award Amount	**Funding Source***	
$25,000	405(b)	

Planning and Administration Costs Yes ☐ No ☒

Program Management Costs Yes ☐ No ☒

Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).

Promised Projects

Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)?

Yes ☐ No ☒

Click or tap here to enter text.

Eligible Use of Funds

M1PE

Planned Activity Description (Project Funding Narrative)

Instructions: Provide a description that includes activities planned and project location

If applicable: specify affected communities and select relevant special costs **(with explanation)**

Narrative	**Activities**: This project will focus on local, Region 5, media messaging for occupant protection (safety belt and child restraint use) education in Region 5. Funds will also be made available for community traffic safety programs and projects, outreach, program supplies, and services in addition to grassroots transportation safety education, outreach, and/or services through awards to local jurisdictions, traffic safety organizations, non-profits and law enforcement to address community-identified behaviors that have been contributing to the increase in

<table>
<tr><td></td><td colspan="2">fatalities and serious injuries in Region 5 as a result of driver and passenger ejections (preliminary).

<u>Location</u>: Local jurisdictions and traffic safety organizations within Region 5. See ODOT Region Map and Table of Counties by Region.

<u>Affected Communities</u>: All residents of Region 5, living in Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union, and Wallowa Counties.</td></tr>
<tr><td rowspan="10">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☐ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
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<tr><td>☒ Direct costs (paragraph (c))</td><td>☐ Participant support costs</td></tr>
<tr><td>☐ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☐ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
<tr><td>☐ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
<tr><td>☐ Exchange rates</td><td>☐ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☒ Paid Media</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2">Cost sharing or matching: Matching funds for this grant are intended to come from local media matching funds.

Paid Media: Identified funds will be spent on promoting occupant protection (safety belt and child restraint use) education and outreach in Region 5. Radio messages will utilize local, familiar voices. Facebook messaging on media partner’s websites will support statewide messaging campaigns and efforts in coordination with local events and problem identification. Website banners, movie theatre advertising, and videography could also be utilized.</td></tr>
</table>

Participating Sub-Recipient(s)/Agencies
State of Oregon – ODOT – Transportation Safety Office – Region 5

Countermeasure Strategy
Page 255 – Communications and Outreach (Public Education)

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Funds identified for localized media campaigns will work to raise awareness, educate the public, and influence behavior change regarding safety belt and child restraint use, utilizing a combination of radio, digital, and social media. This project will help meet the state's safety performance targets of increasing observed seatbelt use among front seat out-board occupants in passenger vehicles (NHTSA), and maintain or reduce unrestrained passenger vehicle occupant fatalities in all seating positions (NHTSA). By impacting these performance targets, this project will help meet the state's safety performance targets of reducing the number of fatalities and serious injuries (C-1, C-2).

Program	Federal Project Number	Project Title
Occupant Protection	M1TR-2026-45-02-00	Child Passenger Safety Adaptive Needs Transportation Project
Anticipated Award Amount	**Funding Source***	
$182,548	405(b)	

Planning and Administration Costs Yes ☐ No ☒

Program Management Costs Yes ☐ No ☒

Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).

Promised Projects

Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)?

Yes ☐ No ☒

Eligible Use of Funds

M1CPS, M1TR

Planned Activity Description (Project Funding Narrative)

Narrative	The Child Passenger Safety Adaptive Needs Transportation Project will provide Adaptive Needs Transportation assessments and resources to all Oregon children. This project would reduce barriers for caregivers of children with special health care needs to access special needs transportation assessments and support in or close to their own Oregon community. This project will cover the activity hours for an Adaptive Needs Transportation Specialist to offer services to meet the needs of children across the state along with supporting the development and implementation of Adaptive Needs Transportation Assessment Clinics in all Oregon regions. Activity hours will also include providing support and mentoring for Safe Travel for All Children (STAC) technicians and

<table>
<tr><td></td><td colspan="2">training courses and coordinating the development of Adaptive Needs Transportation clinics across the state.

Location: Portland, Oregon

Affected Communities: Statewide</td></tr>
<tr><td rowspan="9">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
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<tr><td>☐ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
<tr><td>☐ Exchange rates</td><td>☒ Travel costs</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2">Cost Sharing or Matching- The Match for the Child Passenger Safety Adaptive Needs Transportation Project will be a portion of the personnel time required for running the project and a portion of the Personnel benefits for the staff hours working the Adaptive Needs Transportation Specialist activities. A portion of the training equipment supplies, printing, office supplies needed for clinics and STAC training support will be included as Match. A portion of the instate travel costs, out of state conference travel, van maintenance and fuel will be put towards the Match requirement.

Compensation – Personal Services: The personal services for this project will be the personnel time for the staff that will be coordinating the Adaptive Needs program, coordinating activities and working the project activities. Compensation – Fringe Benefits: A portion of the fringe benefits of the staff working on the project activities will be paid through the project.

Direct Costs – The direct costs for this project consist of the printing, office supplies needed for the CSPT courses, training supplies needed for STAC support and training, van maintenance and fuel.

Travel Costs – This includes both in-state travel expenses and out-of-state travel expenses. In-state travel costs will be for mileage, per diem and lodging costs for the instructor team to provide CPST training around the state. In-state travel will also pay for the travel costs to</td></tr>
</table>

	provide regional CPS conferences around the state. Out-of-state travel will cover costs for Adaptive Needs Transportation Specialist to attend out of state training.

Participating Sub-Recipient(s)/Agencies

Oregon Health & Science University, Portland, Oregon – Comprehensive Public Academic Health Center, for-profit organization

Countermeasure Strategy

Child Restraint Inspection Stations – CTW 3-Star Citation – Page 253

Local Expenditure Yes ☐ No ☒

High Visibility Enforcement (HVE) Yes ☐ No ☒

Contribution to safety performance targets submitted to NHTSA

Approximately 20% of children and youth in Oregon experience a special health care need. (Oregon Center for Children and Youth with Special Health Needs, https://www.ohsu.edu/occyshn/oregons-children-and-youth-special-health-care-needs). While many can be safely transported in a conventional car seat, booster seat or seat belt, some children and adolescents cannot. This necessitates the use of specialized adaptive needs car seats.

Having a thriving Child Passenger Safety Training Program is key to contribute to the performance target of reducing the total number of fatalities on the highways and to reducing the unrestrained passenger vehicle occupant fatalities in all seating positions.

Children and youth in rural communities in Oregon 1.5 times more likely to have unmet mental, oral, and physical health care needs than those in urban communities (Oregon Office of Rural Health, 2019). This includes adaptive transportation needs.

Required Data/Information for 405 / 1906 Grant Funding Requests

See 405(b) section, Appendix B, AGA 2026.

Program	Federal Project Number	Project Title
Non-Motorized (Bike-Ped)	CP-2026-25-10-00	Lane Safe Communities and Rural Bike and Pedestrian Safety Education
Anticipated Award Amount	**Funding Source***	
$524,142	402	

Planning and Administration Costs **Yes** ☐ **No** ☒
Program Management Costs **Yes** ☐ **No** ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects **Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)?** **Yes** ☐ **No** ☒

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
CP, AL, DE, PS, SC, CR

Planned Activity Description (Project Funding Narrative)

Instructions: Provide a description that includes activities planned and project location

If applicable: specify affected communities and select relevant special costs **(with explanation)**

Narrative

This project continues to coordinate and implement portions of the new Lane County and city level Transportation Safety Action Plans. This is a Safe Communities project within Lane County, and will specifically encourage partnerships within the county government, and with cities within the county. Activities will assist agencies, professionals, and volunteers to implement actions identified in the local Transportation Safety Action Plan to initiate culture change inside and outside city and county government, moving the community toward a zero acceptable deaths approach to managing motor vehicle traffic and safety for all modal users.

Problem Identification: This project addresses the problem identification in the approved Triennial Highway Safety Plan on pg. 80 (Region 2), pgs. 110-123 (Pedestrians and Bicyclists), and pgs. 132-139 (Community Traffic Safety).

Project activities are planned to include:

Speed Reduction	Deploy Speed Reduction campaign materials.
Safety Outreach	Direct outreach with community-based organizations to educate the public of the need for safe bicycling and walking , including the topic of reflective gear and lighting for people who travel in low light, especially focused on low-income community members.
Child Passenger Safety	Provide car seat installation checks and comprehensive education for caregivers through scheduled appointments and community events, emphasizing the benefits of properly installed car seats and ensuring they understand best practices for child passenger safety.
DUII Prevention	Work with local businesses, agencies, and other stakeholders (bars, beverage companies, taxis, Lane County public health, transit, etc.) to deploy targeted social norming education and outreach to prevent driving under the influence of alcohol &/or drugs.
Partner Coordination	Collaborate with partner agencies to gain a comprehensive understanding of the implementation goals and opportunities

		within the Lane County Safe Communities program. Act as a liaison by attending partner staff meetings, participating in relevant advisory committees, and fostering strong inter-agency communication.
	Training	Provide regular updates to Lane ACT, the Metropolitan Planning Committee, and the Public Safety Coordinating Council on the state of traffic safety in Lane County, including ongoing initiatives and measurable outcomes when available.
	Coordination	Work with partners to develop and implement targeted traffic safety education and outreach campaigns, focusing on data-driven priority areas to improve transportation safety across Lane County.
	Outreach	Conduct training for PE instructors at rural elementary and middle schools.

Location: Region 2 – Lane County

Affected Communities: Traffic safety professionals, traffic safety volunteers, residents and visitors to Lane County. The project will impact bicyclists and pedestrians, groups that are vulnerable transportation network users in Lane County.

Special Or Unusual Costs Check all that apply (items linked to CFR)		
	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☒ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media

Special Or Unusual Costs Explanation	Costs include staff salary and benefits of project specific labor (Safe Lane Coalition Coordinator and Transportation Options Specialist staff time), direct cost for nonprofit contractor for community education, and indirect costs per established rate. Travel will be basic local meetings, to Lifesavers, GHSA or similar association conference, and the TSO annual conference. Match will be provided through a non-federally funded portion of the salary of the staff working on project activities.

Participating Sub-Recipient(s)/Agencies
Eugene/ Springfield Metropolitan Planning Organization, local government

Countermeasure Strategy
Approved Oregon 3HSP 2024-2026, p140, Statewide/Regional Education, outreach, communications and training, p 105

Local Expenditure	**Yes** ☒	**No** ☐
Value $ and %	$524,142 and 100%	

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
This project provides education and outreach and hands on training to Lane County residents who are over-represented in crash data. This project will help meet the state's safety performance targets listed in the approved 3HSP, maintain or decrease bicyclist and pedestrian fatalities, decrease the number of speeding related fatalities, decrease number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above, and contributing to the state's performance targets of reducing fatalities and serious injuries. (C-1, C-2, C-3, C-4, C-5, C-6, C-10, C-11).

Program	Federal Project Number	Project Title
Non-Motorized (Bike-Ped)	PS-2026-68-01-00	Culturally Responsive Pedestrian and Bicycle Safety Education
Anticipated Award Amount	**Funding Source***	
$10,000	402	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
PS

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Planned Activities** Adelante Mujeres' Adult Education team will implement culturally specific and bilingual Pedestrian and Bicycle Safety curriculum and training as part of existing programming to further educate members of the local Latine community on road and sidewalk safety.

<table>
<tr><td></td><td colspan="2">Language barriers limit Latines from learning to stay safe as pedestrians and/or bicyclists. We will provide courses for adults to learn about pedestrian and bicycle safety, all led in Spanish, so that participants feel confident about what they are learning.

<u>Location</u>

Forest Grove, Oregon

<u>Affected Communities</u>

Latine communities, Washington County</td></tr>
<tr><td rowspan="11">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☐ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
<tr><td>☐ Fix amount subawards</td><td>☐ Organization costs</td></tr>
<tr><td>☒ Direct costs (paragraph (c))</td><td>☐ Participant support costs</td></tr>
<tr><td>☒ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☒ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
<tr><td>☐ Entertainment costs</td><td>☐ Selling and marketing costs</td></tr>
<tr><td>☐ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
<tr><td>☐ Exchange rates</td><td>☐ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☐ Paid Media</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2">Costs include staff salary and benefits for the adult education teacher. Direct costs include trailer rental to transport bicycles, bicycle rental, supplies such as markers for the classes and marketing and promotion of the classes.

Match will be provided through a portion of the salary and benefits of the adult education teacher.</td></tr>
</table>

***** If you selected any of the above boxes, provide a detailed explanation*****

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

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
This project falls under the countermeasure of Communications, Training, Outreach and Education, pgs. 105-106 of the Approved 3HSP.

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
Teaching pedestrian and bicycle safety to Spanish speaking community members in ODOT's Region 1 of Portland Metro contributes to meeting Oregon's Performance Targets by educating at risk populations on safe behaviors while walking and rolling. This demographic community often walks or rides bikes or low powered micromobility devices to commute. Adult people of color are at risk for pedestrian and bicycle involved crashes in Oregon. Thus, activities of the project can help save lives of people walking and rolling in Oregon.

Program	Federal Project Number	Project Title
Non-Motorized (Bike-Ped)	PS-2026-68-02-00	Bike Safety for Children with Disabilities
Anticipated Award Amount	**Funding Source***	
$28,200	402	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
PS

Planned Activity Description (Project Funding Narrative)

Instructions: Provide a description that includes activities planned and project location

If applicable: specify affected communities and select relevant special costs **(with explanation)**

Narrative

Planned Activities

This project provides safe cycling instruction for children with intellectual and developmental disabilities by holding an annual summer camp in Portland, Oregon. One leader is assigned to each rider with the help of a volunteer team. They collaborate to build individualized bicycle safety training, carefully considering the needs of each rider based on registration information.

There is an anticipated roster of at least 55 riders who each attend a series of 1.25-hour daily sessions for 5 days during the summer camp (Each participant gets a total of 6.25 hours of training by the end of the 5 days of camp). The majority of the riders are children and youth starting at age 8. Safety instruction and trauma-informed practices are taught and practiced throughout the camp. Caregivers are trained to manage their riders so they can ride safely at home. Since many riders cannot read, the use of iPads aid with visual communication apps and large STOP signs to teach road sign awareness and adherence.

Location

Portland, Oregon

Affected Communities

Region 1: Portland Metro area: Clackamas, Multnomah, and Washington Counties

Special Or Unusual Costs
Check all that apply (items linked to CFR)

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

	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☐ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Direct Costs for the grant are bike rentals for the training and contracts for bike safety trainers Match will be provided through a portion of the bike rental and bike transportation costs, a portion of the staff (consultation and contracted services) and sponsorships, donations and other grant funding.	

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Northwest Disability Support- Non-profit Agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
This project falls under the countermeasure communications, training, outreach and education, which is justified on pgs. 105-106 of the Approved 3HSP. Communications, Training, Outreach and Education – 1300.11(b)(4)(ii)(B) - Partnerships in collaboration with communities and non-profits to address traffic safety issues through grassroots efforts.

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
$28,200, 100%

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This planned activity will contribute to meeting the State's highway safety performance targets of reducing fatalities and serious injuries; by providing opportunities for young people with developmental disabilities to learn how to ride their bike safely in Oregon. This opportunity decreases the barriers to learning rules of road that standard bicycle safety education can provide these young people. Not only will this contribute to increasing safety for these riders but can also help in meeting future highway safety performance targets as these young riders grow and ride on public roads among other motorists.

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Non-Motorized	PS-2026-68-03-00	Advancing Bicycle Safety
Anticipated Award Amount	**Funding Source***	
$62,204	402	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
PS

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Planned Activities** This project will educate and train historically marginalized community members in Portland through safe riding clinics where participants will learn a range of safe cycling skills, responsive to each cohort's skill level, and taught within the context of where people live and frequently travel to. The safe cycling clinics activities will help mitigate elevated traffic safety risks in these marginalized communities by empowering clinic participants to travel safely while riding. The project will include at

	least 10 events impacting at least 150 participants for one year from November 2025 through September 2026. **Locations / Affected Communities** Portland, Oregon Specific neighborhoods include Portsmouth, New Columbia, Cully, Sumner, Hazelwood, Powellhurst-Gilbert, and Mill Park.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Exchange rates	☐ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Matching/Cost sharing at a 20% of the grant costs will be met through non-federal funded staff time used toward project activities. Staff time pay and benefits for work hours toward grant activities. Direct costs are for training materials that will be used in safe cycling training clinics and the purchase of bicycle helmets to be used for clinic rides for learning participants who do not have a helmet. These helmets will stay with the training program and will be used only on rides for this project.	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Community Cycling Center, Non-Profit Agency

Countermeasure Strategy
Page 129 of the approved 3HSP – Countermeasures and Justification Uniform Guidelines for State Highway Safety Programs – Pedestrian and Bicycle Safety No.14 Section I, II, and VII 1300.11(b)(4)(ii) 1300.12(b)(2)(viii) 1300.11(b)(4)(ii)(B): Partnerships in collaboration with communities, local cities, counties, non-profits, businesses, organizations, neighbor associations, and law enforcement to address traffic safety issues through grassroots efforts

Local Expenditure	**Yes** ☒	**No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value $ and %	$62,204 | 100%	

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
This project will contribute to meeting the State's Highway performance targets of less bicycle fatalities with the focus of bicycle safety education to a range of age groups in Portland communities who may not have had access to this safe cycling education previously. The gained knowledge and skills gained by these trainings can help keep bicycle riders safe.

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Non-Motorized (Bike-Ped)	PS-2026-68-04-00	Aging Pedestrian and Traffic Safety
Anticipated Award Amount	**Funding Source***	
$24,000	402	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
PS

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**		
Narrative	**Planned Activity** This project will educate older adults on laws and safety measures for pedestrians' safety and provide tools and materials so aging adult pedestrians can increase their transportation safety, mobility, and reduce the likelihood of injury or death. The activities will include coordinating and instructing in person community classes for older pedestrians and drivers. **Location** Retirement communities, assisted living centers, and older adult populations will be targeted in the following counties in Oregon – (Regions 1, 2, & 3) Douglas, Lane, Clackamas, Multnomah, Washington, Lincoln, Yamhill, Hood River, Marion, and Wasco.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	**Cost Sharing/Match** The cost of staff time to complete these activities will be shared through matching agency staff time working on grant activities. **Compensation – Personal Services & Fringe Benefits** Portion of the cost of staff time and fringe benefits to complete grant activities.	

	Direct Costs Two computer tablets will be used during pedestrian education classes to help participants with mapping safe walking routes and identifying locations where participants struggle with safe crossings. This will help the instructor offer safer walking route strategies. The tablets will only be used for the identified project activities. Other direct costs are for participant supplies for use while walking. **Travel Costs** The project staff will travel to different locations in Oregon for pedestrian and driver safety classes for aging populations.

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Legacy Emmanual Medical Center-Trauma Nurses Talk Tough -- Non-Profit Agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Pages 105-106 of the Approved Oregon 3HSP Communications, Training, Outreach and Education

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
Performance Measure: Reduction in fatalities Aging pedestrians and drivers are a significant number of road users in Oregon and are a special population who are at risk and vulnerable to crashes as a pedestrian or as a driver involving a pedestrian. With a special focus on education and awareness programs to help aging adult road users travel safely, this planned activity can significantly contribute to meeting the state’s highway safety performance targets of decreasing crashes, serious injuries and fatalities especially for vulnerable road users.

Program	Federal Project Number	Project Title
Non-Motorized (Bike-Ped)	PT-2026-30-04-00	Vulnerable Road User Enforcement and Education – Oregon Impact
Anticipated Award Amount	**Funding Source***	
$91,300	402	

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

Eligible Use of Funds
PT, PS

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Planned Activities** This is a pedestrian safety enforcement (PSE) grant program to Oregon law enforcement agencies, to also include enforcement operations, law enforcement training of pedestrian and bicycle laws, and law enforcement organized diversion classes and law enforcement participation in community outreach and education events focused on traffic and pedestrian and bicycle safety. LEO's have access to

<table>
<tr><td></td><td colspan="2">Pedestrian Enforcement training and strategies to meet local, state and/or federal requirements.

<u>Location / Affected Communities</u>

Cities of: Astoria, Aumsville, Bandon, Canby, Coburg, Cottage Grove, Eugene, Florence, Independence, Lake Oswego, Lincoln City, Medford, Salem, Silverton, Stanfield, Talent, Tigard, University of Oregon, Vernonia

Counties of: Benton, Columbia, Deschutes, Klamath, Lake, Lincoln, Washington, Wheeler, Yamhill</td></tr>
<tr><td rowspan="11">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
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<tr><td>☐ Exchange rates</td><td>☐ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☐ Paid Media</td></tr>
<tr><td></td><td></td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2">Cost Sharing or Matching: The match for the Pedestrian Safety Enforcement (PSE) HVE project will be provided by the participating LEAs from their pedestrian safety enforcement activities.

Direct Costs: Office expenses including rent, supplies, phone, and postage needed for conducting sub-grant administrative activities. Other direct costs include bookkeeping charges, Badge Data (online reporting) maintenance charges and CPA Audit charges. Project agreements to local police departments and county sheriff’s offices will be sub-awarded by Oregon Impact to law enforcement agencies who submitted Letters of Interest for pedestrian safety enforcement activities to Oregon Impact.

Compensation – Personal Services: This project will pay for Oregon Impact personnel costs for activities needed to administer the PSE HVE grant program on behalf of the TSO.</td></tr>
</table>

	Compensation – Fringe Benefits: This project will pay for the fringe benefits for the Oregon Impact staff for hours worked on activities for administering the PSE HVE program on behalf of the TSO.

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

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 127 of 3HSP, - High Visibility Enforcement -Enforcement Strategies– CTW 3 stars citation- Pedestrian 4.4

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % $83,000 | 90%

High Visibility Enforcement (HVE) **Yes** ☒ **No** ☐
Instruction: Provide information regarding planned mobilization participation (e.g., participating and reporting agencies, enforcement activity, and citation information).
This project supports a statewide High Visibility Enforcement (HVE) program administered by Oregon Impact on behalf of ODOT-TSO. The program provides grants to local City, County, and Tribal police agencies to conduct targeted pedestrian safety enforcement operations that maintain or increase compliance with Oregon's law and best practices. Projects are funded through a Notice of Opportunity, followed by a Letter of Interest (LOI) process. Law enforcement agencies submit an LOI to TSO that includes a problem

identification statement, proposed enforcement locations (data-driven), and the grant amount requested. Funding awards are also partially based on an agency's prior performance and demonstrated problem id.

Law enforcement agencies participating in this project will have significant latitude in their deployment of focused pedestrian safety enforcement patrol shifts. However, patrols are expected to be targeted toward days, times, and locations identified as high incidence crash locations for pedestrian fatalities and serious injuries, as evidenced by local and state data, along with other information. Participating agencies will be required to field Ped Enforcement patrols during the Aug and September months (back-to-school), and to conduct patrols in the night-time hours as well, as this is a common time period for these crashes, especially in the urban areas. Participating agencies will be asked to complete pre- and post-event media releases to notify their communities of these additional patrols.

All HVE operations under this project comply with NHTSA's requirements under 23 CFR Part 1300, including the use of enforcement officers, marked (and unmarked) patrol vehicles, highly visible enforcement locations/crosswalks/school zones, etc.; and appropriate public information to amplify deterrence and public awareness.

Participating City Police Departments

Astoria, Aumsville, Bandon, Canby, Coburg, Cottage Grove, Eugene, Florence, Independence, Lake Oswego, Lincoln City, Medford, Salem, Silverton, Stanfield, Talent, Tigard, University of Oregon, Vernonia

Participating County Sheriff's Offices

Benton, Columbia, Deschutes, Klamath, Lake, Lincoln, Washington, Wheeler, Yamhill

Contribution to safety performance targets submitted to NHTSA

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

Performance Measure: Reduction of motor vehicle fatalities (C-1), reduction of serious injuries (C-2) and specifically pedestrian-related crashes and fatalities (C-10).

Enforcement of pedestrian and bicycle laws have proven an effective countermeasure to risky road user behavior, and while it may be a short-term impact, if completed frequently, this activity can be a strong counter measure for vulnerable road user safety due to education, awareness and behavior change; due to the *enforcement of laws* that are put in place to keep vulnerable road users safe. This can ultimately contribute to decreasing fatal crashes, serious injuries, and especially for vulnerable road users.

Countermeasure Strategy

Page 127, Oregon 3HSP – 402 – High Visibility Enforcement;
Communications, Training, Outreach and Education

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Non-Motorized (Bike-Ped)	BGPE-2026-68-02-00	Oregon Friendly Driver Course
Anticipated Award Amount	**Funding Source***	
$418,814	405g	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
BGPE

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**		
Narrative	**Planned Activities** This project will educate motor vehicle drivers through online and in-person courses, how to share the roads safely with people on bikes and people walking and thus create an environment where more people are operating with a common understanding of how to travel safely on the roadways. **Locations / Affected Communities** Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☒ Paid Media

Special Or Unusual Costs Explanation	Staff time and benefits for work to complete project activities. Direct Costs include travel costs for staff to complete Oregon Friendly Driver, Contractor work for translation services, photography services, program paid media, and training instructor contracts. Paid Media costs will be associated with recruiting participants to take the course and cost sharing/matching will come in the form of in-kind volunteer hours and course materials paid for by non-federal funds

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Commute Options, Non-Profit Agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 126 of the approved 3HSP Share the Road Awareness Programs – CTW 2-star citation. Bicyclist 4.2 Driver Training – CTW 1 star citation – Pedestrian 4.5

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
The project will contribute to meeting the state’s highway safety performance targets by going beyond the surface of initial driver education, to not only teach key driving laws in regard to pedestrian and bicycle safety in more depth but also teaching ways that drivers can travel alongside vulnerable road users who walk, ride and roll to ultimately decrease the risky behaviors leading to crashes with people walking and rolling. This effort can contribute to less pedestrian and bicyclist fatalities.

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

Program	Federal Project Number	Project Title
Non-Motorized (Bike-Ped)	FHPE-26-68-03-00	Statewide Pedestrian and Bicyclist Safety
Anticipated Award Amount	**Funding Source***	
$500,000	405(h)	

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

Eligible Use of Funds
FHPE

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Planned Activities** This project will update/reprint pedestrian and bicycle safety resource and educational materials and online listing of these education materials; continue participation in an annual public opinion online survey for questions related to bicycle and pedestrian safety; develop annual statewide media campaign with TSO media contractor and work with statewide partners to complete outreach and engagement on topics such as pedestrian visibility, people experiencing houselessness and traffic safety, education events or classes. Locations and affected

<table>
<tr><td></td><td colspan="2">communities are both vulnerable road users walking, rolling and bicycling as well as all people who drive in Oregon.

<u>Locations / Affected Communities</u>

Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County</td></tr>
<tr><td rowspan="11">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☐ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
<tr><td>☐ Fix amount subawards</td><td>☐ Organization costs</td></tr>
<tr><td>☒ Direct costs (paragraph (c))</td><td>☐ Participant support costs</td></tr>
<tr><td>☐ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☐ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
<tr><td>☐ Entertainment costs</td><td>☐ Selling and marketing costs</td></tr>
<tr><td>☐ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
<tr><td>☐ Exchange rates</td><td>☐ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☒ Paid Media</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2">Paid media costs (including creative work-up, buying of air time, etc.)—

Direct Costs: media contractor

Print costs for updating/restocking of educational materials for the public--

Other costs for conducting outreach and education events, as applicable.

Match is met through earned media.</td></tr>
</table>

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
ODOT Transportation Safety Office

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Communications, Outreach and Media –Pages 124-125

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
C-1, Fatalities; C-10, Pedestrian Fatalities; C-11, Bicyclist fatalities. Creating/updating and maintaining educational materials in print and digital formats as well as paid media safety messaging can contribute significantly to education of state laws and safe traveling behavior practices, and this gained knowledge, and awareness can lead to development of new safe traveling behaviors as well as inhibit unsafe traveling behaviors. Thus, this gained knowledge and awareness leading to potential safe traveling behaviors can contribute to meeting performance targets of less crashes and less severe injuries and fatalities, especially for vulnerable road users.

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

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Non-Motorized (Bike-Ped)	FHPE-2026-68-04-00	Safe Rides for Kids: Bike and Pedestrian
Anticipated Award Amount	**Funding Source***	
$25,100	405(h)	

Planning and Administration Costs Yes ☐ No ☒
Click or tap here to enter text.
Program Management Costs Yes ☐ No ☒
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
Click or tap here to enter text.

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
FHPE

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Planned Activities** This project will deliver pedestrian education and helmet safety education for care takers and families with special regard to conspicuity while walking with children and teaching helmet use and fitting helmets for kids. This will be accomplished by collaborating with other regional partners in the Portland Metro area at education events such as community classes and bike rodeos.

<table>
<tr><td></td><td colspan="2"><u>Location</u>
Portland, Oregon
<u>Affected Communities</u>
Families that live in Region 1 in Clackamas, Hood River, Multnomah and Washington counties.</td></tr>
<tr><td rowspan="13">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☐ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☐ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
<tr><td>☐ Fix amount subawards</td><td>☐ Organization costs</td></tr>
<tr><td>☒ Direct costs (paragraph (c))</td><td>☐ Participant support costs</td></tr>
<tr><td>☐ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☐ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
<tr><td>☐ Entertainment costs</td><td>☐ Selling and marketing costs</td></tr>
<tr><td>☐ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
<tr><td>☐ Exchange rates</td><td>☐ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☐ Paid Media</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2">Direct Costs for this grant include education materials such as cost to develop outreach materials for education, reflective tape and helmets for kids who come to education events without these items.
Staff time hours worked on grant activities will be matched with non-federal funds.</td></tr>
</table>

Participating Sub-Recipient(s)/Agencies
Randall Children’s Hospital Foundation, Non-profit Agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
This project falls under the countermeasure communications, training, outreach and education, which is justified on pgs. 105-106 of the Approved 3HSP.

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This planned activity will contribute to meeting Oregon’s highway safety targets by delivering safety education to parents and caretakers about the importance of being visible as pedestrians and keeping their kids visible as well as teaching them about helmet safety and Oregon’s helmet law. These activities contribute to the State’s performance measures of reducing fatalities for both pedestrians and bicyclists by empowering parents and caretakers to increase their safety behaviors for themselves and teaching the kids they care safe behaviors as well.

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

Program	Federal Project Number	Project Title
Non-Motorized (Bike-Ped)	FHPE-2026-68-05-00	Region 5 Bike/Ped Safety Education and Outreach
Anticipated Award Amount	**Funding Source***	
$50,000	405(h)	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects **Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)?** **Yes ☐ No ☒**
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
FHPE

Planned Activity Description (Project Funding Narrative)

Instructions: Provide a description that includes activities planned and project location

If applicable: specify affected communities and select relevant special costs **(with explanation)**

Narrative	**Planned Activities** This project will focus on Region 5 media messaging for bicycle and pedestrian safety during transitional times and associated behavior that lead to crashes (daylight savings, back to school, summer, dark winter days, etc.).

<table>
<tr><td></td><td colspan="2">Funds will also be made available for community traffic safety programs and projects, outreach, program supplies, and services in addition to grassroots transportation safety education, outreach, and/or services through awards to local jurisdictions, traffic safety organizations, non-profits and law enforcement to address community-identified behaviors that have been contributing to the increase in pedestrian traffic fatalities and serious injuries in Region 5.

<u>Location</u>
Local jurisdictions and traffic safety organizations within Region 5.
See ODOT Region Map and Table of Counties by Region.

<u>Affected Communities</u>
Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union, and Wallowa Counties.</td></tr>
<tr><td rowspan="12">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☐ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
<tr><td>☐ Fix amount subawards</td><td>☐ Organization costs</td></tr>
<tr><td>☐ Direct costs (paragraph (c))</td><td>☐ Participant support costs</td></tr>
<tr><td>☐ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☐ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
<tr><td>☐ Entertainment costs</td><td>☐ Selling and marketing costs</td></tr>
<tr><td>☐ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
<tr><td>☐ Exchange rates</td><td>☐ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☒ Paid Media</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2"><u>Cost sharing and matching</u>
Matching funds for this grant are intended to come from local media.

<u>Paid Media</u>
Identified funds will be spent on promoting bike/ped education and outreach in Region 5. Radio messages will utilize local, familiar voices. Social media messaging on media partner’s websites will support statewide messaging campaigns and efforts in coordination with local events and problem identification. Website banners, movie theatre advertising, and videography will also be utilized.</td></tr>
</table>

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
ODOT – Transportation Safety Office – Region 5

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Approved Oregon 3HSP • Page 129 – Pedestrian and Bike Safety • Page 124 – Communications, Outreach and Media • Page 125 – Share the Road Awareness Programs & Driver Training

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
Vulnerable road users are people who use alternative non-motorized transportation options such as people who walk (pedestrians) or roll using a wheelchair, skates, skateboards, or scooters and bicycles. Vulnerable road users face special safety challenges when commuting on multi-modal roadways of travel as they often face a higher risk of fatality or serious injury in motor vehicle related crashes. Region 5 is home to many scenic bikeway events and community sponsored walk/runs. Local media messaging will help spread the word about

bicycle and pedestrian safety laws, how to share the road, and increase safety for our vulnerable road users. This project will help meet the state's safety performance targets of reducing the number of bicycle and pedestrian fatalities.

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

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Non-Motorized (Bike-Ped)	M8*PS-2026-68-02-00	Region 3 Bike/Ped Program
Anticipated Award Amount	**Funding Source***	
$10,000	405(e) Flex	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
PS

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Planned Activities** This project will focus on Region 3 media messaging for bicycle and pedestrian safety, during transitional times and associated behavior that lend to crashes (daylight savings, back to school, summer, dark winter days, etc.).

	Location All Region 3 Counties including Coos, Curry, Douglas, Jackson and Josephine **Affected Communities** Incorporated and unincorporated communities within Coos, Curry, Douglas, Jackson, and Josephine Counties	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☐ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☐ Travel costs
	☐ Fines, penalties, damages and other settlements	☒ Paid Media
Special Or Unusual Costs Explanation	**Paid Media** Education and Outreach for bicycle and pedestrian safety using local voice messaging.	

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
ODOT - Transportation Safety Office - Region 3.

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Approved Oregon 3HSP: • Page 129 - Pedestrian and Bicycle Safety • Page 124 - Communications, Outreach and Media • Page 125 – Share the Road Awareness Programs & Driver Training

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project supports Oregon's efforts to reduce fatalities and serious injuries among vulnerable road users by deploying targeted public education and media messaging focused on bicycle and pedestrian safety in ODOT Region 3 (Southwest Oregon). It contributes directly to the following federally required safety performance measures: • C-1: *Total number of fatalities* • C-2: *Total number of serious injuries in traffic crashes* • C-10: *Number of pedestrian fatalities* • C-11: *Number of bicyclist fatalities* As outlined in Oregon's FY2024–FY2026 Triennial Highway Safety Plan (3HSP), vulnerable road users—particularly pedestrians and bicyclists—are at a heightened risk of fatal or serious injury in crashes involving motor vehicles. Region 3 includes numerous communities with active pedestrian and cycling populations, as well as a high number of recreational events such as scenic bikeway rides, charity walk/runs, and other outdoor transportation activities that increase road-sharing interactions between drivers and non-motorized users.

This project will fund a localized media campaign to promote awareness of bicycle and pedestrian safety laws, reinforce the importance of safe driving behaviors around vulnerable road users, and encourage safe behaviors by pedestrians and cyclists themselves. Messaging will be delivered through multiple media channels, including television, radio, social media, and community outreach platforms, to maximize reach and ensure relevance to Region 3's specific roadway safety concerns.

By increasing public awareness and promoting behavior change, this project aims to reduce crashes involving pedestrians and bicyclists and support Oregon's Vision Zero goal of eliminating traffic fatalities and serious injuries. The use of media as a countermeasure aligns with proven strategies for public information and education described in the 3HSP and complements engineering and enforcement efforts to create safer multimodal transportation environments.

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

Program	Federal Project Number	Project Title
Roadway Safety	RS-2026-77-03-00	Safety Corridor Education and Enforcement
Anticipated Award Amount	**Funding Source***	
$25,000	402	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s)
RS

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs (with explanation)		
Narrative	Instruction: Must include description of • activities planned, • location of project performance, and • affected communities, where applicable. Provide enforcement activity hours for priority safety corridor(s) throughout the State. Grantee will provide press releases for each safety corridor identified in addition to maintaining a partnership group for each corridor. As of the 2025 Legislative Session, Oregon counties are now allowed to designate safety corridors on their county-owned roadways. Affected Communities/Location: Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☐ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media

Special Or Unusual Costs Explanation	• Cost Sharing or Matching: The Match for the OSP safety corridor enforcement will be derived from OSP enforcement stops conducted by troopers on non-Federal grant funding. • Compensation - Personal Services: This Project will pay for straight time and overtime safety corridor enforcement activities. • Travel Costs – There will be travel costs for enforcement and educational activities associated with this project.

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and **type of organization,** e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Oregon State Police, State Agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Visible enforcement found on page 270 of FFY24-26 3HSP

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
Relating to enforcement, it is recognized that the Fatal-5 behaviors* effect all segments of the state’s population and contribute indiscriminately to fatal and serious injury outcomes when

crashes occur. Statewide enforcement efforts, to include high visibility enforcement operations during NHTSA campaign periods and during other events, will be the core focus of this project to reduce fatal and serious injury crashes (C-1, C-2).

*SPEED OCCUPANT SAFETY LANE SAFETY IMPAIRED DRIVING DISTRACTED DRIVING

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Speed	SC-2026-35-01-00	HVE Speed Enforcement – Oregon Impact
Anticipated Award Amount	**Funding Source***	
$819,485	402	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
SC

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Planned Activities** This project will fund the speed enforcement activities by city, county, and tribal law enforcement agencies throughout Oregon. Funding will also be used to maintain the 'Badge Data' HVE grant reporting system, and to fund grant administrative support activities by Oregon Impact in relation to speed enforcement. Law enforcement agencies will be

<table>
<tr><td></td><td colspan="2">required to participate in high visibility speed enforcement activities throughout the grant year, with an emphasis during the National Speed Campaign period of July 6 through July 31, 2025.

<u>Location / Affected Communities</u>

Cities of: Albany, Ashland, Astoria, Aumsville, Bandon, Beaverton, Bend, Black Butte Ranch, Burns, Canby, Carlton, Central Point, Coburg, Coos Bay, Cottage Grove, Eagle Point, Eugene, Forest Grove, Gladstone, Grants Pass, Hermiston, Hood River, Hubbard-Donald, Independence, Junction City, Keizer, Lake Oswego, Madras, McMinnville, Medford, Milwaukie, Molalla, Monmouth, Newberg-Dundee, Oakridge, Oregon City, Phoenix, Portland, Prineville, Rogue River, Roseburg, Salem, Sandy, Sherwood, Springfield, Stanfield, Stayton, Sutherlin, Talent, The Dalles, Tigard, Tillamook, Tualatin, University of Oregon, Vernonia, Winston

Counties of: Benton, Columbia, Coos, Crook, Deschutes, Gilliam, Harney, Klamath, Lake, Lane, Malheur, Marion, Multnomah, Polk, Tillamook, Umatilla, Wallowa, Washington, Wheeler, Yamhill</td></tr>
<tr><td rowspan="12">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☐ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
<tr><td>☐ Fix amount subawards</td><td>☐ Organization costs</td></tr>
<tr><td>☒ Direct costs (paragraph (c))</td><td>☐ Participant support costs</td></tr>
<tr><td>☒ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☒ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
<tr><td>☐ Entertainment costs</td><td>☐ Selling and marketing costs</td></tr>
<tr><td>☒ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
<tr><td>☐ Exchange rates</td><td>☒ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☐ Paid Media</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2"><u>Cost Sharing or Matching</u>

The Match for the Speed HVE project will be provided by the participating agencies in the form of speed enforcement activities not funded by federal sources.</td></tr>
</table>

	Direct Costs Office expenses including rent, supplies, phone, and postage needed for grant activities. Other direct costs include bookkeeping charges, Badge Data maintenance charges and CPA Audit charges. Project agreements with local police departments and county sheriff's offices will be awarded to interested law enforcement agencies for speed enforcement activities. **Compensation – Personal Services** This project will pay for Oregon Impact personnel costs needed to administer the Speed HVE mini-grant program on behalf of the TSO. **Compensation – Fringe Benefits** This project will pay for the fringe benefits for the Oregon Impact staff while they are working on the Speed HVE program on behalf of the TSO. **Equipment/Supplies** Funds will be used to purchase necessary enforcement supplies as needed to provide speed-related education and outreach. Examples of supplies to include radar and lidar to help agencies perform the activity of speed enforcement. If the cost of necessary equipment per piece is over $10,000, NHTSA approval will be requested prior to any purchase. Travel Costs: This project will cover the travels costs of requested visits from participating Speed HVE agencies for Oregon Impact to do an onsite visit.

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Oregon Impact – Non-profit agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Pages 283-284 of the Approved Oregon 3HSP - High Visibility Enforcement

Local Expenditure	**Yes** ☒	**No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value $ and %	$767,168 | 90%	

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

This project supports a statewide High Visibility Enforcement (HVE) program administered by Oregon Impact on behalf of ODOT-TSO, and at the request of participating communities. The program provides grants to local City, County, and Tribal police agencies to conduct targeted speed enforcement operations that maintain or increase compliance with Oregon's posted speed limits.

HVE operations are designed to increase the perceived risk of enforcement among drivers, thereby deterring speeding and promoting safer driving behaviors. These operations involve uniformed officers in marked and unmarked patrol vehicles and are conducted in locations with a history of speed-related crashes and other high-risk behaviors. Participating agencies are encouraged to coordinate their enforcement efforts regionally, often through multi-agency saturation patrols that maximize visibility and deterrence.

During FY2024, ninety local police departments and sheriff's offices participated in Oregon's speed HVE program. While many agencies routinely enforce speed laws during daily patrols, smaller agencies often lack dedicated traffic enforcement personnel and rely on federal funds to conduct focused speed enforcement in their communities. By supporting these agencies, the project ensures statewide coverage and consistent enforcement of speed laws.

In Oregon, speed HVE has consistently proven to be one of the most effective countermeasures for reducing driving speeds and improving overall driver compliance with traffic safety laws. HVE deployments are selected based on data-driven problem identification, including crash history and speed-related complaint data.

Projects are funded through a Notice of Opportunity, followed by a Letter of Interest (LOI) process. Law enforcement agencies submit an LOI to TSO that includes a problem identification statement, proposed enforcement locations, and the grant amount requested. Funding awards are based in part on an agency's prior performance and demonstrated need.

The TSO Speed Program also allocates funds to support the purchase of speed measurement equipment for agencies, helping to equip officers with the tools necessary to meet their speed HVE objectives.

All HVE operations under this project comply with NHTSA's requirements under 23 CFR Part 1300, including the use of uniformed officers, marked (and unmarked) patrol vehicles, highly visible enforcement locations, and appropriate public information to amplify deterrence and public awareness.

Participating City Police Departments

Albany, Ashland, Astoria, Aumsville, Bandon, Beaverton, Bend, Black Butte Ranch, Burns, Canby, Carlton, Central Point, Coburg, Coos Bay, Cottage Grove, Eagle Point, Eugene, Forest Grove, Gladstone, Grants Pass, Hermiston, Hood River, Hubbard-Donald, Independence, Junction City, Keizer, Lake Oswego, Madras, McMinnville, Medford, Milwaukie, Molalla, Monmouth, Newberg-Dundee, Oakridge, Oregon City, Phoenix, Portland, Prineville, Rogue River, Roseburg, Salem, Sandy, Sherwood, Springfield, Stanfield, Stayton, Sutherlin, Talent, The Dalles, Tigard, Tillamook, Tualatin, University of Oregon, Vernonia, Winston

Participating County Sheriff's Offices

Benton, Columbia, Coos, Crook, Deschutes, Gilliam, Harney, Klamath, Lake, Lane, Malheur, Marion, Multnomah, Polk, Tillamook, Umatilla, Wallowa, Washington, Wheeler, Yamhill

Contribution to safety performance targets submitted to NHTSA

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

This project supports Oregon's progress toward achieving its federally reported highway safety performance targets, with a primary focus on:

- C-1: *Number of traffic fatalities*
- C-2: *Number of serious injuries in traffic crashes*
- C-3: *Fatalities per 100 million vehicle miles traveled (VMT)*
- C-6: *Speeding-related fatalities*

Through the deployment of high visibility speed enforcement operations, this project aims to deter dangerous speeding behaviors and promote safer driving practices on Oregon's roadways. By increasing the perceived risk of enforcement, these efforts contribute to a measurable reduction in excessive speeds—a key factor in crash severity and fatality risk.

Oregon AGA FFY 2026 Planned Activities

The Oregon FY2024–FY2026 Triennial Highway Safety Plan (3HSP, pages 281-282) identifies speed as one of the most frequent and dangerous contributing factors in fatal and serious injury crashes. The plan emphasizes that targeted speed enforcement, particularly when combined with high visibility tactics and data-driven deployment, is an essential strategy for addressing this persistent safety challenge.

According to Oregon's FY2024 Annual Report, Oregon reported 105 speeding-related fatalities in 2023, which—while improved from 113 in 2022—still represents a major opportunity for additional progress. High visibility enforcement, as implemented through this project, will help Oregon sustain and accelerate progress on C-6, while also supporting reductions in overall fatalities (C-1), serious injuries (C-2), and fatalities per VMT (C-3).

By funding and supporting local law enforcement agencies, Tribal police, and the Oregon State Police in conducting HVE operations, this project ensures statewide coverage and effective deterrence. The program also aligns with Oregon's Vision Zero goal of eliminating traffic deaths and serious injuries by 2035.

Program	Federal Project Number	Project Title
Speed	SC-2026-35-02-00	PPB Speed Racing
Anticipated Award Amount	**Funding Source***	
$300,000	402	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
SC

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs (with explanation)		
Narrative	The project will conduct targeted investigation and enforcement activities to increase public compliance with speed laws and decrease participation in organized street racing events. Multi-jurisdictional enforcement missions may be included. Project will fund participating agencies law enforcement sworn and unsworn personnel activities related to speed racing missions, including operational plan development, missions, post mission investigation, and enforcement activities. Project Location: Within the City of Portland, Oregon's jurisdictional boundaries as well as within Multnomah, Washington and Clackamas Counties.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☒ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☐ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☐ Travel costs
	☐ Fines, penalties, damages and other settlements	☒ Paid Media
Special Or Unusual Costs Explanation	Cost sharing or matching: The grantee will be providing match through straight time, fringe benefits and equipment purchases. Equipment: Equipment with a value of less than $10,000 per item may be purchased to support the activities associated with enforcement of speed racing laws. Paid Media: Grantee may use a portion of awarded funds to internally or contractually develop and distribute media related to the project and its activities.	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Portland Police Bureau, City of Portland; law enforcement agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Communications and Outreach Supporting Enforcement, p282 High Visibility Enforcement, page 284, 3HSP Update Section FY 2025 AGA pages 92-94 including 1speed Racing Problem ID and High Visibility Enforcement Countermeasure.

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % $300,000 / 100%

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
One of the NHTSA key performance measures (C-6) specifically addresses the number of speed-related fatalities. This project aims to reduce the number of speed related incidences and fatalities in the City of Portland and surrounding jurisdictions through targeted investigation and enforcement of speed racing events held in those areas.

Program	Federal Project Number	Project Title
Speed	M8*SC-2026-35-01-00	Speed Public Information and Education
Anticipated Award Amount	**Funding Source***	
$75,000	405(e) Flex	

Planning and Administration Costs Yes ☐ No ☒

Program Management Costs Yes ☐ No ☒

Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).

Promised Projects

Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)?

Yes ☐ No ☒

Eligible Use of Funds

M8*SC

Planned Activity Description (Project Funding Narrative)

Narrative	**Planned Activities** This project will support the development and implementation of a public information and education campaign to raise awareness about the dangers of speeding and encourage voluntary compliance with speed limits and laws across Oregon. The campaign will emphasize that any amount of speeding—whether slightly over the limit or at excessive speed - increases crash risk, injury severity, and the likelihood of fatal outcomes. Project activities will include:

<table>
<tr><td></td><td colspan="2">

- Partnering with ODOT’s contracted media vendor to develop a comprehensive media plan
- Using current statewide crash and citation data to inform messaging priorities and identify target audiences and regions
- Coordinating with community partners to align messaging efforts with local education and enforcement activities
- Producing and distributing media materials across multiple platforms, such as:
  - Digital and social media
  - Streaming audio/video
  - Radio and television
  - Outdoor and transit advertising
- Aligning campaign timing with enforcement mobilizations, high-travel holidays, or seasonal trends when speeding is more prevalent

Problem Identification

Speed Program Area of the Oregon FY2024–FY2026 Triennial Highway Safety Plan, particularly on pages 282 – 283.

This project supports the 3HSP’s call to increase public awareness about the dangers of speeding and helps build a culture of safer driving habits statewide, especially among young and high-risk drivers.

Locations / Affected Communities

Statewide; all Oregon counties.
</td></tr>
<tr><td rowspan="6">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☒ Direct costs (paragraph (c))</td><td>☐ Participant support costs</td></tr>
<tr><td>☐ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☐ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
</table>

	☐ Fines, penalties, damages and other settlements	☒ Paid Media
Special Or Unusual Costs Explanation	This project will incur direct costs, as defined under 2 CFR §200.413, associated with the development and execution of a public education media campaign focused on reducing speeding-related crashes, fatalities, and injuries, including paid media. Allowable direct costs under this project may include: • Media planning and creative development services provided by TSO's contracted media vendor • Production of campaign materials, such as video, radio, print, and digital ads • Paid media placements across various platforms, including broadcast, digital, streaming, outdoor, and transit advertising • Translation and cultural adaptation of campaign content to reach non-English-speaking and historically underserved communities • Message testing, surveys, or focus groups, if needed to inform or evaluate campaign effectiveness This project will use paid media as a primary tool to deliver targeted speed-related safety messaging to Oregon motorists. Paid media placements will be strategically selected based on audience reach, effectiveness, and geographic risk, with a focus on corridors and communities with a high incidence of speed-related crashes Paid media efforts will be coordinated with state and local enforcement periods, including high-visibility speed enforcement mobilizations and holiday travel periods, to increase the credibility and deterrent effect of the messaging.	

Participating Sub-Recipient(s)/Agencies
ODOT – TSO

Countermeasure Strategy
3HSP p. 282 Communications & Outreach Supporting Enforcement; revised in FY25 3HSP Update p. 82 - 92.

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA

This project supports Oregon's efforts to meet its federally submitted highway safety performance targets, particularly:

- C-1: *Number of traffic fatalities*
- C-2: *Number of serious injuries in traffic crashes*
- C-3: *Fatalities per 100 million vehicle miles traveled (VMT)*
- C-6: *Speeding-related fatalities*

By funding the development and delivery of a targeted public information and education campaign, this project seeks to change driver behavior related to speeding—a leading contributing factor in fatal and serious injury crashes in Oregon.
Oregon 3HSP pages 282–283, identifies public education and outreach as core strategies to address the persistent and widespread issue of speeding.

Required Data/Information for 405 / 1906 Grant Funding Requests

See 405(e) Section of Appendix B, AGA 2026.

Program	Federal Project Number	Project Title
Speed	M8*SC-2026-35-02-00	Speed & Aggressive Driving Enforcement – Oregon State Police
Anticipated Award Amount	**Funding Source***	
$130,000	405(e) Flex	

Planning and Administration Costs Yes ☐ No ☒

Program Management Costs Yes ☐ No ☒

Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).

Promised Projects

Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)?

Yes ☐ No ☒

Eligible Use of Funds

M8*SC

Planned Activity Description (Project Funding Narrative)

Narrative	**Planned Activities** This project will fund Oregon State Police (OSP) Troopers to conduct targeted speed and aggressive driving enforcement and education activities in support of Oregon's efforts to reduce traffic fatalities and serious injuries. These operations will include both straight time and overtime enforcement, deployed across the state in areas and at times identified through crash data and enforcement trends. Emphasis will be placed on corridors and highway segments with a documented history of speed-related or aggressive driving behaviors,

<table>
<tr><td></td><td colspan="2">such as excessive speeding, following too closely, unsafe passing, and road rage incidents. Enforcement will also be conducted in conjunction with public events and seasonal travel periods when aggressive driving behavior tends to increase.

Troopers will also collaborate with city, county, and Tribal law enforcement agencies, participating in multi-agency high visibility enforcement (HVE) operations as opportunities arise. These joint efforts will help increase law enforcement visibility and enhance deterrence through coordinated presence and shared messaging.

<u>Locations / Affected Communities</u>

Incorporated and unincorporated communities within Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, and Yamhill County</td></tr>
<tr><td rowspan="9">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☒ Direct costs (paragraph (c))</td><td>☐ Participant support costs</td></tr>
<tr><td>☒ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☒ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
<tr><td>☐ Entertainment costs</td><td>☐ Selling and marketing costs</td></tr>
<tr><td>☐ Exchange rates</td><td>☒ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☐ Paid Media</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2">Direct expenses for this project will include personnel costs, including straight time and overtime wages and benefits, for Oregon State Police (OSP) Troopers who conduct speed and aggressive driving enforcement operations. These activities are essential to the project's objective of reducing speed-related and high-risk driving behaviors that contribute to serious injury and fatal crashes.</td></tr>
</table>

	Travel expenses will be reimbursed on a per diem basis and will be limited to in-state travel necessary to facilitate enforcement operations, particularly in areas where troopers are required to travel beyond their normal duty stations to support targeted or high-visibility enforcement deployments. Match for this project will be provided in the form of soft match contributions, consisting of state-funded wages and benefits for OSP Troopers who engage in speed and aggressive driving enforcement and education activities outside of federally reimbursed hours.

Participating Sub-Recipient(s)/Agencies

Oregon State Police

Countermeasure Strategy

Page 283 of the Approved Oregon 3HSP – High Visibility Enforcement

While high-visibility enforcement (HVE) for speeding currently holds a 2-star rating in *NHTSA's Countermeasures That Work*, it remains a core component of Oregon's speed reduction strategy due to its proven general deterrence effect, especially when paired with coordinated media messaging and targeted deployment strategies.

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☒ **No** ☐

This project complies with NHTSA's high visibility enforcement (HVE) requirements as described in 23 CFR Part 1300, which call for enforcement activities to be data-driven, highly visible, and supported by public outreach. Enforcement will be carried out by Oregon State Police (OSP) Troopers, including those assigned to the agency's dedicated High Visibility Enforcement Unit (HVEU).

HVEU is an ad hoc OSP team that will conduct at least one high-visibility enforcement operation per month, concentrating troopers in planned areas of operation where speeding and aggressive driving behaviors are expected to increase based on historical crash data, seasonal patterns, or scheduled events.

By focusing enforcement on high-risk areas and publicly communicating these efforts, the project satisfies federal HVE standards related to visibility, credibility, and deterrence.

Contribution to safety performance targets submitted to NHTSA

This project supports Oregon's progress toward several federally required safety performance targets, with a primary focus on:

C-6: *Speeding-related fatalities*
It also supports broader targets, including:

- C-1: *Total traffic fatalities*
- C-2: *Serious injuries in traffic crashes*
- C-3: *Fatalities per 100 million VMT*
- C-9: *Drivers age 20 or younger involved in fatal crashes*

By funding data-driven and high-visibility speed and aggressive driving enforcement, this project addresses one of Oregon's most persistent crash factors. Speeding, particularly when coupled with aggressive driving behaviors such as tailgating, unsafe lane changes, and road rage, contributes significantly to the frequency and severity of crashes. These behaviors increase crash risk, reduce reaction time, and elevate the likelihood of fatalities and serious injuries.

As outlined on page 281 of the Oregon FY2024–FY2026 Triennial Highway Safety Plan, targeted high-visibility speed enforcement is a key strategy in the state's plan to reduce speed-related crashes.

Required Data/Information for 405 / 1906 Grant Funding Requests

See 405(e) section, Appendix B, 2026 AGA.

Program	Federal Project Number	Project Title
Traffic Enforcement Services	PT-2026-30-01-00	Sustained Traffic Enforcement – Coos County Sheriff's Office
Anticipated Award Amount	**Funding Source***	
$63,636	402	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
PT, AL, MC, OP, PS, AI, SC, CR, DD

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Planned Activities** This project will fund the hours necessary to conduct dedicated traffic enforcement and education activities. The Sheriff's Office will provide public education and outreach to inform the community about traffic

<table>
<tr><td></td><td colspan="2">safety education. Activities will specifically focus on unsafe driving behaviors identified as being particularly high-risk, such as speeding, occupant protection offenses, lane departure, impaired driving, and distracted driving.

<u>Location</u>

Incorporated and Unincorporated communities of Coos County

<u>Affected Communities</u>

Incorporated and unincorporated communities of Coos County</td></tr>
<tr><td rowspan="13">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
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<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2"><u>Cost sharing for match</u>

Coos County Public Works Department for personnel benefits, program related supplies – small equipment, radar, uniforms and patrol vehicle.

<u>Compensation – Personal Services</u>

This project will include personnel costs (straight time and overtime wages and benefits) related to enforcement activities necessary for the project’s success.

<u>Compensation – Fringe Benefits</u>

Personnel Benefits will be claimed as match.

<u>Travel</u></td></tr>
</table>

	Lodging and per diem, based on the State's allowable rates, for related training and conferences.

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Coos County Sheriff's Office - County Law Enforcement Agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Approved Oregon 3HSP: • Page 260 Communications, Training, Outreach and Education • Page 261 High Visibility Enforcement • Page 270 Visible enforcement.

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % $63,636 | 100%

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

Project activities will include participation in high visibility enforcement operations in and around Coos County as they relate to unsafe driving behaviors such as speeding, occupant protection, lane departure, impaired driving, and distracted driving. Citation and arrest data will be tracked, and pre/post event media messaging will be conducted as appropriate.

Contribution to safety performance targets submitted to NHTSA

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

This project contributes to Oregon's statewide goal of reducing traffic fatalities and serious injuries by funding sustained enforcement of high-risk driving behaviors in Coos County. It supports progress toward the following federally required safety performance measures:

- C-1: *Total number of fatalities*
- C-2: *Total number of serious injuries in traffic crashes*
- C-3: *Fatalities per 100 million vehicle miles traveled (VMT)*
- C-5: *Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or above*
- C-6: *Speeding-related fatalities*
- C-7: *Number of unrestrained passenger vehicle occupant fatalities*
- C-9: *Number of drivers age 20 or younger involved in fatal crashes*

As outlined in Oregon's FY2024–FY2026 Triennial Highway Safety Plan (3HSP), targeted enforcement of dangerous driving behaviors is a critical component of statewide efforts to prevent fatal and serious injury crashes. This project will support deployment of dedicated enforcement hours to focus on enforcement of speeding, impaired driving, distracted driving, seat belt violations, and lane departure offenses - each of which is a significant contributor to crash risk.

By increasing enforcement presence and focusing on behaviors most likely to result in severe outcomes, this project strengthens deterrence, improves compliance with traffic laws, and reinforces safe driving habits among the motoring public. The Coos County Sheriff's Office will use local crash data and high-risk roadway assessments to guide enforcement locations and times, maximizing the impact of this resource.

Through these efforts, the project directly supports Oregon's Vision Zero commitment and contributes to the achievement of federally required performance targets for reducing fatalities and serious injuries on Oregon's roadways.

Program	Federal Project Number	Project Title
Traffic Enforcement Services	PT-2026-30-02-00	Financial Assistance for Portland Police Bureau Training
Anticipated Award Amount	**Funding Source***	
$50,000	402	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
PT

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Activities:** This project will provide financial assistance for conference registration, lodging, and in limited cases some travel for Portland Police Bureau law enforcement staff to attend transportation safety and enforcement training conferences to further their knowledge and participate in completing related continuing education and activities related to other HVE grant projects.

	Problem Identification: 3HSP pgs. 257-259 **Location:** Region 1 – Multnomah County, City of Portland **Affected Communities:** City of Portland, Portland-Metro Area; Latino populations	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☒ Direct costs (paragraph (c))	☐ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	20% Match – Officer time to attend training. Direct/Travel costs - The budget will pay hotel, conference registration fees, per diem, rental car, gas and in limited cases travel (airfare) for members of the Portland Police Bureau to attend training conferences focused on traffic safety.	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
City of Portland – Portland Police Bureau

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
This project employs the countermeasure Communications, Training, Outreach and Education – CTW 3 star citation on pg. 260 of the Approved Triennial Highway Safety Plan. There is no specific countermeasure for training; however, CTW does mention the importance of training and education for law enforcement, prosecutors and judges: "To that end, peer-to-peer training, education, and outreach have been found to be most effective in promoting proven and promising practices." Training is supported by Highway Safety Program Guidelines: • Number 8 B. Enforcement • Number 14 IV. Law Enforcement and VI Communication • Number 15 III. Training • Number 19 V. Enforcement Countermeasures • Number 20 V. Occupant Protection for Children Program and BI Health and Medical Communities.

Local Expenditure **Yes** ☒ **No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.
Value $ and % $50,000 and 100%

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project is part of Strategy 3.1.5 – Conduct education and outreach to law enforcement to increase understanding and enforcement of traffic, commercial vehicle, pedestrian, and bicycle laws, pg. 257 of the Approved Triennial Highway Safety Plan. The trainings provided by this project will allow Portland Police Bureau to remain proficient and to receive information about new case law and other variables that might affect the traffic safety landscape in Oregon and the City of Portland. In addition, they will be able to network

at these trainings and learn about new projects and new innovations to employ in traffic safety, helping meet the state's safety performance targets of reducing the number of fatalities and serious injuries.

- C-1: *Number of traffic fatalities (FARS)*
- C-2: *Number of serious injuries in traffic crashes (state crash data files)*
- C-5: *Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above (FARS)*

Program	Federal Project Number	Project Title
Traffic Enforcement Services	PT-2026-30-03-00	Law Enforcement Training
Anticipated Award Amount	**Funding Source***	
$150,000	402	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
PT

Planned Activity Description (Project Funding Narrative)		
Narrative	**Planned Activities** This project will fund statewide law enforcement annual training opportunities including Advanced/Intermediate Motor Officer Training, Crash Investigation Training (intermediate and advanced), and the Police Traffic Safety Conference, as well as additional trainings as needed or identified and will be used to cover speaker fees, travel and lodging costs for attendees and speakers, food and A/V expenses. This project also supports the Law Enforcement Traffic Safety Advisory Committee quarterly meetings. Motor officer training generally occurs in regions 1 and 2 Portland and Salem, Oregon respectively. Portland Police Bureau has a training facility and has access to the Portland International Raceway track. Additionally, the DPSST emergency vehicle operations course track in Salem at the police academy is also used for motor officer training. Additional trainings for the Police Traffic Safety and Crash Investigations will be hosted in a variety of locations statewide whenever possible. Specific locations are tentative locations until the grants become active and contracts obligating funds to hold the facility can be executed. **Location** All city, county, tribal and state LE officers from around Oregon can attend. Statewide counties include: Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Yamhill County, Wheeler County.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☐ Cost sharing or matching	☐ Fund raising and investment management costs
	☒ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs

	☒ Direct costs (paragraph (c))	☒ Participant support costs
	☐ Compensation – personal services	☐ Pre-award costs
	☐ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	**Program Income** If fees are collected, sub-grantee agency will expend program income on NHTSA-eligible expenses *only* that support the grant project/program objectives and activities. **Supplies and direct costs** may be necessary to support the needs of the participants of the conference or to support post conference activities related to traffic safety enforcement or education. **Participant support costs** are expected to be used to facilitate statewide access to traffic safety related training for officers, deputies, and troopers to support traffic safety enforcement and education. **Travel costs** will include those of attendees and speakers.	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
City, county, tribal and state law enforcement agencies; Oregon Department of Justice – Criminal Division (State Agency); DPSST (State Agency); ODOT TSO (State Agency). The state intends to identify additional specific recipients and as they are identified, amendments will be submitted.

Countermeasure Strategy
Page 260 of the Approved Oregon 3HSP - Communications, Training, Outreach and Education

Local Expenditure	**Yes** ☒	**No** ☐
Value $ and %	$125,000 | 83%	

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project’s aim is to provide ongoing education and training for law enforcement personnel in Oregon. Oregon envisions no deaths or life-changing injuries on Oregon’s transportation system by 2035. Achieving this vision by 2035 requires commitment and engagement from a variety of Oregon’s agencies and stakeholders. Education campaigns are one of the only proven countermeasures for traffic safety. Performance Measure: C-1 and C-2 (Fatalities, & Serious Injuries)

Program	Federal Project Number	Project Title
Traffic Enforcement Services	M8*PT-2026-30-01-00	Region 1 Financial Assistance for LE/Partner Training
Anticipated Award Amount	**Funding Source***	
$15,000	405(e) Flex	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M8*PT

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**		
Narrative	**Activities:** This project will provide financial assistance for conference registration, lodging, and in limited cases some travel for both law enforcement and traffic safety partners to attend transportation safety and training conferences to further their knowledge and participate in completing related continuing education. **Problem Identification:** The project addresses the problem identification in the Statewide chapter of the Approved Triennial Highway Safety Plan pgs. 257-259. **Location:** Region 1 – Clackamas, Hood River, Multnomah and Washington Counties. **Affected Communities:** Smaller local departments, agencies and partner agencies that do not have training budgets and were unable to send attendees in years prior, and/or who must travel the furthest distance to attend the event will be prioritized. The training and information received in these trainings and conferences will be taken back into communities within Region 1 to increase transportation safety in those local areas.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
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	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media

Special Or Unusual Costs Explanation	Cost sharing / match – 20% match, officer time to attend training and conferences. Travel - The budget will pay hotel, conference registration fees, per diem, rental car, gas and in limited cases travel (airfare) for members of the criminal justice system including law enforcement, partners working in treatment, and traffic safety partners to attend training conferences. These funds will be targeted towards smaller agencies that do not necessarily have training budgets.

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
ODOT Transportation Safety Office Region 1 – West Linn PD, Forest Grove PD, Lake Oswego PD and Beaverton PD. Additional agencies may be added in 2026 and if so, AGA amendments will be submitted.

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Oregon 3HSP 2024-2026, p260 Communications, Training, Outreach, and Education

Local Expenditure	**Yes** ☒	**No** ☐
Instruction: Identify how much of the total amount of the grant is eligible to be counted as local expenditure and identify the percent of the amount of the grant eligible for local expenditure.		
Value $ and %	$15,000 and 100%	

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
The training provided by this project will allow law enforcement and traffic safety partners to remain proficient and to receive information about new case law and other variables that might affect the traffic safety landscape in Oregon. In addition, they will be able to network at these trainings and learn about new projects and new innovations to deploy in traffic safety, helping meet the state’s safety performance targets of reducing the number of fatalities and serious injuries. • C-1: *Number of traffic fatalities (FARS)* • C-2: *Number of serious injuries in traffic crashes (state crash data files)*

Program	Federal Project Number	Project Title
Traffic Enforcement Services	M8*PT-2026-30-02-00	DPSST Law Enforcement Training
Anticipated Award Amount	**Funding Source***	
$120,000	405(e) Flex	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
M8*PT

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	**Planned Activities** This project will support the Department of Public Safety Standards and Training (DPSST) in providing specialized law enforcement training focused on speed enforcement, including RADAR and LIDAR certification. The training is designed to ensure that officers statewide

<table>
<tr><td></td><td colspan="2">are properly equipped and credentialed to conduct speed-related enforcement in compliance with Oregon law and best practices.

Through this project, DPSST will:

• Deliver in-person speed enforcement training sessions to law enforcement officers across Oregon

• Provide instruction as part of regional training opportunities and support ongoing professional development for law enforcement personnel involved in traffic enforcement

By ensuring that officers are trained in the safe, lawful, and effective use of speed detection equipment, this project enhances the capacity of law enforcement agencies to implement data-driven, high-visibility speed enforcement strategies in high-risk areas.

<u>Location</u>

Law enforcement officers and community members served statewide within all Oregon counties including Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County</td></tr>
<tr><td rowspan="11">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
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</table>

	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Direct expenses for this project will include personnel costs related to training for law enforcement on topics related to traffic safety. Travel expenses will be reimbursed on a per diem basis and will include in-state travel necessary for the execution of project-related activities. Indirect expenses will also be provided at the de minimis rate of 15%. Match contributions will be derived from state-funded salaries and benefits for DPSST and allied instructors who provide traffic safety instruction.	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
Department of Public Safety Standards and Training – State Agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 260 of the Approved Oregon 3HSP – Communications, Training, Outreach, & Education

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

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

This project directly supports Oregon's progress toward achieving several highway safety performance targets submitted to NHTSA, including:

- C-1: *Number of traffic fatalities*
- C-2: *Number of serious injuries in traffic crashes*
- C-3: *Fatalities per 100 million vehicle miles traveled (VMT)*
- C-6: *Speeding-related fatalities*

By providing foundational and refresher RADAR and LIDAR training to law enforcement officers, this project strengthens the state's ability to implement high-visibility, targeted speed enforcement.
The training funded by this project ensures that officers are properly credentialed and proficient in the use of speed detection equipment, and that they apply enforcement tools lawfully and effectively. These skills support Oregon's broader strategy of using data-driven enforcement to reduce speed-related risk, especially in corridors and communities experiencing elevated crash rates.
As outlined in the Oregon FY2024–FY2026 Triennial Highway Safety Plan (page 260), law enforcement training is a key component of the state's speed management strategy.

Required Data/Information for 405 / 1906 Grant Funding Requests
See Appendix B, 405e section, AGA 2026.

Oregon AGA FFY 2026 Planned Activities

Program	Federal Project Number	Project Title
Traffic Records	B3C-26-54-01-00	ODOT Data MIRE File Improvement
Anticipated Award Amount	**Funding Source***	
$225,000	405(c)	

Planning and Administration Costs Yes ☐ No ☒
N/A
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒
N/A

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
B3C

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	Planned activities for the project will be identifying actions and activities that will improve records, procedures, and access to data. The project will identify methods to address local roadway data collection and measurement. It is expected that multiple performance measures will be improved, or a plan for improvement will be developed. Initial improvements to completeness will be the first to receive effort under

<table>
<tr><td></td><td colspan="2">the project. Proposed improvements include: Increase the percentage of MIRE elements in the system.

Location: Work to be conducted in Salem, Marion County, Oregon, with data from statewide sources.

Affected communities include professionals and public who use these elements statewide, including within Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, and Yamhill County.</td></tr>
<tr><td rowspan="11">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
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<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☐ Paid Media</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2"><u>Direct Expenses</u>

Project will pay for staff time, contractor or vendor costs, software as a service-cost, and software to be determined, but if over $10,000 pre-approval will be requested.

<u>Travel Expenses & Participanbt Support Costs</u></td></tr>
</table>

	Travel and registration for TSO conference, and ATSIP or other appropriate national conference. **Match** Non-federally funded wages paid to staff participating in project activities

***** If you selected any of the above boxes, provide a detailed explanation*****

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
ODOT – Government Agency

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Page 290 of the Approved 3HSP – Traffic Records Data

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
Improving the completeness, accuracy, and accessibility of roadway data is a critical step toward reducing fatal and serious injury crashes across Oregon. This project aligns with the data system improvement strategies outlined in Oregon’s Triennial Highway Safety Plan (3HSP), particularly those related to performance measures required under 23 CFR Part 1300.22 and MIRE (Model Inventory of Roadway Elements) compliance. By focusing on completeness as an initial priority and developing targeted actions to enhance roadway inventory data statewide, this project directly supports the foundational data needs for

identifying high-risk locations, prioritizing investments, and evaluating the effectiveness of safety countermeasures.

Enhanced MIRE data will strengthen ODOT's ability to conduct systemic safety analyses and network screening, allowing for better identification of crash trends and contributing factors. These insights will improve project selection for infrastructure and behavioral interventions, leading to reductions in the number of traffic fatalities (C-1), serious injuries (C-2), and fatalities involving roadway departures (C-6). By improving the underlying data systems used to support safety decisions, this project contributes meaningfully to the state's ability to meet or exceed the safety performance targets submitted to NHTSA.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See 405c section, Appendix B, AGA 2026

Program	Federal Project Number	Project Title
Traffic Records	B3DSA-2026-54-01-00	OHA Traffic Health Records Improvement
Anticipated Award Amount	**Funding Source***	
$589,815	405(c)	

Planning and Administration Costs Yes ☐ No ☒
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Click or tap here to enter text.

Eligible Use of Funds
B3DSA

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	It is anticipated that multiple performance measures will be improved, including I-X-1: To measure accessibility of the EMS file. To do this the project will identify the principal users of the file, and survey them 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. The project will document the method of data collection and the principal users' responses. The project further proposes to improve on the current baseline – the current quantity is "zero linked elements or datasets" in this category. The project proposes to link" one or more data elements". Existing software is insufficient to support the large-scale deployment of agency and hospital specific dashboards statewide. This project proposes to address this by scaling a pilot project currently under development to expand

	the number of licenses and users to levels needed to support more extensive reporting activities, with a primary focus on traffic-related injuries. This project will address these challenges through the following series of activities: • Develop a fully automated procedure for maintenance of EMS & Trauma dataset documentation/metadata including EMS data dictionary, Trauma data dictionary, database keys, agency list, hospital list, contact lists, picklists. • Create a repository for storage of metadata and integrate with update procedure. • Develop functions for pulling standardized EMS & Trauma datasets from database • Develop general functions for calculation of EMS & Trauma data quality metrics including data submission volume, submission timeliness, data completeness and data validity • Develop general functions for calculation of data accuracy metrics that assess and monitor the accurate transmission of data through the integration between OR-EMSIS & OTR data systems • Develop functions for visualization of data quality metrics • Build interactive state data quality dashboard • Develop parametrized script(s) for generating agency and hospital level data quality dashboards • Construct agency and hospital data dashboards and deploy to Posit Connect portal • Testing for all project components • Code review for all project components • Needs assessment for scaling Posit Team Licenses to accommodate agency specific dashboards, • Develop communication and data quality toolkit • Outreach to all Oregon EMS agencies and Trauma hospitals • Posit Team License renewal and scaling (2024-26) • Follow up with agencies to provide technical assistance.

<table>
<tr><td></td><td colspan="2">

- Write a project proposal to link public health datasets that track a patient across the episode of care
- Develop a framework for creating and updating a master patient index
- Identify and map linking variables between datasets
- Develop proposed data model for database to contain linked analytical dataset
- Write generic functions and scripts to perform linkage between datasets
- Test and validate linkage
- Code review for linkage project components
- Develop data governance policies for the linked dataset
- Identify infrastructure needs for server-based hosting in the SDC for a linked dataset
- Map data pipeline for linkage and storage in repository
- Develop specification documents for linkage project
- Write up formal implementation plan for linkage project

Location: Work to be performed in Portland, Multnomah County, Oregon using date contributed from statewide sources.
</td></tr>
<tr><td rowspan="10">Special Or Unusual Costs
Check all that apply
(items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☒ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
<tr><td>☐ Fix amount subawards</td><td>☐ Organization costs</td></tr>
<tr><td>☒ Direct costs (paragraph (c))</td><td>☒ Participant support costs</td></tr>
<tr><td>☒ Compensation – personal services</td><td>☐ Pre-award costs</td></tr>
<tr><td>☒ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
<tr><td>☒ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
<tr><td>☐ Exchange rates</td><td>☒ Travel costs</td></tr>
</table>

Special Or Unusual Costs Explanation	Project costs include Labor, benefits, indirect costs and direct services, software [equipment] (Posit Team Bundle, $54,479 current bid), Match in the form of labor and benefits, Travel to TSO Conference, ATSIP or other national transportation safety association conference. Pre-approval of the equipment will be requested from NHTSA per requirements.

Participating Sub-Recipient(s)/Agencies
Oregon Health Authority - State Health Agency

Countermeasure Strategy
Section 405c funds require Oregon to demonstrate progress on a selected performance measure to qualify for these funds. See Page 290 of the Approved Oregon 3HSP - Traffic Records Section. It is expected that multiple performance measures will be improved, including I-X-1: To measure accessibility of the EMS file.

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
Number of fatalities (C-1) and serious injuries (C-2). Access to health data & information will help decision makers select projects designed to address this performance measure in a more timely and accurate manner.

Required Data/Information for 405 / 1906 Grant Funding Requests
See Section 405c, Appendix B, AGA 2026.

Program	Federal Project Number	Project Title
Traffic Records	B3SA-2026-54-01-00	ODOT Traffic Roadway Analysis Effort
Anticipated Award Amount	**Funding Source***	
$100,000	405(c)	

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

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
B3SA

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	This project will allow ODOT's Traffic Roadway Section to conduct crash analysis of Oregon roadways. Activities include the purchase process and set up of software, or Software as a Service (SaaS) service which will allow rapid analysis and identification of crash trends, problem roadways, hotspots, and other elements. `Once the needed software solution is established, ODOT's Traffic Roadway Section staff will work with the SaaS contractor to input detailed roadway and crash data and provide training in proper use to each of the five ODOT regions on

	proper access of the data. The final activity will be to conduct analysis of roadways statewide, to develop an accurate picture of crash patterns, locations, and practical interventions to address crashes in the most cost effective manner. Location(s): Work to initially be conducted in Salem, Marion County, Oregon, with later work in ODOT Regional offices located in LaGrande, Union County, Bend, Deschutes County, Roseburg, Douglas County, Salem, Marion County, Portland, Multnomah County, Oregon Affected communities include professionals and public who use these elements statewide in the counties of Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☒ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☐ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☒ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media

Special Or Unusual Costs Explanation	Equipment: TSO will seek pre-approval from NHTSA per requirements. Software or Software as a Service Solution, $100,000. Match in the form of staff labor and benefits. Travel: for potential to TSO conference, and ATSIP or similar traffic safety association conference.

Participating Sub-Recipient(s)/Agencies
ODOT Traffic Section, State of Oregon, Salem, Marion County, Oregon (State agency)

Countermeasure Strategy
Page 290, Software or Applications. (1300.11(b)(4)(ii) 1300.12(b)(2)(viii)).

Local Expenditure **Yes** ☐ **No** ☒

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Number of fatalities 1300.11(b)(3)(ii) Access to information and analysis will help decision makers select projects designed to address the traffic fatality performance measure (C-1) number of fatalities, and number of serious injuries measure (C-2), in a more timely manner. This project will provide information designed to address the above performance targets.

Required Data/Information for 405 / 1906 Grant Funding Requests
See 405(c) section, Appendix B, 2026 AGA.

Program	Federal Project Number	Project Title
Traffic Records	B3SP-2026-54-01-00	CAR Crash Data Timeliness
Anticipated Award Amount	**Funding Source***	
$182,599	405(c)	

Planning and Administration Costs Yes ☐ No ☒
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
B3SP

Planned Activity Description (Project Funding Narrative) Instructions: Provide a description that includes activities planned and project location If applicable: specify affected communities and select relevant special costs **(with explanation)**	
Narrative	This is an effort to sustain as well as improve crash data timeliness and operations for all data users. This project will fund Crash Data Technician hours needed in order to implement project activities and reach goals of the project. Crash Data Technicians are the sole resource to enter crash data into the state's data management system (CDS). The average Crash Data Technician is responsible for entering 6,000 crashes into the system per year. The following summarizes the major activities associated with the funding of this grant: 1. Funding 2,080 hours for Crash Report Technician (CRT) activities to implement the project. One CRT will be stationed at DMV Headquarters to help with fast tracking fatal and serious injuries. (Temporary staff). 2. Funding 2,080 hours for an additional 2,080 hours for a Crash Report Technician (Temporary staff). The activities will be conducted with ODOT's Commercial Compliance Division (CCD) to help with fast tracking motor carrier crashes.

	Funding 2,080 hours for a Crash Data Technician to supplement the existing pool. Adding an additional resource to this pool is the fastest way to increase crash data timeliness. Location: All work to be conducted in Salem, Oregon, Marion County, Oregon with crash data from the statewide data pool. Affected communities include professionals and public who use these elements statewide in counties of Baker County, Benton County, Clackamas County, Clatsop County, Columbia County, Coos County, Crook County, Curry County, Deschutes County, Douglas County, Gilliam County, Grant County, Harney County, Hood River County, Jackson County, Jefferson County, Josephine County, Klamath County, Lake County, Lane County, Lincoln County, Linn County, Malheur County, Marion County, Morrow County, Multnomah County, Polk County, Sherman County, Tillamook County, Umatilla County, Union County, Wallowa County, Wasco County, Washington County, Wheeler County, Yamhill County.	
Special Or Unusual Costs Check all that apply (items linked to CFR)	☒ Cost sharing or matching	☐ Fund raising and investment management costs
	☐ Program income (deduction, addition or cost sharing/matching)	☐ Goods or services for personal use
	☐ Real property	☐ Insurance and indemnification
	☐ Equipment	☐ Memberships, subscriptions, and professional activity costs
	☐ Fix amount subawards	☐ Organization costs
	☐ Direct costs (paragraph (c))	☐ Participant support costs
	☒ Compensation – personal services	☐ Pre-award costs
	☒ Compensation – fringe benefits	☐ Rearrangement and reconversion costs
	☐ Entertainment costs	☐ Selling and marketing costs
	☐ Equipment and other capital expenditures	☐ Taxes (including Value Added Tax)
	☐ Exchange rates	☒ Travel costs
	☐ Fines, penalties, damages and other settlements	☐ Paid Media
Special Or Unusual Costs Explanation	Staff labor as both project cost, and match. Travel to TSO conference and ATSIP or similar association related learning conference.	

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and type of organization, e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
ODOT Transportation Data, State of Oregon, Salem, Marion County, Oregon

Countermeasure Strategy
High-quality State traffic record data, Page 290

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
This project will provide information designed to address the performance target: Number of fatalities 1300.11(b)(3)(ii), goal C-1.

Required Data/Information for 405 / 1906 Grant Funding Requests
Instruction: If providing an attachment, the attachment must be editable (i.e. MS Word, MS Excel, NOT pdf). Include the source of your information as well as the raw data used to create any charts/tables.
See 405c Section, Appendix B, AGA 2026.

Program	Federal Project Number	Project Title
Traffic Records	B3T-2026-54-01-00	Migration of data from TransInfo
Anticipated Award Amount	**Funding Source***	
$183,000	405(c)	

Planning and Administration Costs Yes ☐ No ☒
Program Management Costs Yes ☐ No ☒
Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of a program manager/coordinator of a state's highway safety agency).
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
B3T

Planned Activity Description (Project Funding Narrative)	
Narrative	This is a 3-year project that will create a modernized linear referencing system to eliminate redundancies and inefficiencies in current data management practices and streamline the management of critical roadway data elements, maintaining high standards in timeliness, accuracy, completeness, uniformity, integration, and accessibility. The standardization of data management practices will improve the overall integrity and accuracy of transportation network data, which is crucial for decision-making and reliable reporting. The project activities include: 1. Business Process Prototyping: The project team will prototype updated linear referencing standards and remodel a subset of events/assets. 2. Design: The project team will design linear referencing standards for a full data set of network and assets/events and will define cleanup processes, configurations, reports, extracts, and integrations.

<table>
<tr><td></td><td colspan="2">3. Testing: The project team will implement all planned changes in a testing environment where users validate integrations, workflows, and data management strategies.

Implementation: The project team will implement changes in the production environment, ensuring that all users are trained and the system is fully operational.

Location: Project will occur in Salem, Marion County, Oregon, and will aggregate information gathered from locations statewide. Affected communities include professionals and public who use these elements.

Affected Communities: Data users such as planners, engineers and safety professionals and ODOT staff statewide.</td></tr>
<tr><td rowspan="8">Special Or Unusual Costs
Check all that apply
(items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
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<tr><td>☒ Compensation – fringe benefits</td><td>☐ Rearrangement and reconversion costs</td></tr>
<tr><td>☐ Exchange rates</td><td>☒ Travel costs</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2">Costs will include staff labor and benefits for hours worked on activities, both as project cost and match, and consultant contractor for data, and travel for the TSO and ATSIP or similar association conference.</td></tr>
</table>

Participating Sub-Recipient(s)/Agencies
ODOT, Transportation Data Division, State of Oregon, Salem; Marion County

Countermeasure Strategy
Page 290, 405c- Supporting Professionals

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Number of fatalities, C-1. Access to timely, accurate, complete information will help decision makers select projects designed to address this performance measure in a more timely manner.

Required Data/Information for 405 / 1906 Grant Funding Requests
See 405c section, Appendix B, 2026 AGA.

Program	Federal Project Number	Project Title
Traffic Records	F1906CMD-2026-54-00-00	STOP-Statistical Transparency of Policing
Anticipated Award Amount	**Funding Source***	
$1,000,000	1906	

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

Click or tap here to enter text.

Eligible Use of Funds
F1906CMD

Planned Activity Description (Project Funding Narrative)	
Narrative	The Oregon Department of Justice-Criminal Justice Commission (CJC) uses a vendor to maintain and help improve a secure, internet-accessible data collection portal to process and securely store data on several hundred-thousand traffic stops annually. The primary goal of the project is to institute a statewide data collection system that will: 1. Provide the public and policy makers with current data about who is being stopped, searched, and arrested at traffic stops. 2. Require law enforcement statewide to collect certain information about every discretionary traffic and pedestrian stop. 3. Contain all CJC findings, and aggregate data submitted by law enforcement, and be available to the public. The project is a result of the 2015 Oregon State Police (OSP) and Attorney General's Racial Prohibition Task Force and their

<table>
<tr><td></td><td colspan="2">recommendations, as encompassed in the 2019 Legislative Session in HB 2355. For progress made to date, please see Statistical Transparency of Policing, or S.T.O.P. webpage and report. Assistance to local agencies to improve their dispatch and citation system locally will enhance the accuracy and completeness of the STOP database.

Location: Salem, Marion County, Oregon, with targeted stop and citation data improvement effort in Clatsop and Harney Counties.

Affected Communities: All law enforcement staff statewide; all citizens stopped by a law enforcement officer, users of racial and equity data and information.</td></tr>
<tr><td rowspan="11">Special Or Unusual Costs
Check all that apply (items linked to CFR)</td><td>☒ Cost sharing or matching</td><td>☐ Fund raising and investment management costs</td></tr>
<tr><td>☐ Program income (deduction, addition or cost sharing/matching)</td><td>☐ Goods or services for personal use</td></tr>
<tr><td>☐ Real property</td><td>☐ Insurance and indemnification</td></tr>
<tr><td>☒ Equipment</td><td>☐ Memberships, subscriptions, and professional activity costs</td></tr>
<tr><td>☐ Fix amount subawards</td><td>☐ Organization costs</td></tr>
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<tr><td>☒ Equipment and other capital expenditures</td><td>☐ Taxes (including Value Added Tax)</td></tr>
<tr><td>☐ Exchange rates</td><td>☒ Travel costs</td></tr>
<tr><td>☐ Fines, penalties, damages and other settlements</td><td>☐ Paid Media</td></tr>
<tr><td>Special Or Unusual Costs Explanation</td><td colspan="2">CJC Labor, CJC Labor benefits, Software as a service. Additionally, local electronic Computer Aided Dispatch and citation software compatible with and able to improve accuracy and completion levels of the STOP database, and in vehicle equipment below $5000 per system to facilitate electronic citation issuance and STOP database entry. Travel to attend the TSO Conference, and the ATSIP or other similar association conference.</td></tr>
</table>

Participating Sub-Recipient(s)/Agencies
Criminal Justice Commission, Salem, Marion County, State agency; with assistance to Harney County 911(countywide local), Harney County Sheriff (LE), City of Burns (LE, city), City of Hines (LE, city), Harney EMS (local), Burns Paiute Tribe (LE, tribal) , Clatsop County (Sheriff,

911), City of Astoria, City of Seaside, City of Gearhart, City of Warrenton, City of Cannon Beach

Countermeasure Strategy
3HSP Page 290, Collecting & Maintaining Data. High-quality State traffic record data is critical to effective safety programming, operational management, and strategic planning.

Local Expenditure	**Yes** ☐	**No** ☒

High Visibility Enforcement (HVE)	**Yes** ☐	**No** ☒

Contribution to safety performance targets submitted to NHTSA
Page 290, Number of fatalities C-1. This project will enhance and improve the STOP database including accuracy and completeness but will have a side benefit of improved traffic safety knowledge, resulting decisions that reduce travel related death and injury.

Required Data/Information for 405 / 1906 Grant Funding Requests
See Section 1906, Appendix B, 2026 AGA.

Program	Federal Project Number	Project Title
Vehicle Equipment Safety Standards	CL-2026-80-01-00	Vehicle Equipment Safety: Awareness
Anticipated Award Amount	**Funding Source***	
$15,000	402	

Planning and Administration Costs Yes ☐ No ☒

Program Management Costs Yes ☐ No ☒
Promised Projects Will funds be used to meet requirements of 23CFR 1300.41b (de-obligation of funds)? Yes ☐ No ☒

Eligible Use of Funds
Instruction: Provide page number from the NHTSA approved 3HSP where you previously cited eligible use. Provide GTS eligible use code(s).
CL

Planned Activity Description (Project Funding Narrative)	
Narrative	This project provides public information and education to transportation system users regarding federal and state equipment safety requirements. This work is completed through phone calls, email response to the public's questions, and the development/production/updates of informational products. Topical, user-friendly website postings, media releases, and informational brochures are in the planning for 2026. The budget for this project is primarily used to produce and print safety equipment publications, fund media campaigns on specific vehicle safety equipment topics like properly securing your cargo or load, and research related to rules, laws and regulations, and distribute safety standards (upon request/need) through a subscription to the SAE standards database. Affected Communities: General Public, See ODOT Region Map and Table of Counties by Region. The majority of the work is in response to phone calls, emails and the public's questions. Towing brochures are also made available at all DMV field offices across the State of Oregon. Locations: ODOT Regions 1-5, statewide

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

Special Or Unusual Costs Explanation	Continue membership in SAE Standards distribution to ensure accuracy in information distribution for customer information requests and the development/update of FAQ's on TSO website to maintain the most relevant and current standards.

Participating Sub-Recipient(s)/Agencies
Instruction: List specific participating subrecipient(s) (including name and **type of organization,** e.g., county or city DOT, State or local law enforcement, non-profit, EMS agency, etc.)
ODOT Transportation Safety Office, State Agency, Salem, OR

Countermeasure Strategy
Instruction: Provide page reference to associated countermeasure strategies in the FFY24-26 3HSP. If the countermeasure is not in the 3HSP, or the funding source is not part of the countermeasure, you will be required to submit a 3HSP update to Jody for R10 pre-approval.
Training and Education, page 296.

Local Expenditure **Yes** ☐ **No** ☒

Click or tap here to enter text.

High Visibility Enforcement (HVE) **Yes** ☐ **No** ☒

Contribution to safety performance targets submitted to NHTSA
Instruction: Explain how this planned activity will contribute to meeting the State's highway safety performance targets.
The driving population in Oregon demonstrates limited awareness and compliance with the state's vehicle equipment and operation laws. This lack of understanding poses safety risks as drivers inadvertently breaks regulations by neglecting proper vehicle maintenance, installing unauthorized equipment, or violating operation laws. The goal is to educate the public and prevent unnecessary crashes. This project contributes to the C-1 and C-2 performance measures of reducing motor vehicle fatalities and serious injuries.

Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Oregon Fiscal Year: 2026

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.

☑ **PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)**

*[Check the box above **only** if applying for this grant.]*

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at 405(b) Occupant Protection section (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at 405(b) Occupant Protection section (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at 405(b) Occupant Protection section (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at 405(b) Occupant Protection section (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

☐ The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

  _____

☐ The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of $25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*
  - Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

    _____
  - Coverage of all passenger motor vehicles;

    _____
  - Minimum fine of at least $25;

    _____
  - Exemptions from restraint requirements.

    _____

☐ Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at

_____ (location).

☐ The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at

_____ (location).

☐ The State's comprehensive occupant protection program is provided as follows:

- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
- Multi-year strategic plan: annual grant application or triennial HSP at _____(location);
- The name and title of the State's designated occupant protection coordinator is _____.
- The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at _____ (location).

☐ The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on _____ (date) (within 5 years of the application due date);

☑ PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[Check the box above only if applying for this grant.]

ALL STATES

☑ The State has a functioning traffic records coordinating committee that meets at least 3 times each year.

☑ The State has designated a TRCC coordinator.

☑ The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.

☑ [*Fill in the blank below.*] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at

405(c) Traffic Records section _____ (location).

☑ PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))

[Check the box above only if applying for this grant.]

ALL STATES

☑ The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

MID-RANGE STATES ONLY

[*Check one box below and fill in all blanks under that checked box.*]

☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date). Specifically:

- Annual grant application at
  _____ (location)
  describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at
  _____ (location)
  contains the list of names, titles, and organizations of all task force members;
- Annual grant application at
  _____ (location)
  contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

☐ The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and continues to use this plan.

HIGH-RANGE STATE ONLY

[*Check one box below and fill in all blanks under that checked box.*]

☑ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on 6/7/24 (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on 4/11/23 (date). Specifically:

- Annual grant application at
  405(d) Impaired Driving section (location)
  describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at
  405(d) Impaired Driving section (location)
  contains the list of names, titles, and organizations of all task force members;
- Annual grant application at
  405(d) Impaired Driving section (location)
  contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
- Annual grant application at
  405(d) Impaired Driving section (location)
  addresses any related recommendations from the assessment of the State's impaired driving program;
- Annual grant application at
  405(d) Impaired Driving section (location)
  contains the projects, in detail, for spending grant funds;

- Annual grant application at
  405(d) Impaired Driving section (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

☐ The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at
_____ (location).

☐ PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

☐ The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;
    _____
  - Identify all alcohol-ignition interlock use exceptions.
    _____

☐ The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

    _____

  - Identify all alcohol-ignition interlock use exceptions.

    _____

☐ The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

    _____

  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

    _____

  - Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

    _____

- Identify list of alcohol-ignition interlock program use violations;

_____

- Identify all alcohol-ignition interlock use exceptions.

_____

☐ **PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

☐ The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

_____

[Check at least one of the boxes below and fill in all blanks under that checked box.]

☐ *Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

_____

☐ *Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).

☑ **PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

☑ The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.,* the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

☑ The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at
405(e) Distracted Driving section (location).

DISTRACTED DRIVING LAW GRANTS

☑ **Prohibition on Texting While Driving**
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on 10/1/07 (date) and last amended on 3/16/18 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on texting while driving;
    ORS 811.507
  - Definition of covered wireless communication devices;
    ORS 811.507
  - Fine for an offense;
    ORS 811.507
  - Exemptions from texting ban.
    ORS 811.507

☑ **Prohibition on Handheld Phone Use While Driving**
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on 10/7/07 (date) and last amended on 3/16/18 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on handheld phone use;
    ORS 811.507
  - Definition of covered wireless communication devices;
    See 405(d) Distracted Driving section under ORS 811.507 (1) (d) and ORS 811.507 (1) (e)
  - Fine for an offense;
    See 405(d) Distracted Driving section under ORS 811.507 (1) (d) and ORS 811.507 (6)
  - Exemptions from handheld phone use ban.
    See 405(d) Distracted Driving section under ORS 811.507 (1) (d) and ORS 811.507 (3)

☑ **Prohibition on Youth Cell Phone Use While Driving**
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on 10/7/07 (date) and last amended on 3/16/18 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on youth cell phone use while driving;
    ORS 811.507
  - Definition of covered wireless communication devices;
    ORS 811.507
  - Fine for an offense;
    ORS 811.507
  - Exemptions from youth cell phone use ban
    ORS 811.507

☐ **Prohibition on Viewing Devices While Driving**

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant

- *Legal citations:*
  - Prohibition on viewing devices while driving;
    _____
  - Definition of covered wireless communication devices;
    _____

☑ **PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

[Check the box above only if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]

☑ **Motorcycle Rider Training Course**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Oregon Dept of Transportation, Governor's Representative for Highway Safety, Amy Joyce
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:
  [*Check at least one of the following boxes below and fill in any blanks.*]
  - ☐ Motorcycle Safety Foundation Basic Rider Course;
  - ☑ TEAM OREGON Basic Rider Training;
  - ☐ Idaho STAR Basic I;
  - ☐ California Motorcyclist Safety Program Motorcyclist Training Course;
  - ☐ Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the annual grant application at 405(f) Motorcycle Safety section (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

☑ **Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Oregon Dept of Transportation, Governor's Representative for Highway Safety, Amy Joyce.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at 405(f) Motorcycle Safety section (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at 405(f) Motorcycle Safety section (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

☑ **Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on 1/1/87 (date) and last amended on 1/1/95 (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*
    see 405(f) Motorcycle Safety section

☐ **Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

☐ **Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at _____ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

☐ **Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

☑ **Use of Fees Collected From Motorcyclists for Motorcycle Programs**

[*Check one box only below and fill in all blanks under the checked box only.*]

☑ Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.
  Legal citation(s):
  see 405(f) Motorcycle Safety section.

  AND

  The State's law appropriating funds for FY __ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.
  Legal citation(s):
  see 405(f) Motorcycle Safety section.

☐ Applying as a Data State—

- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at _____ (location).

☑ PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at
02. Bike and Pedestrian (Non-Motorized) in the Planned Activities section (location(s)).

☐ **PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)**

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at
_____ (location(s)).

☑ **PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)**

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

☐ **Driver Education and Driving Safety Courses**
[Check one box only below and fill in all blanks under the checked box only.]

☐ Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*

_____.

☐ Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at
_____ (location).

☑ **Peace Officer Training Programs**
[Check one box only below and fill in all blanks under the checked box only.]

☐ Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

_____.

☑ Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at see 405(i) Driver Education and Driving Safety section (location).

☐ Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at

_____ (location).

- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at

_____ (location).

☑ PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]

☑ The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at see 1906 Racial Profiling section (location).

☐ The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —

- ☑ I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- ☑ As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- ☑ I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

Click here to validate form fields and permit signature

Amy Joyce — 8/28/2025

Signature Governor's Representative for Highway Safety — Date

Amy Joyce

Printed name of Governor's Representative for Highway Safety

Occupant Protection (Adult and Child Passenger Safety)

The Occupant Protection program is continually focused on educating the general public, law enforcement, family medical providers, and families regarding proper selection and use of seat belts and other motor vehicle safety restraints. Oregon has traditionally had a high seat belt usage rate, sometimes the highest in the nation, but continuous education is needed for new citizens, visitors, and high-risk populations to maintain a high use rate.

- **Non-use of Restraints:** According to the annual 2024 Oregon observed seat belt use survey, 4.47 percent of front seat passenger vehicle occupants did not use restraints, a decline from 2.99 percent in the 2023 survey. During 2023, crash reports (FARS) indicate 30.4 percent of motor vehicle occupant fatalities were unrestrained and 14.2 percent were unknown restraint use.
- **Improper Use of Safety Belts:** Oregon law requires "proper" use of safety belt and child restraint systems. Some adult occupants inadvertently compromise the effectiveness of their belt systems and put themselves or other occupants at severe risk of unnecessary injury by using safety belts improperly. This is most often accomplished by placing the shoulder belt under the arm or behind the back, securing more than one passenger in a single belt system, or using only the automatic shoulder portion of a two-part belt system (where the lap belt portion is manual).
- **Improper Use of Child Restraint Systems:** Motor vehicle crashes remain a leading cause of death for children. Nationally, a total of 859 children younger than 13 died in motor vehicle crashes in 2022; over three-quarters of these deaths were children riding in passenger vehicles, according to the Insurance Institute for Highway Safety (IIHS). Proper restraint use can help significantly reduce these deaths. Although the majority of children ride restrained, 190 children killed in crashes in 2022 were unrestrained, where others were *improperly* restrained, (IIHS). Drivers are also confused by frequently changing state laws, national "best practice" recommendations, and constantly evolving child seat technology.
- **Premature Graduation of Children to Adult Belt Systems:** Current crash data from 2023 indicates that of the 1,972 injured children under age twelve, 11.5 percent were reported not using a child restraint system. This is an increase in injuries from 2022 data. Although Oregon law requires use of child restraints to age eight or four feet nine inches in height, Safe Kids Worldwide indicates many children will be eight to twelve years of age before they meet this height requirement and thus fit properly in an adult belt system.
- **Affordability of Child Restraint Systems:** Caregivers may have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children. This contributes to non-use of seats, or the reuse of second-hand seats which may be unsafe for multiple reasons.
- **Risky Drivers:** According to the 2021 TSAP analysis, between 2014 and 2018, 900 fatal and serious injury crashes involved occupants not properly using restraints. In Oregon, 21 percent of fatal crashes involved an unrestrained occupant. Approximately 65 percent of these crashes occurred in a rural environment. The majority of unrestrained fatal and serious injury crashes (71 percent) result from lane departure crashes. Approximately 46 percent of all unrestrained fatal and serious injury crashes were speed related.

- **2024 Statewide Public Opinion Survey**: The annual public opinion survey of Oregonians conducted statewide showed the following results:
    - 96 percent of respondents reported 'Always using their safety belts when driving or riding in a passenger vehicle,' the 2024 observed seat belt usage rate for Oregon was 95.53 percent.
    - The respondents who reported they did not 'Always use safety belts' when they drive or are a passenger in a vehicle were asked why they do not. The most common reason statewide was "it's a short trip", driving/riding in a rural area, and they were in a hurry.

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:
City of Albany Police Department, City of Ashland Police Department, City of Astoria Police Department, City of Aumsville Police Department, City of Bandon Police Department, City of Beaverton Police Department, City of Burns Police Department, City of Canby Police Department, City of Carlton Police Department, City of Coos Bay Police Department, City of Cottage Grove Police Department, City of Eagle Point Police Department, City of Enterprise Police Department, City of Eugene Police Department, City of Florence Police Department, City of Forest Grove Police Department, City of Gladstone Police Department, City of Grants Pass Police Department, City of Hood River Police Department, City of Hubbard-Donald Police Department, City of Independence Police Department, City of Junction City Police Department, City of Keizer Police Department, City of Lake Oswego Police Department, City of McMinnville Police Department, City of Medford Police Department, City of Molalla Police Department, City of Oakridge Police Department, City of Oregon City Police Department, City of Phoenix Police Department, City of Portland Police Bureau, City of Prineville Police Department, City of Rogue River Police Department, City of Roseburg Police Department, City of Salem Police Department, City of Sandy Police Department, City of Seaside Police Department, City of Sherwood Police Department, City of Silverton Police Department, City of Springfield Police Department, City of Stanfield Police Department, City of Stayton Police Department, City of Talent Police Department, City of The Dalles Police Department, City of Tigard Police Department, City of Tillamook Police Department, City of Tualatin Police Department, City of Vernonia Police Department, City of Warrenton Police Department, City of Winston Police Department, Benton County Sheriff's Office, Columbia County Sheriff's Office, Coos County Sheriff's Office, Crook County Sheriff's Office, Deschutes County Sheriff's Office, Harney County Sheriff's Office, Klamath County Sheriff's Office, Lake County Sheriff's Office, Lane County Sheriff's Office, Lincoln County Sheriff's Office, Malheur County Sheriff's Office, Marion County Sheriff's Office, Multnomah County Sheriff's Office, Tillamook County Sheriff's Office, Wallowa County Sheriff's Office, Washington County Sheriff's Office, Yamhill County Sheriff's Office, Oregon State Police

Participation in Click It or Ticket National Mobilization Plan

During the 2023 calendar year, 111 vehicle occupants who died in Oregon traffic crashes were confirmed to be completely unbelted (FARS). Eleven percent of the injured child occupants under twelve years of age were improperly restrained (not using child restraints.)

High Visibility Enforcement (HVE) continues to be a huge part of the Occupant Protection Program. It is the key countermeasure to educating the public on seat belt and child passenger seat laws as well as enforcing the laws. The more officers you see out on the road, the higher the seat belt usage rate will be. Focusing on educating law enforcement agencies on the new straight time enforcement opportunity along with the continuing overtime enforcement will be a big priority for the HVE program.

Grant funding for safety belt overtime enforcement has been provided annually to Oregon law enforcement agencies since 1993 and structured around a campaign of three annual "blitzes" with additional, discretional overtime between blitzes as funding and staffing levels allow. For 2026, these two-week blitzes will be scheduled as follows: one in February, the nationwide Click It or Ticket mobilization over Memorial weekend, and one over the Labor Day weekend. Agencies will be encouraged to focus on Oregon's identified high-risk population and geographic areas with lower-than-statewide average observed belt use rates. These segments presently include child passengers aged eight to twelve, and occupants traveling in the most remote, rural areas.

Grant-funded agencies will be highly encouraged to participate in each blitz, and will work with local media and agency social media to educate the public during the weeks just prior to and following each blitz. ODOT will report levels of law enforcement participation, planned outreach and media for the Click It or Ticket mobilization to NHTSA in the Annual Report.

Officers will be notified of child passenger safety training opportunities throughout the year and will be encouraged to undergo child passenger safety training and to nurture community awareness of traffic safety generally. Grants will be administered through the Oregon State Police and Oregon Impact (for local police department and sheriff's office participation). Those agencies anticipated to participate during FFY 2026 have been identified (above).

Campaign performance will be measured through results of the annual statewide observed use survey, ODOT public attitude survey, and frequency/quantity/type of enforcement contacts reported by participating agencies.

Child restraint inspection stations

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: **50** (many of the inspection stations

are by appointment only, so more events will likely be occurring)

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: **26**

Populations served - rural: **43**

Populations served - at risk: **50**

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: **10**

Estimated total number of technicians: **160**

Child Passenger Safety Projects in 2026:

Region 1 CPS Grants – DMV TSO Reg. 1

Region 2 CPS Grants – DMV TSO Reg. 2

Region 3 CPS Grants – DMV TSO Reg. 3

Region 4 CPS Grants – DMV TSO Reg. 4

Region 5 CPS Grants – DMV TSO Reg. 5

Statewide Instructor Development & Technician Training – OHSU

Child Passenger Safety Adaptive Needs Transportation - OHSU

Safe Rides for Kids: Enhancing Child Passenger Safety in Oregon – Randall Children's Hospital

OREGON Click It or Ticket FFY 2026

Participating Law Enforcement Agencies

CITY POLICE DEPARTMENTS	COUNTY SHERIFFS	OREGON STATE POLICE
Albany	Benton	General HQ
Ashland	Columbia	NW Region:
Aumsville	Coos	Albany
Bandon	Crook	Astoria
Beaverton	Deschutes	Capitol Mall
Burns	Harney	McMinnville
Canby	Klamath	Newport
Carlton	Lake	Portland
Coos Bay	Lane	SW Region:
Cottage Grove	Lincoln	Central Point
Eagle Point	Malheur	Coos Bay
Enterprise	Marion	Grants Pass
Eugene	Multnomah	Klamath Falls
Florence	Tillamook	Roseburg
Forest Grove	Wallowa	Springfield
Gladstone	Washington	East Region:
Grants Pass	Wheeler	Bend
Hood River	Yamhill	LaGrande
Hubbard-Donald		Ontario
Independence		Pendleton
Junction City		The Dalles
Keizer		
Lake Oswego		
McMinnville		
Medford		
Molalla		
Oakridge		
Oregon City		
Phoenix		
Portland		
Prineville		
Rogue River		
Roseburg		
Salem		
Sandy		
Seaside		
Sherwood		
Silverton		
Springfield		
Stanfield		
Stayton		
Talent		
The Dalles		
Tigard		
Tillamook		
Tualatin		
University of Oregon		
Vernonia		
Warrenton		
Winston		

OREGON
Child Seat Fitting Station Locations, Contacts, Operating Hours
Updated 7/26/2025

COUNTY	CITY	CONTACT	LOCATION/ ORGANIZATION	ADDRESS	NUMBER OF NCPSTs Residing in County 7/1/2025	HIGH-RISK POPULATIONS	CONTACT NUMBER	DATE / HOURS OF OPERATION
BAKER	**BAKER CITY**	Stacy Spreit	**BAKER POLICE DEPARTMENT**	1768 Auburn Avenue	4	Spanish speaking immigrants, Low income, Rural	541-524-2014	Drop-in and By Appointment
BENTON	**CORVALLIS**	Denise Cardinali	**CORVALLIS FIRE DEPARTMENT**	400 NW Harrison Street	11	Low income	541-766-6961	Second Tuesday; 9:00 - 12 pm
CLACKAMAS	**GLADSTONE**	Yvonne McNeil	**GLADSTONE POLICE DEPARTMENT**	18505 Portland Avenue	17	Spanish speaking immigrants, Low income	503-303-4954	By Appointment Only Monday through Friday
CLACKAMAS	**MILWAUKIE**	Krystle Takasane-Lai	**AMERICAN MEDICAL RESPONSE**	12438 SE Capps Road	17	Spanish speaking immigrants, Low income	503-539-6930	By Appointment at various locations
CLACKAMAS	**LAKE OSWEGO**	Community Service Officer Unity Ballard	**LAKE OSWEGO POLICE DEPARTMENT**	380 A Avenue	17	Spanish speaking immigrants, Low income	503-635-0238	By Appointment
CLATSOP	**ASTORIA / WARRENTON**	Michael Olsen-Whisman	**COLUMBIA MEMORIAL HOSPITAL**	2111 Exchange Street	8	Low income, Rural	503-325-7337	By Appointment
COOS	**COOS BAY**	Amanda Collins	**COOS BAY POLICE DEPARTMENT**	500 Central Avenue	14	Low income, Rural	541-269-8912	By Appointment
CROOK	**PRINEVILLE**	Russell Deboodt	**CROOK COUNTY FIRE AND RESCUE**	500 Northeast Belknap Street	2	Low income, Rural	541-447-5011	By Appointment
CURRY	**BROOKINGS**	Ray Branion	**BROOKINGS POLICE DEPARTMENT**	898 Elk Drive	5	Low income, Rural	541-469-2163	By Appointment
DESCHUTES	**SISTERS**	Heather Miller	**SISTERS-CAMP SHERMAN FIRE DISTRICT**	301 S Elm Street	11	Low income, Rural	541-549-5791	By Appointment

OREGON
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DESCHUTES	**BEND**	Kathy Alexander	**BEND FIRE AND EMS**	62277 Jamison Street	11	Low income, Rural	541-610-3168	Third Friday 10:00 am - 1:00 pm every two months
DESCHUTES	**REDMOND**	Clara Butler	**REDMOND FIRE DEPARTMENT**	341 Dogwood Avenue	11	Low income, Rural	541-504-5000	By Appointment
DESCHUTES	**BEND / REDMOND**	Vanessa Churchill	**ODOT REGION 4**	63055 N Hwy 97, Bldg K	11	Low income, Rural	541-508-9690	By Appointment
DOUGLAS	**ROSEBURG**	Rosalee Senger	**ODOT REGION 3**	3500 NW Stewart Parkway	3	Low income, Rural	541-529-5105	By Appointment
GILLIAM	**THE DALLES**	Michael Holloran	**SAFE KIDS COLUMBIA GORGE**	ODOT Conference Room, 3313 Brett Clodfelter Way	0	Low income, Rural	541-980-1019 safekids @gmail.com	By Appointment or Class in The Dalles English 2nd Monday 3 pm/Spanish 4:30 pm
GRANT	**JOHN DAY**	Katrina Randleas	**FAMILIES FIRST**	401 S. Canyon Road	3	Low income, Rural	541-575-1006	By Appointment
HARNEY	**BURNS**	Jessica McElreath	**Harney District Hospital**	559 W. Washington Street	7	Low income, Rural	541-573-2074	By Appointment
HOOD RIVER	**HOOD RIVER**	Jennifer Kendall	**HOOD RIVER POLICE DEPARTMENT**	570 Forestview Drive	1	Spanish Speaking, Low income, Rural	541-387-5256 j.kendall@cityofhoodriver.gov	By Appointment
JACKSON	**CENTRAL POINT**	Cam Cunningham	**CENTRAL POINT POLICE DEPARTMENT**	155 S 2nd Street	13	Low income	541-664-5578	By Appointment
JACKSON	**WHITE CITY**	Scott Downing	**JACKSON COUNTY FIRE DISTRICT #3**	8383 Agate Road	13	Low income	541-826-7100	By Appointment

OREGON
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JOSEPHINE	**GRANTS PASS**	Travis Marsh	**GRANTS PASS FIRE DEPARTMENT**	199 NW Hillcrest Drive	7	Low income, Rural	541-450-6200	By Appointment
KLAMATH	**KLAMATH FALLS & CHILOQUIN**	Ariana Moreno	**KLAMATH TRIBAL HEALTH & FAMILY SERVICES**	204 Pioneer Street	16	Native Americans, Low income, Rural	541-882-1487 x612	By Appointment
LAKE	**LAKEVIEW**	Abigail Finetti	**LAKE HEALTH DISTRICT**	700 South J Street	3	Low income, Rural	541-947-2114 x386	By Appointment
LANE	**EUGENE**	Drew Pfefferle	**LANE COUNCIL OF GOVERNMENTS**	859 Willamette Street #500	19	Spanish speaking immigrants, Low income	541-682-4283	By Appointment
LINCOLN	**LINCOLN CITY**	Kelsey Culbertson	**SAMARITAN HEALTH SERVICES**	3070 NE 28th	2	Low income, Rural	541-994-4208	By Appointment
LINN	**ALBANY**	Alfredo Mendez	**ALBANY FIRE STATION #12**	120 34th Avenue SE	9	Russian immigrants, Spanish speaking immigrants, Low income, Rural	541-917-7700	By Appointment
MALHEUR	**ONTARIO**	Sheri Smith	**ONTARIO FIRE DEPARTMENT**	444 SW 4th Street	7	Spanish speaking immigrants, Low income, Rural	541-881-3238	By Appointment
MARION	**IDANHA**	Laura Harris	**IDANHA-DETROIT RURAL FIRE DISTRICT**	107 North Santiam Highway	37	Low income, Spanish speaking immigrants	503-854-3540	By Appointment
MARION	**KEIZER**	Anne-Marie Storms	**KEIZER FIRE DISTRICT**	661 Chemawa Road	37	Low income, Spanish speaking immigrants	971-707-0472	Second Tuesday 4 - 6 pm, every other month on odd months. Drop-in and by appointment
MARION	**KEIZER**	Officer Jenn Starns or Officer Jorge Miranda	**KEIZER POLICE DEPARTMENT**	930 Chemawa Road	37	Low income, Spanish speaking immigrants	503-390-3713	By Appointment

OREGON
Child Seat Fitting Station Locations, Contacts, Operating Hours
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MARION	**SALEM**	Leslye Garcia	**MARION & POLK EARLY LEARNING HUB**	1120 Highland Ave. NE	37	Low income, Spanish speaking immigrants	971-707-0472	By Appointment
MARION	**SALEM**	Traffic Team	**SALEM POLICE DEPARTMENT**	333 Division Street NE	37	Low income, Spanish speaking immigrants	503-588-6293	By Appointment
MARION	**SALEM**	Kelly Mason	**ODOT DMV HQ**	1905 Lana Ave. NE	37	Low income, Spanish speaking immigrants	503-986-4199	By Appointment
MULTNOMAH	**PORTLAND**	Krystle Takasane-Lai	**AMERICAN MEDICAL RESPONSE**	1 SE 2nd Avenue	68	Russian immigrants, Spanish speaking immigrants, Low income	503-539-6930	By Appointment
MULTNOMAH	**GRESHAM**	Amber Kroeker	**LEGACY MOUNT HOOD MEDICAL CENTER**	24800 SE Stark Street	68	Russian immigrants, Spanish speaking immigrants, Low income	503-413-4005	By Appointment
MULTNOMAH	**PORTLAND**	Sgt. Betsy Hornstein	**PORTLAND POLICE BUREAU**	1111 SW 2nd Avenue	68	Russian immigrants, Spanish speaking immigrants, Low income	503-793-4459	By Appointment
MULTNOMAH	**PORTLAND**	Amber Kroeker	**RANDALL CHILDRENS HOSPITAL AT LEGACY EMANUEL**	2801 N. Gantenbein Avenue	68	Russian immigrants, Spanish speaking immigrants, Low income	503-413-4005	By Appointment 2 - 3 Times per Week
MULTNOMAH	**PORTLAND**	Adrienne Gallardo	**DOERNBECHER CHILDREN'S HOSPITAL**	700 SW Campus Drive, Garage F, Level 4	68	Russian immigrants, Spanish speaking immigrants, Low income	503-418-5666	By Appointment Only Monday through Friday
POLK	**DALLAS**	Judi Lambert	**BAMBINOS OREGON**	322 Main Street, Suite 200 Dallas, OR 97338	10	Spanish speaking immigrants, Low income	503-837-1216	By Appointment
SHERMAN	**MORO**	Katie Woodruff	**SAFE KIDS COLUMBIA GORGE**	Sherman County Courthouse, 500 Court Street	2	Low income, Rural	541-565-5030 safekids@gmail.com	By Appointment

OREGON
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Updated 7/26/2025

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UMATILLA	**HERMISTON**	Good Shepherd Community Health & Outreach Coordinator	**GOOD SHEPHERD MEDICAL CENTER**	610 NW 11th Street	30	Native Americans, Spanish Immigrants, Low income, Rural	541-667-3509 or healthinfo@gshealth.org	By Appointment
UMATILLA	**PENDLETON**	Emily Smith	**ST. ANTHONY HOSPITAL**	2801 S. Anthony Way	30	Native Americans, Spanish Immigrants, Low income, Rural	541-278-2627	By Appointment
UNION	**LA GRANDE**	Billie-Jo Nickens	**ODOT REGION 5**	3012 Island Avenue	4	Low income, Rural	541-786-5915	By Appointment
WALLOWA	**ENTERPRISE**	Andrea Mildrexler	**BUILDING HEALTHY FAMILIES**	207 NE Park Street	4	Low income, Rural	541-426-9411	By Appointment
WASCO	**THE DALLES**	Michael Holloran	**SAFE KIDS COLUMBIA GORGE**	ODOT Conference Room, 3313 Brett Clodfelter Way	3	Native Americans, Low income, Rural	541-980-1019 or 541-993-3339 safekids@gmail.com	2nd Monday each Month; English speaking 3pm/ Spanish speaking 4:30 pm -- or By Appt 7 days per week
WASHINGTON	**FOREST GROVE**	Larisa Nefedov	**FOREST GROVE FIRE DEPARTMENT**	1919 Ash Street	31	Spanish speaking immigrants, Low income	503-992-3240	By Appointment on varying Saturdays
WASHINGTON	**TUALATIN**	Amber Kroeker	**LEGACY MERIDIAN PARK MEDICAL CENTER**	19300 SW 65th Avenue	31	Spanish speaking immigrants, Low income	503-413-4005	By Appointment
WASHINGTON	**HILLSBORO**	Operated by OHSU	**OHSU Health Hillsboro Medical Center**	344 SE 8th Avenue	31	Spanish speaking immigrants, Low income	503-418-5666	Second Saturday 9 - 11:30 am
YAMHILL	**MCMINNVILLE**	Judi Lambert	**WILLAMETTE VALLEY MEDICAL CENTER**	2700 SE Stratus Avenue	9	Spanish speaking immigrants, Low income	503-837-1216	Fourth Saturday each month 10 am - 12 pm

OREGON
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YAMHILL	**NEWBERG**	Jill Dorell	**NEWBERG FIRE DEPARTMENT (2 locations)**	Stn #20 @ 414 E 2nd Street or Springbrook Fire Stn #21 @ 3100 Middlebrook Drive	9	Spanish speaking immigrants, Low income	503-537-1230	Varies
Green highlights appear where fitting station has regular, recurring schedule.								

Oregon Counties	Certified Population Estimate July 1, 2024	County Population as Percentage Total State Population
Oregon	**4,267,261**	**97.13%**
BAKER	16,746	0.39%
BENTON	97,720	2.29%
CLACKAMAS*	427,063	10.01%
CLATSOP	41,785	0.98%
COLUMBIA	53,639	
COOS	65,270	1.53%
CROOK	26,366	0.62%
CURRY	23,597	0.55%
DESCHUTES	208,612	4.89%
DOUGLAS	111,129	2.60%
GILLIAM	2,108	0.05%
GRANT	7,181	0.17%
HARNEY	7,463	0.17%
HOOD RIVER	24,357	0.57%
JACKSON *	221,232	5.18%
JEFFERSON	25,447	
JOSEPHINE	87,416	2.05%
KLAMATH	69,878	1.64%
LAKE	8,221	0.19%
LANE	382,771	8.97%
LINCOLN	51,153	1.20%
LINN	130,848	3.07%
MALHEUR	31,419	0.74%
MARION *	348,044	8.16%
MORROW *	14,313	
MULTNOMAH *	801,557	18.78%
POLK	88,799	2.08%
SHERMAN	1,927	0.05%
TILLAMOOK *	27,623	
UMATILLA	81,030	1.90%
UNION	26,052	0.61%
WALLOWA	7,497	0.18%
WASCO	26,444	0.62%
WASHINGTON	611,389	14.33%
WHEELER	1,483	
YAMHILL	109,682	2.57%

Prepared by Population Research Center
College of Urban and Public Affairs, Portland State University

December 15,2024

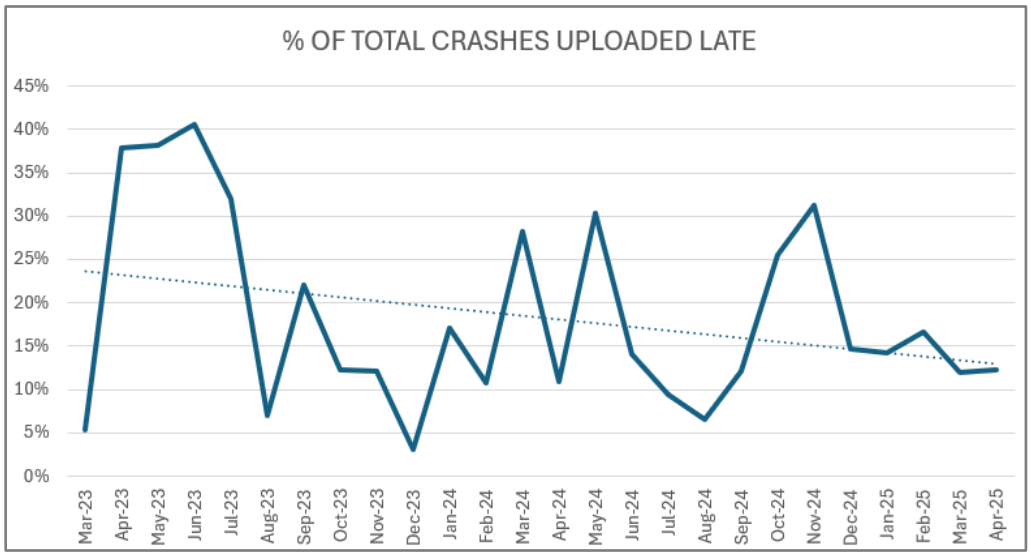
Traffic Records

Qualifying Performance Measure Progress

Section 405c funds require Oregon to demonstrate progress on a selected performance measure to qualify for these funds. For the 2025 grant year, progress was clearly measurable on performance measure 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. To demonstrate progress, Oregon tracks the monthly percentage of all crashes uploaded late. A late upload is defined as 45 days or more between the crash date and the date of entry into the database. The chart below shows a downward trend line in that monthly rate of crashes entered late.

Oregon also aggregates and assesses that monthly rate of crashes uploaded late as a yearly average (with a yearly time-period of April-March.) As shown in the table below, the yearly average moved from 21.75% in 2023-2024 down to 16.47% in 2024-2025. This reduction in the yearly average of crashes entered late demonstrates a measurable improvement in crash reporting timeliness year-over-year using the specified yearly time-period.

This data is recorded in the Motor Carrier Database, and the table and chart below provide screenshots per the Commercial Vehicle Safety Program, Commerce and Compliance, ODOT.



	MARCH '23	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	JAN '24	FEB	MARCH	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	JAN '25	FEB	MARCH	APRIL
	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25
Total	259	206	157	222	213	242	177	155	182	98	164	167	142	228	211	114	138	137	182	227	195	219	210	187	184	114
Late	14	78	60	90	68	17	39	19	22	3	28	18	40	25	64	16	13	9	22	58	61	32	30	31	22	14
On Time	245	128	97	132	145	225	138	136	160	95	136	149	102	203	147	98	125	128	160	169	134	187	180	156	162	100
% OF TOTAL CRASHES Late	5%	38%	38%	41%	32%	7%	22%	12%	12%	3%	17%	11%	28%	11%	30%	14%	9%	7%	12%	26%	31%	15%	14%	17%	12%	12%
Average percent late submissions:													21.75%												16.47%	

Note: A similar improvement was noted for all vehicle fatality crash reports entered, with the average number of days to record fatal crash events dropping from 492 to 421 days from date of crash to date of crash coding in a year over year comparison.

From: Skinner, James (NHTSA)
To: PEARL Traci; RASKA Jody L; STONE Ryan
Cc: Westerhold, John (NHTSA)
Subject: Oregon"s FY 2026 405 Grant Program Data

Good Morning - Traci – Jody – Ryan,
The FY 2026 Section 405 Impaired Driving, Motorcyclist Safety, and Nonmotorized grant program data is below.
This information determines how Oregon will apply for select 405 grants on August 1, 2025. As a reminder, NHTSA uses the latest final FARS data (in this case, CY 2022 data) to determine grant program eligibility/classifications.
Please note that Oregon is classified as High-Range for Alcohol Impaired Driving. High-range states must convene an impaired driving task force, develop a plan *and* complete an NHTSA assessment within three years of the application deadline.
Please let me know any questions.
Thanks –
Jim
Alcohol- Impaired Driving Fatality Rates* Per 100 Million VMT:

State	2020-2022			
	Fatalities	VMT	Rate**	Classification
Oregon	637	105,716	0.602746982	High-Range

State	Total Traffic Fatalities	Pedestrian & Bicyclist Fatalities		
		Number	Percentage of Total Traffic Fatalities	Eligibility
Oregon	602	139	23.09%	Eligible

State	Calendar Year			
	2021		2022	
	Motorcyclist Fatalities	Registered Motorcycles	Motorcyclist Fatalities	Registered Motorcycles
Oregon	86	134,213	98	141,277

State	Calendar Year					
	2021			2022		
	Total Fatalities in Crashes *Involving* a Motorcycle	Fatalities *Involving* a Motorcycle Rider With BAC = .08+	Registered Motorcycles	Total Fatalities in Crashes *Involving* a Motorcycle	Fatalities *Involving* a Motorcycle Rider With BAC=.08+	Registered Motorcycles
Oregon	87	24	134,213	101	34	141,277

OREGON
IMPAIRED DRIVING
STRATEGIC PLAN

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

June 2024

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Executive Summary:

Under the direction and contribution of the statewide Governor's Advisory Committee (GAC) on Driving Under the Influence of Intoxicants (DUII), the purpose of the Impaired Driving Strategic Plan (IDSP) is to provide a comprehensive strategy for preventing and reducing impaired driving in Oregon. The IDSP provides data on the impaired driving problem in Oregon, documents ongoing initiatives to address various aspects of the problem, and discusses potential new strategies. This IDSP is provided to the National Highway Traffic Safety Administration (NHTSA) in response to the grant requirements of Title 23, Section 405(d).

Impairment – Alcohol, Marijuana and Other Drugs:

Alcohol-impaired driving in Oregon, and across the nation had seen a slow, steady decline over the years, thanks in part to targeted enforcement, media campaigns, community partnerships, education and awareness, and overwhelming social unacceptability. However, alcohol remains a serious issue in DUII arrests and fatal and serious injury crashes, and overall reckless driving behaviors have increased since the COVID-19 pandemic era.

In November 2014, Oregonians voted to legalize recreational marijuana. Impacts to traffic safety are a serious concern, as DUII incidents involving marijuana have increased in other states that previously legalized it. Historical data specific to marijuana-impaired driving is limited, although data collected by the Oregon State Police showed a sharp increase (163 percent) of marijuana-involved DUIIs in the first six months following legalization. There was also a 111 percent increase in DUIIs in the same period where marijuana was shown to be a contributing factor. Since 2017, fatality crashes related to drug-only impaired driving have eclipsed alcohol-only fatality crashes, and polysubstance fatality crashes have nearly doubled.

Oregon's drug-impaired driving problem has continued to worsen in recent years, which has correlated with the passage of voter-approved Ballot Measure 110 in 2020, which decriminalized possession of user quantities of hard drugs such as methamphetamine, cocaine, fentanyl, and others. In addition to seeing astronomical rises in overdose deaths not related to driving, drug-only impaired driving fatalities have risen nearly 28 percent since Measure 110 took effect. In 2024, the Oregon Legislature passed House Bill 4002 which will recriminalize drug possession starting in September 2024. Measure 110 had obligated funds to support substance abuse treatment, and those resources will remain in place with the new legislation. Proponents of the new legislation have suggested the renewal of criminal penalties for drug possession will encourage more people to make use of the treatment resources that have been available since Measure 110 was enacted.

Toxicology data from the Oregon State Police Forensic Services Division for 2023 showed that 9- carboxy-tetrahydrocannabinol (THC) was the most frequently detected impairing substance detected in urine and blood samples of suspected drugged impaired drivers (57 percent). THC was detected more frequently than methamphetamine (40 percent). THC also remained as the most commonly detected impairing substance in poly-drug DUI-Drug cases investigated by Oregon's drug recognition experts (DREs).

The next three most common drugs identified in samples were norfentanyl (18 percent), fentanyl (17 percent), and 4-ANPP (10 percent). Norfentanyl is a metabolite of fentanyl, and 4-ANPP is a fentanyl byproduct indicative of a possible shift in illicit manufacturing processes for the drug.

The most recent data for DUII arrests from OSP Forensics shows that:

- Combined 2020-2023 data shows 60 percent tested positive for THC and 43 percent for Methamphetamine
- During the same time period, fentanyl confirmation rates went from 4 percent to 18 percent, with sharp, immediate increases seen during the first two years Ballot Measure 110 was in effect
- In 2020, toxicology testing confirmed cannabis, methamphetamine, and fentanyl combinedly present in 1 percent of DUII samples tested by the Oregon State Police crime lab
    - That combination was present in more than 6% of samples tested by 2022, showing a staggering increase in a short period of time, which again coincided with the effective date of Ballot Measure 110

Oregon's Implied Consent law does not currently offer a means to test a suspected impaired driver's blood for the presence of drugs, and instead relies on urine testing in standard DUII cases. Blood seized from offenders pursuant to consent, exigency, or search warrant can be sent to a private laboratory to be tested for the presence of drugs, but that process is expensive and relies heavily on grant funding provided through the Oregon Department of Transportation (ODOT) Transportation Safety Office (TSO). Additionally, chain of custody issues have been raised in Oregon courts, despite the state's adherence to national best practices for use of outside laboratories to conduct this work. The Oregon State Police Forensic Services Division has historically lacked the capacity to process antemortem blood samples seized during DUII investigations, however, significant efforts have been made to improve their capacity. As such, the State Police Crime Lab is expected to begin this type of testing in 2024.

Understanding the scope of Oregon's drug-impaired driving problem compared to alcohol-impaired driving problem based on arrest data is nearly impossible as the state does not track DUII crimes by impairing substance unless a diversion or conviction is related to alcohol or drugs in general. This makes it difficult to identify patterns and support thoughtful changes to prevention strategies when necessary. Since historical data in Oregon does not include marijuana-specific information, it is difficult to predict the exact long-term impact the legalization may have, and to conduct any comparisons.

Impairment from alcohol is established two different ways for purposes of proving DUII in Oregon. First, impairment can be proven by demonstrating a driver's mental and/or physical faculties were adversely affected by an impairing substance or combination of substances. This can be done through combined evidence of a person's driving performance, noticeable signs of impairment upon their person, and/or by standardized and non-standardized field sobriety tests. Oregon statute has also set a per se limit on Blood Alcohol Content (BAC), meaning that a

person can be proven to be impaired if their BAC is 0.08g/ml or higher. Traditionally, an alcohol DUII conviction results from a combination of these pieces of evidence.

Impairment from drugs other than alcohol can be more challenging to prove. Oregon does not have a per se limit for impairing drugs, including marijuana. Some states that have legalized marijuana, like Washington, Colorado, and Montana have established a per se limit of 5ng/mL of tetrahydrocannabinol (THC) in the blood. This level, however, was not the result of any scientific study and does not account for a myriad of factors unique to marijuana. Marijuana impairment is very different from alcohol impairment and much more complex. Unlike alcohol impairment, there is no scientifically conclusive threshold that consistently indicates marijuana impairment from person to person. Studies have shown that quantitative analysis of THC in a person's blood does not provide a useful metric for identifying how the person's mental and/or physical faculties may be impacted.

Drug impairment in Oregon is currently determined by establishing the presence of the substance in the driver, and by identifying impairment through the Standardized Field Sobriety Tests (SFST's) and/or the determinations made by a Drug Recognition Expert (DRE). Notably, the Oregon Legislature passed House Bill 2316 in 2023, which rendered drivers criminally liable for DUII if they were determined to be impaired by *any* substance. Previously, DUII in Oregon was limited to impairment by alcohol, controlled substances, inhalants, cannabis, and psilocybin mushrooms. This change to the legal environment is expected to result in more offenders being held accountable, as they will no longer be able to claim any observed impairment was caused by a substance that was not specifically included in the statute.

Marijuana legalization nationwide will undoubtedly lead to more studies and research that will explores the issues of impairment and the relationship to a scientifically valid per se limit. Currently, Oregon will rely on proving presence, and establishing impairment to a noticeable or perceptible degree. The federal government has also signaled an intent to reclassify marijuana from a Schedule I controlled substance to a Schedule III controlled substance. This change will likely allow for more robust research into the effects of cannabis, including how it impacts a person's ability to drive safely.

About the GAC on DUII:

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

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

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

an organized and systematic manner. This was to include plans to eliminate blockages in the arrest, trial, and sentencing process that impair the effectiveness of many DUII laws. In addition, the GAC on DUII was enacted to generate public support for increased enforcement of state and local DUII laws, and to educate the public as to the dangers of DUII and its effects on life, property, and public safety.

The ODOT Transportation Safety Office, under the authority of the designated Governor's Highway Safety Representative, was charged with overseeing the GAC on DUII. The Executive Order of the GAC, which outlines the membership, duties, administration, and duration, is included in the Appendix of this IDSP.

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

GAC on DUII Impaired Driving Strategies:

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

#1 – DUII Prevention Program Management and Activities

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

Strategies for DUII Prevention and Program Management and Activities:

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

7. Develop short and long-term objectives in order to meet the goals outlined in the IDSP
8. Assist in enacting legislation that provides resources dedicated to DUII in the state
9. Educate state, county and local officials about the value of DUII initiatives
10. Educate and encourage law enforcement agencies to use DUII enforcement grant funding to assist in the statewide efforts to deter DUII

#2 – Support of Annual DUII Multi-Disciplinary Training Conference

With funding support from ODOT – TSO, Oregon has provided an annual DUII Multi-Disciplinary Training Conference for more than 25 years. In 2024, approximately 400 people attended the two-day conference, which focused on numerous impaired driving issues, including cannabis impairment, DUII case law, and reducing the risk of DUII. Each year, the conference includes law enforcement, prosecutors, toxicologists, treatment and prevention providers, health care professionals, judicial, parole and probation, liquor and cannabis control, motor vehicle services, and other transportation safety professionals. The speakers present on a variety of topics, which typically range from prevention, to addiction, to emerging trends. All of these topics assist in heightening the awareness of impaired driving.

The GAC on DUII will continue its support of Oregon's annual DUII Multi-Disciplinary Training Conference.

Strategies for the support of the DUII Multi-Disciplinary Training Conference:

1. Promote attendance by all persons interested or involved in DUII prevention, detection, enforcement, adjudication, treatment, training, and supervision
2. Provide input on relevant training topics and effective impaired driving programs
3. Assist in assessing the effectiveness of the annual conferences
4. Support future conferences focusing on new and innovative impaired driving strategies and technology

#3 – Increased DUII Education and Training

The GAC on DUII, through its staff and members, will provide encouragement and technical support to further the education and training of police officers, prosecutors, Drug Recognition Experts (DREs), treatment and prevention providers, traffic safety advocates, and others involved in the efforts to reduce DUII in Oregon and nationally.

Law Enforcement Training:

ODOT-TSO and the GAC on DUII are dedicated to providing the highest quality training to Oregon law enforcement officers in detecting and apprehending impaired drivers on Oregon's roadways. To support and maximize the DUII law enforcement efforts, all Oregon law enforcement officers going through basic training in Oregon are required to be trained in Standardized Field Sobriety Testing (SFST). ODOT-TSO directly supports all SFST training conducted at the Oregon Department of Public Safety Standards and Training (DPSST) and sponsors SFST Instructor Development Courses when necessary. In 2023, approximately 520 law

enforcement officers received SFST training at DPSST. SFST training is also provided through the Oregon State Police (OSP) independent training, and 167 officers were provided refresher training throughout the state during the year. The SFST training is critical to optimize the removal of impaired drivers from Oregon's roadways.

These classes include a session on enforcing the state's Ignition Interlock Device (IID) laws. The sessions focused on knowing applicable laws, recognizing when an IID is required on a Department of Motor Vehicle (DMV) license record, and properly citing violators. During the grant year, one SFST Instructor Development Course (IDC) class was held, training 16 new SFST instructors. Also, during the grant period 55 police officers were trained in the operation of the Intoxilyzer 8000 breath testing instrument, not counting those who received this training at the basic police academy. In addition, the Oregon Liquor Control Commission (OLCC) routinely trains its inspectors to recognize Visibly Intoxicated Persons to assist with their compliance efforts.

ODOT-TSO and the GAC on DUII have actively supported proliferation of other impairment-related training programs for law enforcement and other community partners. These programs include Advanced Roadside Impaired Driving Enforcement (ARIDE) training for law enforcement. ARIDE provides information about impairment by drugs other than alcohol, as well as investigative strategies for identifying drug-impaired drivers at roadside. The course has proven to significantly increase officers' awareness of drug-impaired driving offenses and has also been useful as a recruiting pipeline for Oregon's DRE program. Since 2015, Oregon has conducted 96 ARIDE classes statewide, highlighting the value law enforcement agencies have placed on acquiring this training for its rank and file officers.

The DRE program also offers courses such as Drug Impairment Training for Educational Professionals (DITEP) and Employer Drug Impairment Training (EDIT), which provides foundational knowledge that can be used to take appropriate action in school and workplace settings when a student or employee is suspect of being impaired.

Oregon's DRE program has also worked to create a new impairment detection curriculum for deployment to ODOT's non-sworn commercial motor vehicle (CMV) inspectors. Due to Oregon's extremely limited number of sworn law enforcement officers who are certified as truck inspectors, ODOT's Commerce and Compliance (Motor Carrier) Division shoulders the brunt of CMV enforcement duties throughout the state. The new curriculum, based on the DITEP and EDIT programs, was tailored to the needs of CMV inspectors through collaboration with ODOT management.

In addition to the SFST and ARIDE training, the Oregon State Police coordinates the Drug Recognition Expert Program and the training and certification of Drug Recognition Experts (DRE). In many instances drivers are detained for driving behaviors that mirror alcohol impairment and have low or no breath alcohol content. DREs are trained to conduct a 12-step evaluation that assists in determining the category or categories of drugs that may cause impairment in a drugged driver.

Because drugged driving is prevalent and increasing in Oregon and nationally, Oregon

conducted a DRE School in 2023 certifying 9 new DREs, and in 2024, 22 DRE candidates were selected to attend training. Oregon also held a DRE Conference in 2024 with 102 DREs attending. The conference provided DREs with current drug trend information as well as other pertinent drugged driving training information. Due to retirements, reassignments, and other program attrition, the Oregon DRE program has been unable to recruit and retain enough DREs to replace those who have left the program in recent years. If all 22 candidates are successful in the Spring 2024 school, Oregon is expected to have 172 certified DREs. A second school is being considered for Fall 2024 in Eastern Oregon in collaboration with the Idaho DRE program.

ODOT-TSO is also working to develop a law enforcement liaison program in partnership with the Oregon Association of Chiefs of Police, Oregon State Sheriffs' Association, and Oregon State Police. Once established, LELs will serve as a means to exchange information about highway safety initiatives with law enforcement executive leadership. LELs will also conduct agency visits, attend city and county board meetings, help motivate officers to be proactive about traffic enforcement activities, engage media outlets, generate training bulletins, promote traffic safety grant programs, and other activities as determined by ODOT-TSO.

Strategies for Expanding DUII Education and Training:

1. Assist in exploring ways to expand and support timely and effective DUII education and training programs to include: Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), Drugs That Impair Driving (DID), Drug Impairment for Educational Professionals (DITEP), Drug Recognition Expert (DRE), Employer Drug Impairment Training (EDIT), Prosecuting the Drugged Impaired Driver, Commercial Motor Vehicle Inspector Impairment Detection Training, and other related training
2. Support community educational and DUII awareness programs
3. Continue working with the DUII Multi-Disciplinary Task Force to ensure the training conference is an annual event and is held in a geographically convenient location (when feasible) to encourage attendance

#4 – Increased DUII High Visibility Enforcement

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

The goal of DUII Saturation Patrols is to increase the awareness of motorists regarding the dangers of impaired driving, deter those who may be impaired from driving, and investigate DUII offenses to reduce the number of impaired drivers on the roadways. Saturation patrols are an important component of Oregon's continued effort to combat impaired driving and reduce injuries and deaths. When these efforts are funded with grants from ODOT-TSO, they are publicized through a pre-event announcement, and at times with a post-event news release detailing the results of the efforts. Officers working these efforts are trained in the proper

administration of the SFSTs.

In July 2023, the Oregon State Police launched a pilot program intended to bring highly motivated troopers from around the state together to target areas and events expected to see increases in impaired driving and other dangerous driving behaviors. The team, funded largely through grant funds awarded by ODOT-TSO and dubbed the High Visibility Enforcement Unit (HVEU), was organized under the leadership of a lieutenant and four sergeants, and comprised of more than a dozen additional troopers. This team conducted numerous operations of varying sizes in areas hosting fairs, festivals, rodeos, sporting events, and alcohol and/or cannabis events. The team also deployed to areas where spikes in fatal crashes were reported on highways throughout the state to show a visible presence, conduct meaningful enforcement, and project a credible deterrent to dangerous driving behaviors. Notably, HVEU has partnered with city and county law enforcement partners during its operational periods to create true multi-agency high visibility enforcement events, including several in the Portland Metropolitan Area.

ODOT-TSO will continue to connect directly with law enforcement agencies in the counties overrepresented in alcohol-impaired fatal and serious injury crashes and identified in Oregon's Performance-Based Strategic Traffic Safety Plan as priority counties. All officers working grant funded DUII enforcement are required to be trained and routinely recertified in Standardized Field Sobriety Testing (SFST) and have preferably completed ARIDE training. These law enforcement agencies will be solicited to participate in selective DUII enforcement efforts during the time of day, day of week, and locations as identified by crash data. Due to the working relationships between ODOT-TSO and state and local law enforcement, participation in the selective DUII enforcement activities is effective. Recent changes to ODOT-TSO policy have also allowed these patrols to be conducted during officers' normal shifts while still being eligible for grant reimbursement, which has increased agencies' flexibility in deploying dedicated DUII shifts even if officers do not sign up for voluntary overtime.

In addition, these same agencies will be solicited to participate in selective DUII enforcement during the time frames known for high alcohol usage, which include, but are not limited to: Super Bowl Sunday, St. Patrick's Day, Independence Day, Halloween, and New Year's Eve. Oregon's youth alcohol-related fatal and serious injury crashes will also be addressed through selective youth-alcohol overtime enforcement. Peak enforcement efforts will focus on high alcohol usage time frames, which will include graduation, proms, homecoming, and Cinco de Mayo.

DUII enforcement efforts related to grant-required patrols for Christmas/New Years and Labor Day periods will be required to conduct a pre- and post-media event or activity employing best practices of advising the community of their upcoming activities, conducting the enforcement activity, and reporting the results of the enforcement activity. In addition to using SFST-trained officers, DREs will also be used for the various enforcement activities.

In 2020, the GAC on DUII finalized a DUII saturation best practices guide that was distributed to Oregon's law enforcement agencies. This guide was updated and redistributed in 2022.

Strategies to Enhance High Visibility DUII Enforcement Efforts:

1. Increase the number of law enforcement agencies participating in national and state high visibility enforcement efforts
2. Increase the number of Saturation Patrol events
3. Increase participation of officers certified as DREs in overtime enforcement efforts
4. Increase and promote multi-jurisdictional law enforcement DUII Saturation Patrol efforts to best use the state's resources

#5 – Continued DUII Legislation

The GAC on DUII will work closely with ODOT-TSO and other stakeholders to serve as a resource for local, state and federal legislative activities related to DUII. Through its network of members and liaisons, the GAC on DUII will offer resources, referrals or technical assistance to the Governor's Office and/or legislative members needing direction, support or assistance with DUII-related matters. Oregon's recent adoption of an *any impairing substance* clause for its DUII statute demonstrated a considerable step forward in bringing the state into alignment with nationwide best practices.

Strategies in the Area of DUII Legislation:

1. Publicize the expansion of Oregon's DUII law to include "any impairing substance"
2. Enact legislation to strengthen the state's ignition interlock device laws
3. Enact legislation to reduce Oregon's per se impairment threshold from .08 percent to .05 percent
4. Enact legislation to create an "open container" equivalent for cannabis and other drugs, similar to the existing statute for alcoholic beverages
5. Enact legislation to require blood testing for alcohol and all drugs of drivers involved in fatal crashes, and report that information to ODOT-TSO
6. Enact legislation that provides resources dedicated to impaired driving prevention
7. Explore legislation to support the use of electronic search warrants or other means of quickly obtaining toxicology samples
8. Creation of law enforcement phlebotomy program

#6 – Increased DUII Prosecution and Adjudication Efforts

Oregon strives to impose effective, appropriate and research-based sanctions of DUII offenders. Oregon has a system of graduated penalties based on the number of prior offenses committed.

ODOT-TSO and the GAC on DUII is committed to strong, high visibility enforcement of our state's laws. The statewide enforcement plan includes enforcing the following Oregon State Statutes to the fullest extent, which include:

Driving Under the Influence of Intoxicants:

Under previous Oregon law, a person committed the offense of driving under the influence of intoxicants (DUII) if the person drove a vehicle with a BAC of .08 percent or more, was under the influence of intoxicating liquor, cannabis, a controlled substance, psilocybin, an inhalant, or any combination of these. Oregon has also enacted a provision that proof of a BAC at or above .08 percent within two hours of driving, without intervening drinking, is sufficient to prove DUII. As of 2024, a driver can also be convicted if they are proven to be impaired by any substance.

Driving Under the Influence of Intoxicants Convictions:
A person may qualify for a one-year diversion program on their first DUII offense, or if more than 15 years have elapsed since the first diversion. Diversion agreements require defendants to plead guilty or no contest to the offense, but the court will not convict a person of DUII if the diversion program is successfully completed. If a defendant is unsuccessful with their diversion program, they are subject to automatic conviction based on their original plea. If a person accrues two misdemeanor convictions for DUII in ten years, a third conviction within ten years of the first is a felony. Once a person has been convicted of felony DUII, all subsequent DUII convictions are also felonies, regardless of the rolling ten-year window.

If a person is convicted of DUII, their driving privileges are suspended for one year for the first conviction and three years for a second conviction within five years. If a person has three or more misdemeanor DUII convictions, or one felony DUII conviction, the driving privileges are permanently revoked by the court. A person may petition the court for restoration of driving privileges after ten years.

Ignition Interlock Devices:
An Ignition interlock device (IID) is required for all DUII offenders unless granted a medical exemption or when participating in a diversion program and offense did not involve alcohol impairment. A court may use discretion whether an IID is required under a diversion program if the impairment is due to alcohol only and the BAC is less than .08 percent.

An IID is required for one year for a first DUII conviction, and the requirement begins after the related suspension period ends. The requirement extends to two years following a second conviction, and five years following a court ordered restoration of driving privileges on a permanent revocation.

For all offenses occurring after December 31,2015, the IID requirement remains in place until a person is issued a 90-day no-negative report for the last 90 consecutive days of the requirement. Following strict criteria, a court may vacate the IID requirement for diversion participants after six months. IID requirements are split about 50/50 between diversion and conviction cases.

Oregon's compliance rate with IID requirements is roughly 20%, and the Oregon State Police has begun a new communications program to reach out to offenders who are not in compliance. One of the challenges with compliance is that Oregon law implies an exemption to IID requirements when a related suspension is in effect. Thus, when a driver is newly suspended for a DUII offense, they are not yet subject to an IID requirement. While an IID can physically prevent an alcohol-impaired person from starting and driving their vehicle, there is

no such safeguard for an offender who is willing to drive with a suspended license.

Implied Consent Laws:
In Oregon, it is implied that a person operating a motor vehicle will consent to a breath, blood, or urine test if a police officer has arrested them for driving under the influence of intoxicants and asks them to take such a test. A person who fails or refuses to submit to a breath, blood, or urine test will be subject to an administrative implied consent (IC) suspension. The suspension is separate from, and in addition to, any suspension resulting from a DUII conviction.

Under implied consent laws, a driver will fail a test if their BAC is determined to be .08 percent or more, .04 percent or more if driving a commercial motor vehicle, or any amount if under 21 years of age. IC test failure suspensions vary from 90 days for a first suspension, to one year for a second offense within five years. IC suspensions for test refusals vary from one year for a first suspension to three years for a second offense within five years.

If a person is driving a commercial motor vehicle and fails a breath or blood test, their commercial driving privileges are suspended for one year, three years, or lifetime depending on the circumstances. If a person is driving a commercial motor vehicle or has commercial driving privileges and refuses a breath, blood or urine test, commercial driving privileges are suspended for three years, five years, or lifetime depending on the circumstances. Per federal law, drivers who possess commercial driving privileges are not eligible for DUII diversion.

Although some states' Implied Consent programs allow for all drivers involved in fatality crashes to be required to provide toxicology samples, Oregon law does not include such a provision. This has hampered collection and reporting of data regarding drug and alcohol involvement in some fatal crashes where impairment was not otherwise apparent to the investigating officers.

DUII Courts:
One area of expansion needed in Oregon is with DUII Courts. Currently, the City of Beaverton Municipal Court, and Multnomah and Clackamas counties are the only jurisdictions in the state with specialty DUII courts. These programs target eligible high-risk DUII offenders with post-adjudication intensive supervision and substance abuse treatment programs. The purpose of these programs is to reduce recidivism by fostering a comprehensive and coordinated team-based court response composed of early intervention, appropriate treatment, intensive supervision, and consistent judicial oversight. Analyses of Oregon's DUII court programs have indicated recidivism rates among successful participants is significantly lower than those who complete Diversion and normal court probation programs for impaired driving offenses.

Oregon's DUII courts are intended for offenders who have previously been convicted of DUII and demonstrate risk factors likely to result in recidivism. Successful participants frequently report these programs have helped them develop skills to improve their entire lives, in addition to teaching them skills to reduce the likelihood of reoffending as an impaired driver.

Traffic Safety Resource Prosecutors:
Oregon has two Traffic Safety Resource Prosecutors (TSRP) who assist Oregon prosecutors with all

aspects of the prosecution of impaired driving and motor vehicle homicide cases. This includes providing technical assistance on pre-trial motions and other evidentiary hearings, handling trials on a conflict basis, and being available for questions on all aspect of trial. The TSRPs also regularly train law enforcement officers on DUII investigations, including providing training at the Oregon Police Academy to all new recruits. The TSRPs are also a resource for many state and local agencies as it relates to DUII law, including being a technical resource for DUII legislation. The TSRPs conduct local and regional trainings for Oregon's district attorneys, law enforcement, and other partners in the DUII continuum. The TSRPs maintain and update the Oregon DUII Listserv and an online resource clearinghouse, which offer ways to expand their reach in their efforts to educate and provide prosecutors and law enforcement with up to date DUII information and training opportunities.

Mothers Against Drunk Driving (MADD):
The GAC on DUII supports the efforts in expanding the presence of MADD nationally and in Oregon. The Oregon MADD program had previously experienced decreasing involvement and presence due to lack of funding. In 2017, Oregon was selected as one of two states in the Nation to receive funding from NHTSA to expand the state's program. In November of 2017, a Task Force made up of stakeholders and experts in the area of impaired driving prevention and enforcement was assembled and a Strategic Execution meeting was held in Salem. The purpose was to convene a team of experts to identify best practices for building capacity through public perception and volunteerism in a state with high impaired driving fatalities and low MADD involvement and to execute an action plan. The rationale is that MADD has had enormous success in their mission to combat drunk and drugged driving, support the victims of this violent crime, and to prevent underage drinking.

ODOT-TSO and the GAC on DUII supported the selection of Oregon as one of the two states to receive NHTSA funding support for expansion re-ignition of MADD's presence in the State. The two specific needs are:

1. To create urgency that impaired driving is still a public health threat, and
2. To translate that problem in the public's mind to create a movement to end impaired driving

With the assistance of the Task Force, which included members and liaisons of the GAC on DUII, a strategic plan was drafted, and implementation began in April 2018. The GAC on DUII will continue to support MADD's efforts to reinvigorate the general public in Oregon to mobilize communities around the problem of DUII and in understanding that the crime of DUII is 100 percent preventable, and that the GAC on DUII and its DUII prevention partners have the ability to end impaired driving.

Key MADD programs implemented to date:

1. Victim Services – Staff and volunteers provide peer/emotional support, court accompaniment and advocacy, referrals to available resources, and assistance with preparation of Victim Impact Statements.
2. Law Enforcement Support – Coordinate with LE agencies during High Visibility

Enforcement Events to provide victim speakers to present their stories to officers before patrol begins.

3. Public Education/Public Awareness – Raising awareness through social media campaigns, TV ads, and public events such as the annual Walk Like MADD 5k, a cannabis-impaired driving informational video, and tabling events at conferences.
4. Youth Education – Provide our Power of Youth presentation at schools and driver education classes.
5. Legislative support provided for bills relating to law enforcement.
6. Court Monitoring – With funding provided by an ODOT-TSO grant award, engage in DUII case monitoring in Multnomah, Washington, Clackamas, and Deschutes County Circuit Courts. The goal is to identify and report on disparities within the judicial process for DUII offenses, and to ensure offenders' cases are being adjudicated fairly and justly.

Strategies in the Area of DUII Prosecution and Adjudication:

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

#7 – Improve and Expand DUII Prevention Communications

Through ODOT – TSO, Oregon implements a statewide comprehensive transportation safety plan that supports priority policies and program efforts. Campaign materials target at-risk groups who are identified through statewide traffic data and provide special emphasis during high-risk times including the national crackdown periods and high visibility enforcement efforts. Efforts should be made to identify strategies that reach underserved populations, and messaging should be conscious of contemporary public sentiment and adjusted accordingly

(positive social norming messaging vs enforcement-based messaging).

Media and Outreach Plan:

The GAC on DUII will use the ODOT-TSO media plan that has been effective in the past, as well as coordinating a communication strategy with our partners, to allow everyone to be fully informed of planned media and outreach creatives and actions. Such communication will provide partnership opportunities and more efficient use of limited resources. ODOT-TSO will develop campaigns that can be used by local highway safety advocacy groups to standardize the message and maximize creative impact.

Earned Media:

In addition to mobilizing grantees, local agencies, and organizations, the ODOT-TSO (Highway Safety Office) will continue to use the Governor's Office, and other state and local agencies to assist with promotional efforts to draw attention to the national and Oregon impaired driving mobilizations/initiatives.

All law enforcement operation grants awarded by ODOT-TSO require, as a condition of the grant, that the grant recipient agency must hold a local news conference and/or issue a news release regarding planned enforcement activities during the Christmas/New Years and Labor Day holiday periods. In addition, they are required to issue a news release reporting the results of that specific enforcement operation, and they are encouraged to conduct similar media activities for other high visibility DUII enforcement operations held throughout the year.

ODOT-TSO encourages grantees and other traffic safety partners to include traffic safety related data in their own press releases and newsletters in an effort to generate local media (print and electronic) interest in developing a news story item.

By reputation, ODOT-TSO is and will continue to be the primary traffic safety news media resource. ODOT-TSO is recognized as the best source for impaired driving related data, information and referral to additional sources. ODOT-TSO will continue to pursue the best ways to collect, present, and deliver impaired driving-related information to maintain its position as the premier resource for traffic safety news and data.

Strategies in the Area of DUII Prevention Communications:

1. Whenever possible, work cooperatively with the media in promoting and publicizing DUII prevention, enforcement activities, and related events that assist in educating the public on the hazards of DUII
2. Whenever possible, prepare articles dealing with DUII and transportation safety
3. Routinely distribute DUII prevention materials to the media and other organizations
4. Continue to conduct periodic public survey polls regarding DUII, including questions about marijuana and driving
5. Continue to assist in the implementation of Oregon's statewide Triennial Highway Safety Plan and Annual Grant Application processes

6. Use focus groups in the development of DUII campaign materials whenever possible
7. Assist ODOT-TSO to ensure Oregon DUII-related publications and data resources are prepared in a timely manner and provided to appropriate stakeholders in support of, or involved in DUII enforcement, prevention, treatment, and educational programs

#8 – Promoting and Supporting Community and Transportation Safety

Community and traffic safety is at the core of the GAC on DUII. The safety of communities, their citizenry, and the motoring public, is fostered each time an impaired driver is detected, removed from the roadway, adjudicated, and receives proper and effective treatment. The knowledge base of the GAC on DUII members and liaisons contributes to the traffic safety of their communities. By sharing their knowledge and experience with their communities and organizations they serve, GAC on DUII members and liaisons can assist in the reduction in DUII related incidents.

Strategies in the Area of Promoting and Supporting Community and Transportation Safety:

1. Continue to work closely with various partners including traffic safety professionals, law enforcement, prosecutors, medical professionals, emergency medical personnel, treatment providers, driver/motor vehicle professionals, liquor and drug control personnel, prevention specialists, and educational professionals in supporting efforts to improve transportation safety
2. Incorporate coalition/team training strategies using the structure of the community coalitions already in place
3. Continue to educate children, parents and the community about substance abuse issues
4. Assist in developing model policies for schools to address underage drinking and drug abuse issues
5. Expand Drug Impairment Training for Educational Professionals (DITEP) and Employer Drug Impairment Training (EDIT) for education staff and assorted employers, respectively
6. Educate employers about the ignition interlock laws and requirements in the state
7. Assist and promote MADD's presence statewide

#9 – Supporting DUII Treatment and Rehabilitation Programs

Impaired driving is frequently an indicator of serious alcohol or substance use disorders. These problems reflect the importance of assessing impaired driving offenders for substance use disorders and implement early treatment interventions. Often, DUII behavior can be eliminated if the substance use disorder, and underlying trauma, is recognized and treated in its early stages. The GAC on DUII understands and supports statewide efforts to properly and effectively treat and rehabilitate DUII offenders. Unfortunately, treatment providers are chronically understaffed and are often faced with industrywide roadblocks to providing the most effective therapies. It is important that key stakeholders assist in determining the effectiveness of treatment in meeting the needs of impaired drivers and develop recommendations to enhance those efforts and reduce the incidents of repeat DUII.

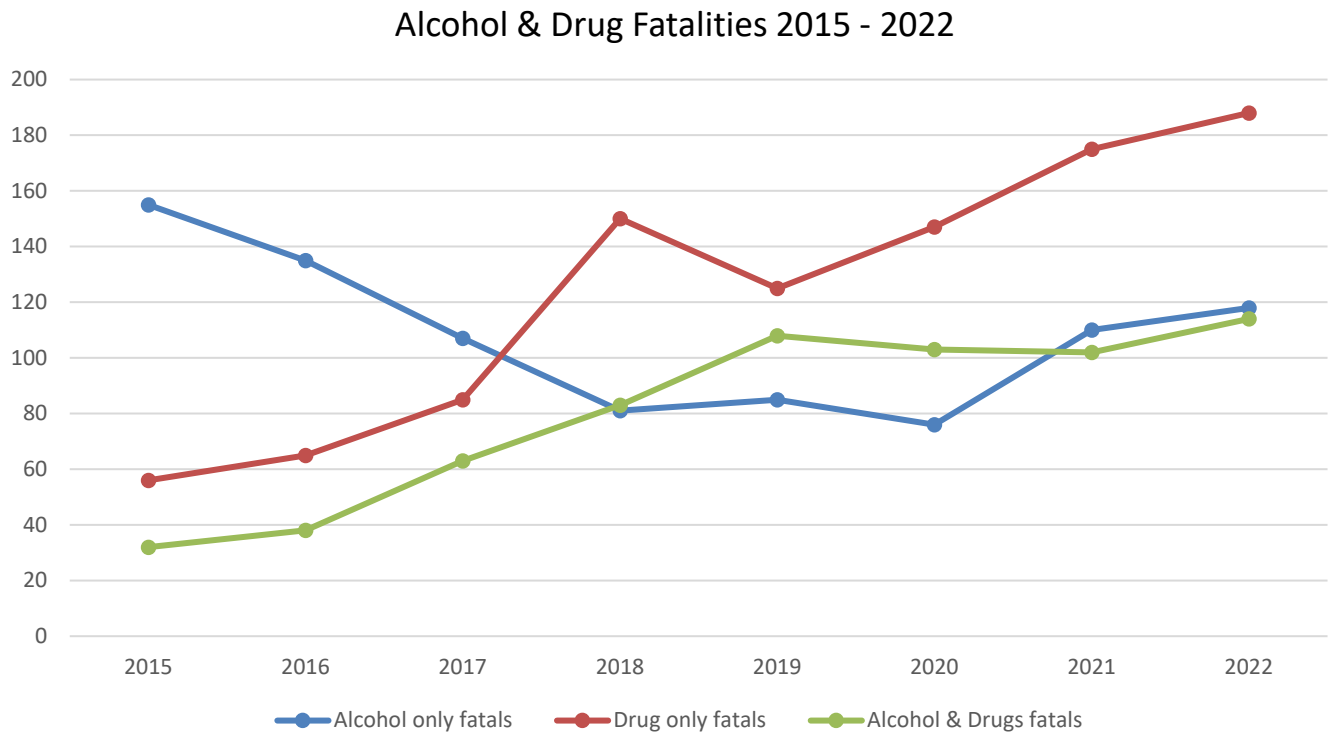
Strategies in the Area of Supporting DUII Treatment and Rehabilitation Programs:

1. Support the concept that prevention and education are critical components in deterring DUII and an effective piece of the IDSP
2. Continue to promote effective strategies to reduce impaired driving and address underage drinking by developing a multi-faceted approach to reach the highest number of targeted individuals
3. Support and promote effective and mandatory treatment of DUII offenders
4. Continue efforts with the various workgroups to improve programs and reduce DUII recidivism rates among offenders
5. Continue to expand the partnership with the DUII courts to provide access to the proper DUII and substance use disorder treatment providers for high risk offenders
6. Assist in increasing access to treatment services for those individuals needing substance use disorder treatment
7. Support provider training opportunities to enhance treatment practices and understanding of co-occurring disorders

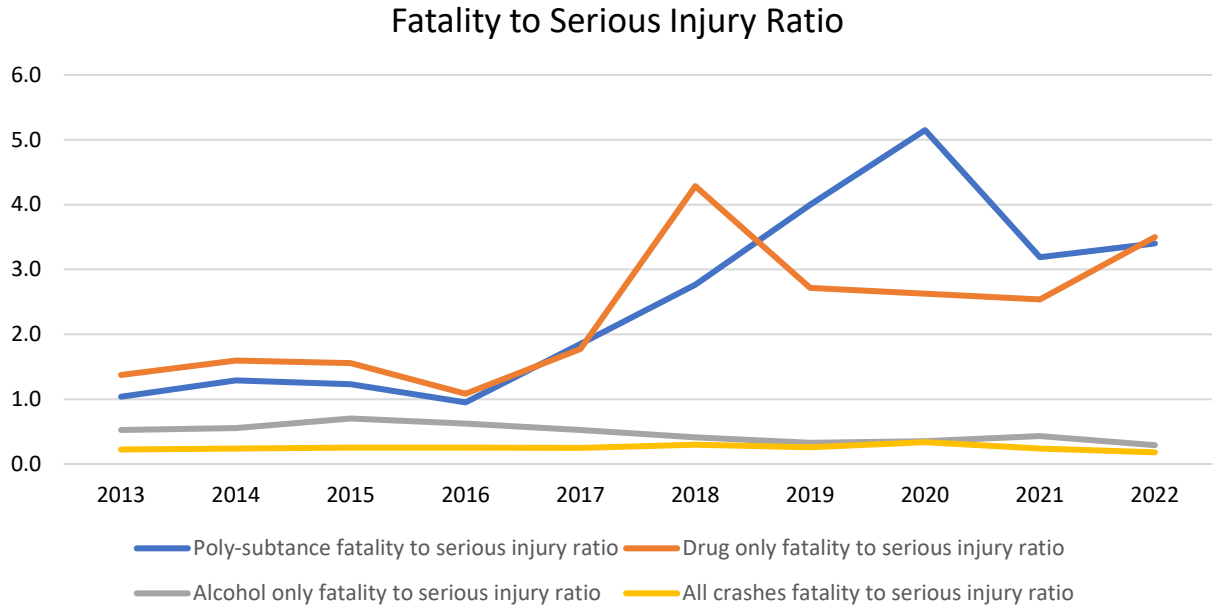
#10 – Increase DUII Program Evaluation and Data Collection

Oregon has seen a sharp increase in drug impaired fatalities since the legalization of recreational marijuana in 2015. Other recent contributory factors included the decriminalization of other drugs at the start of the COVID 19 pandemic era, and drastic reductions in overall enforcement of highway safety laws.

There were 56 drug-only fatalities 2015, which more than tripled by 2022 to 188 fatalities. There were 32 fatal crashes that included a combination of alcohol and drugs in 2015, and that number has more than quadrupled by 2022 to 148. Alcohol-only fatalities saw annual declines from 2015 to 2019 , however, that category has seen consistent increases since the start of the pandemic era. While alcohol impairment accounts for a large majority of the DUII arrests in Oregon, drug use and drugs used in combination with alcohol represent 27% of all impaired fatalities.



Crashes involving drugs and drug use in combination with alcohol have a higher rate of fatalities than serious injuries, illustrating that these high severity crashes disproportionately end in death which may be indicative of drug or poly-drug impaired drivers being less able to mitigate crash situations compared to drivers who are sober and alert.



Throughout the ODOT-TSO grant process, data is used to identify the most pressing traffic safety issues. Oregon maintains comprehensive data regarding impaired driving offenders, impaired driving crashes, and the injuries and fatalities resulting from these crashes. Data is compiled from multiple sources including the Fatality Analysis Reporting System, Oregon Driver

License System, and State DRE data collection system, among others, to support the State's impaired driving program. The data from all sources is regularly evaluated to measure progress, determine program effectiveness, plan and implement new strategies, and ensure the appropriate allocation of resources. However, additional work is needed with the courts on timely electronic reporting of convictions, updating the statewide crash reporting, and working with local municipalities to do electronic reporting of crashes.

Although Oregon's current record system is robust, improvements can be made in the collection and analysis of data and how this data is shared with partner agencies. The specific goals and plans to improve data systems are described below. The GAC on DUII supports and promotes improvements in impaired driving data collection including availability, quality, collection, and use of timely data to support DUII enforcement, adjudication, programs, and initiatives, understanding that data is key in helping identify areas that can decrease in impaired driving deaths.

Strategies in the Area of DUII Program Evaluation and Data Collection:

1. Transition Oregon DRE program to use of electronic/tablet system to record Drug Influence Evaluations
2. Develop a system to track all DUII offenses from arrest through post-adjudication processes across all Oregon courts that process DUIIs
3. Create a statewide electronic search warrant system for DUII offenses that will allow data mining
4. Expand the availability of mobile data terminals, portable computers, or tablet devices for roadside use by officers
5. Develop and proliferate best practices for BAC and drug testing protocols for fatal crashes such that all involved drivers are tested to determine substance involvement

Goals:

- Increase the number of Ignition Interlock Devices installed in Oregon from the 2019-2020 average of 2,815 per year to 2,899 by December 31, 2022.
- Maintain or increase the number of certified Drug Recognition Experts in Oregon at 170 or higher by December 31, 2026.
- Maintain the number of participating city and county agencies in High Visibility Enforcement at the 2024 level of 87 by December 31, 2026.
- Provide initial impairment detection training to 100 percent of ODOT commercial motor vehicle inspectors and implement annual refresher training by December 31, 2025.

Meeting Schedule for GAC on DUII:

The meeting schedule of the GAC on DUII during 2024 is as follows:

January 5, 2024	Beaverton City Council Chambers
February 2, 2024	DMV Headquarters
March 1, 2024	DMV Headquarters
April 12, 2024	Medford Police Department
May 10, 2024	Keizer Civic Center
June 7, 2024	Keizer Civic Center
July 19, 2024	Bend, OR (location TBD)
September 6, 2024	Keizer Civic Center
October 4, 2024	ODOT Region 5 (location TBD)
November 1, 2024	Keizer Civic Center
December 6, 2024	Keizer Civic Center

GAC on DUII Meeting Minutes:

Oregon Department of Transportation
Transportation Safety Division / Governor's Advisory Committees / GAC on DUII
http://www.oregon.gov/ODOT/Safety/Pages/GAC-DUII.aspx

Program Evaluation

As noted in NHTSA's *Countermeasures that Work*, one of the most important actions a state can take to reduce impaired driving is conduct a thorough review of its DUII system. Alcohol-impaired driving laws evolve over time and are often extremely complex. Moreover, the various components of the DUII system are closely interrelated, so policies and practices in one part of the system can have unintended consequences elsewhere.

In 2023, ODOT-TSO commissioned a comprehensive assessment of Oregon's Impaired Driving Program. The assessment compared Oregon's DUII prevention systems and strategies against those described in NHTSA Uniform Guidelines, Highway Safety Program Guideline No. 8. The multidisciplinary team of assessors came from around the country and had experience evaluating other states' impaired driving programs. The team identified 14 priority recommendations for Oregon to consider:

- Create a mechanism where Oregon Department of Transportation's Transportation Safety Office staff can readily search crash and fatality data
- Expand the membership of the Oregon Impaired Driving Task Force to include additional members of the prevention community
- Establish an impaired driving prevention conference with an emphasis on courts,

treatment, assessments, and impaired driving prevention support service

- Amend the law to include all substances that may cause impairment and not just intoxicants that are “controlled” or scheduled
- Enact legislation that allows for implied consent blood analysis for drugs so that such analysis can be used in the prosecution of Driving Under the Influence of Intoxicants
- Establish a statewide program of standardized electronic warrants for the purpose of obtaining evidentiary blood specimens for suspected impaired drivers and provide appropriate training
- Establish a statewide electronic crash reporting system
- Create an annual mandatory judicial education requirement for trial judges in the adjudication of impaired driving cases
- Create and expand probation departments to assist in monitoring of Driving Under the Influence of Intoxicants violators
- Create a driver license format or indicator that would readily enable law enforcement to determine that the licensee is subject to Ignition Interlock Device compliance
- Provide supervised probation services to Driving Under the Influence of Intoxicants offenders assessed and determined to be at high risk to reoffend
- Determine effective solutions to link traffic record systems to reduce data entry functions and identify records in the driver, vehicle, citation, and court adjudication systems that would have a common unique identifier
- Pursue the ability for citation and court case management systems to electronically transmit information to enable the tracking of each Driving Under the Influence of Intoxicants case from citation through to final disposition
- Develop real time driver and vehicle data interfaces to aid in the capturing and validation of driver demographic information and vehicle attributes in completing crash report processing

The GAC – DUII has actively taken up discussions regarding these recommendations and is seeking to develop strategies for implementation.

Budget:

The ODOT-TSO will fund projects through a combination of federal Section 402 (State Highway Safety Program Grant), Section 164 (Federal Highway Transfer Funds), and Section 405[d] (Impaired Driving Countermeasure Grant), State, and other local funding sources.

Plan Approval:

The GAC on DUII met on May 10, 2024, to discuss impaired driving issues in the State and to develop this Plan. The membership subsequently approved the final version of the plan on June 7, 2024.

Oregon's GAC on DUII Executive Order:

The Governor's Advisory Committee (GAC) on Driving Under the Influence of Intoxicants (DUII) was created by Executive Order No. EO-83-20 on December 13, 1983. The main purpose and role of the Committee is to advise the Governor and other statutorily created agencies on the problems and issues relating to driving under the influence of intoxicants in Oregon.

Oregon GAC on DUII Members (As of July 2025):

Member Name	Organization	Discipline
Charles E. Hayes, Chair	Oregon State Police (ret)	State Law Enforcement
Cate Duke, Vice Chair	CLEAR Alliance	Youth Substance Education
Lois Harvick	Lane DUII Victim Impact Panel	Victim Impact Panel / Recidivism Prevention
Joshua Wilson	Oregon State Sheriffs' Association	County Law Enforcement
Robin Lynn Howard	Oregon District Attorneys Association	Prosecution
Justin S Nielsen	Oregon Recovery Behavioral Health	Treatment
Deborah Ruiz	ADSS of Multnomah County	Substance Abuse Assessment
Michelle S. Bartov	Michelle S. Bartov, Attorney at Law, LLC	Defense Attorney
Sarah Gold	Oregon Health & Science University Hospital	Emergency Medicine
Timothy Plummer	Oregon Association of Chiefs of Police	Municipal Law Enforcement
Amanda Cue (Liaison)	Oregon Health Authority	Public Health
(Active Recruitment)	Oregon Legislature	Lawmaker
(Active Recruitment)		Education
(Active Recruitment)		Tribal Nations

Governor's Advisory Committee (GAC) on DUII Guidelines and Objectives:

I. Purpose and Scope:

The Governor's Advisory Committee (GAC) on Driving Under the Influence of Intoxicants (DUII) was created by Executive Order No. EO-83-20 on December 13, 1983. The main purpose and role of the Committee is to advise the Governor and other statutorily created agencies on the problems and issues relating to driving under the influence of intoxicants in Oregon.

Objectives:

The Committee objectives are to:

(a) Heighten public awareness of the seriousness of DUII;

(b) Assist in the effort to end the impaired driving problem in an organized and systematic manner;

(c) Generate public support for increased enforcement of state and local DUII laws; and

(d) Educate the public as to the dangers of impaired driving and its effects.

II. Membership:

Membership is by Governor's executive appointment. Executive appointments shall represent but are not limited to the following interests; education, enforcement, judicial, legislative, medical, prevention, prosecution, public interest and treatment.

III. Terms:

Committee members shall be composed of individuals appointed by the Governor for terms of four years. The Governor appoints a chairperson from among the members of the Committee. No members shall serve on the Committee for more than two full terms of office unless the Governor deems appropriate. Members whose terms have expired will continue to serve until successors are appointed.

IV. Election of Officers:

The Committee chairperson, from among the members, shall be appointed by the Governor. The Committee vice-chairperson shall be selected by the Committee. In addition to serving as the presiding officers, the chairperson and vice-chairperson have all the rights and responsibilities of any other member of the Committee. The impaired driving program manager in the Transportation Safety Office shall serve as the legislative analyst and staff support. Other TSO personnel shall serve as administrative assistants.

V. Committee Duties:

The primary role of the Committee is to support and assist in formulating administrative and legislative goals and objectives for reducing the incidence of DUII and to monitor their implementation. The Committee broadly represents the issues relating to the Legislative Assembly, public and private organizations involved in impaired driving countermeasures, victims of impaired drivers and the general public. Committee member duties and responsibilities include:

Presiding Officers: The chairperson presides at the Committee meetings. In the absence of the chairperson, the vice-chairperson presides. In the absence of both the chairperson and the vice-chairperson, the longest serving member of the Committee who is present presides. The presiding officer is responsible for the efficient and orderly conduct of the meetings. The presiding officer has the authority to impose reasonable restrictions, such as limiting the length of testimony or comments to relevant topics. The presiding officer may establish sub-committees if necessary to respond to legislative or other activities that impact the reduction of driving under the influence of intoxicants in Oregon.

Committee Members: (a) regular and on-time attendance at meetings; (b) notifying the Committee staff liaison if unable to attend a meeting; (c) preparing for Committee meetings by reviewing minutes and other materials provided in advance of the meetings; (d) understanding and following the democratic process; € examining available and relevant information before making judgments; (f) recognizing that the Committee serves the public interest; and (g) testifying before legislative committees on behalf of the Committee in support or opposition to legislative measure when asked to do so.

VI. Committee protocols:

Meeting Intervals:

The Committee shall meet monthly on dates established and agreed upon by the members or upon the direction of the chairperson. Committee meetings will be held at pre-designated and agreed upon locations unless the chairperson designates an alternate location. Members may attend meetings and may vote via telecommunications if necessary and pre-approved by the chairperson. Committee meetings will be posted on the Oregon Transportation Safety Office website and may be noted in press releases. When necessary, a scheduled meeting may be rescheduled or canceled by agreement of the Committee or upon direction of the chairperson.

Rules of Order and Parliamentary Procedure:

The most current version of the Robert's Rule of Order shall be followed at committee meetings.

Quorum Requirements for Meetings:

A quorum is required to transact or approve/disprove committee business. A majority of the committee constitutes a quorum. If a quorum is not present, members may engage in discussion of issues but not take official action or otherwise exercise the authority of the committee.

Quorum Requirements for Official Action:

When a quorum is present, the committee may take official action and exercise the authority of the committee. All official actions of the committee must be taken by membership vote. Any member may propose a motion for the action of the committee. A seconding motion is not required. The presiding officer may call for discussion of the motion. After discussion, or if no member wishes to speak on the motion, the presiding officer shall call for a vote. In order for a vote to be valid, at least a quorum of the entire committee must concur in the result.

Voting:
The vote of each member must be recorded for each action taken. Members who abstain from voting shall state a reason for the abstention.

VII. Meeting Agendas:
To ensure that committee members can be adequately prepared for meetings, and that the public receives notice of meetings, meeting agendas will be prepared and distributed approximately two weeks prior to the scheduled meetings. Any individual may request an item be placed on the agenda. A request must be received in writing at least 30 days prior to the date of the scheduled meeting and include:

(a) A written statement explaining the subject matter of the item;

(b) The action or result requested, if applicable;

(c) The amount of time requested; and

(d) Any other documents relevant to the item.

Any committee member may add an item to the agenda if received within a reasonable time prior to the meeting. The member will discuss the proposed agenda items with the chairperson or vice-chairperson prior to the meeting. During meetings, the committee may request limited amendments but not add action items without prior approval.

VIII. Public Attendance and Participation:
To encourage public input into the committee's decision-making process, the following outlines the procedures for public participation during the committee's meetings:

(a) All committee meetings are open to the public except when the committee meets in executive session.

(b) The Public Meetings Law does not guarantee public participation in a meeting.

(c) The presiding officer is responsible to ensure orderly meetings and may depart from established procedures to invite public input.

IX. Committees and Subcommittees:
The committee or chairperson may designate committees or subcommittees (including work groups or task forces) to assist the committee in carrying out various responsibilities. The committee guidelines do not apply to committees and subcommittees which are governed by separate protocols according to the nature of the group.

X. Agency/Organizational Liaisons
The committee welcomes and encourages liaison representation from various federal, state, local and private agencies involved in the prevention and reduction of impaired driving. Agency liaisons shall be approved by the committee and included, but not limited to:

- Oregon Health Authority Public Health Division
- Department of Public Safety Standards and Training
- Driver and Motor Vehicle Services

- Mothers Against Drunk Driving
- National Highway Traffic Safety Administration
- Oregon Association of Chiefs of Police
- Oregon District Attorneys Association
- Oregon Liquor and Cannabis Commission
- Oregon State Police
- Oregon State Sheriffs' Association
- Oregon Judicial Department
- Traffic Safety Resource Prosecutor(s)
- CLEAR Alliance
- Oregon DUII Multi-Disciplinary Task Force
- Oregon Impact
- AAA
- Trauma Nurses Talk Tough

Conclusion:

In adopting this Impaired Driving Strategic Plan, Oregon hopes to continue its successes in reducing overall traffic fatalities by focusing on those fatalities caused by impaired drivers. The specific goals and plans outlined herein will assist in those efforts. When these strategies are fully implemented, we hope to meet our objective of reducing impaired driving fatalities by ***two percent annually.***

Revised ~~7/25~~8/15/25

Impaired Driving Assessment Recommendations and State's Response

States with an average of 0.60 or higher alcohol-impaired driving fatalities per 100 million Vehicle Miles Traveled (VMT) are considered high range. Oregon's alcohol-impaired fatality rate is over 0.60 or high-range for Federal Fiscal Year (FFY26), according to classifications provided by the National Highway Traffic Safety Administration (NHTSA).

23 CFR 1300.23, High Range States are required to complete a NHTSA-facilitated Impaired Driving (ID) Assessment of the State's impaired driving program every three years and must address each recommendation from the assessment. On April 11-12, 2023, an ID Assessment was conducted where more than 45 professionals representing various state and local organizations participated, discussing their respective roles and programs with impaired driving. The ID Assessment was conducted by a five (5) member team designed to take a comprehensive look at state, local, and tribal impaired driving programs within Oregon.

In total, there were 14 priority recommendations and 51 general recommendations provided to the state by the assessment team. Outlined below are those recommendations, their ties to Oregon's Comprehensive Highway Safety Plan, and how they are being addressed by the state.

Priority Recommendations	Addressed By State
Program Management and Strategic Planning	
Create a mechanism where Oregon Department of Transportation's Transportation Safety Office staff can readily search crash and fatality data.	ODOT-TSO partners with the ODOT Crash Analysis and Reporting unit (CAR) to identify crash and fatality data relevant to its work to identify behavioral causes of these adverse outcomes. CAR has developed new search tools, including a Crash Data Viewer (available at https://www.oregon.gov/odot/Data/Pages/Crash-Data-Viewer.aspx) that is useful internally and to external stakeholders and interested parties to identify and track crash trends throughout the state.
Prevention	
Expand the membership of the Oregon Impaired Driving Task Force to include additional members of the prevention community.	The Governor's Advisory Committee on DUII serves as Oregon's official impaired driving task force. The committee's bylaws call for a diverse membership, and they specifically identify prevention as a target discipline from which to seek a voting member. Recruitment efforts have been ongoing, and while the committee has had some members whose experience and work include prevention activities, the committee chair is committed to identifying and recruiting a dedicated prevention member.
Establish an impaired driving prevention conference with an emphasis on courts, treatment, assessments, and impaired driving prevention support services.	ODOT-TSO and the Governor's Advisory Committee on DUII partnered with the Orgon DUII Multidisciplinary Task Force to increase the number of sessions at their annual conference that target courts, treatment, assessments, and impaired driving prevention support services. Providers from those industries have also been actively marketed to so as to increase their attendance, participation, and contribution to the broader conference agenda. This has allowed Oregon to better reach non-LE stakeholders with the annual DUII conference, while maintaining interdisciplinary networking and collaboration opportunities.
Criminal Justice System	
Amend the law to include all substances that may cause impairment and not just intoxicants that are "controlled" or scheduled.	HB 2316 was passed by the Oregon Legislature and signed into law in 2023, and it went into effect in January 2024. The bill expanded Oregon's DUII laws such that any impairing substance was included, rather than the previous alcohol, controlled substances, inhalants, cannabis, and psilocybin. While this did not have a discernable effect on DUII investigations/arrests, it did preclude defendants from claiming observed impairment was being caused by previously non-covered substances. This has improved prosecution outcomes statewide for DUII-D cases.

Enact legislation that allows for implied consent blood analysis for drugs so that such analysis can be used in the prosecution of Driving Under the Influence of Intoxicants.	Oregon has not made specific efforts to transition its implied consent process to blood analysis for drugs, and instead continues to rely on urine testing when drug impairment is suspected. However, the Oregon State Police Forensic Services Division began offering blood testing in antemortem DUII cases at the beginning of FFY 2026 in lieu of sending samples to out-of-state laboratories. This change has been widely anticipated by Oregon's law enforcement and prosecution communities, and once the program is fully functional and backlogs are caught up, it is possible the topic of implied consent will be revisited as it relates to the preferred specimen type.
Establish a statewide program of standardized electronic warrants for the purpose of obtaining evidentiary blood specimens for suspected impaired drivers and provide appropriate training.	ODOT-TSO worked with partners at the Oregon Department of Justice, Oregon State Police, city and county law enforcement agencies, and the Governor's Advisory Committee on DUII to explore this topic at length in 2022 and 2023. ODOT-TSO learned there is already a hodgepodge of telephonic and basic e-warrant processes in use across the state. While the e-warrant programs have proven effective in the jurisdictions where they exist, a replicable program has not been identified. ODOT-TSO has also explored the possibility of creating a standardized e-warrant system that could be deployed statewide, but we have been unable to identify a partner agency who is willing to serve as the administrator for such a system. Recently, ODOT-TSO has been exploring off-the-shelf products that might be effective for statewide use, and the Portland Police Bureau has also begun exploring options for use in Multnomah County that might be replicable to the rest of the state, but those efforts are ongoing and have not seen substantial progress to date.
Establish a statewide electronic crash reporting system.	In FFY 2025, ODOT-DMV deployed an electronic crash reporting system for use by members of the general public to report crashes via an online portal. Additionally, Oregon was granted NHTSA funds for use in creating a single collection point for law enforcement crash reporting so as to streamline their receipt and analysis. This State Electronic Data Collection (SEDC) project is expected to take place over a period of several years.
Create an annual mandatory judicial education requirement for trial judges in the adjudication of impaired driving cases.	There are generally two categories of judges who handle impaired driving cases in Oregon: Municipal Court judges and Circuit Court judges. Most municipalities rely on the state circuit court system, administered by the Oregon Judicial Department (OJD), to litigate/adjudicate impaired driving cases, while some cities chose to process that type of case through their municipal court system. The processes for recruiting, hiring, and training judges is markedly different in each of the two systems, and while ODOT-TSO helps guide some training for municipal judges, the OJD system is more difficult to influence. ODOT-TSO has partnered with Mothers Against Drunk Driving (MADD) to support a court monitoring process in Multnomah and Deschutes Counties, in part to help identify opportunities for better training for judges who handle impaired driving cases. ODOT-TSO is also seeking to recruit a State Judicial Outreach Liaison who can help serve as a bridge between the state highway safety office and OJD to promote more training for judges who handle impaired driving cases.
Create and expand probation departments to assist in monitoring of Driving Under the Influence of Intoxicants violators.	Oregon has a unique system for monitoring most DUII offenders who have been convicted, or who have entered into diversion agreements for their first DUII offense. The system calls for an Alcohol and other Drug Screening Specialist (ADSS) to conduct an initial assessment of the offender before they are referred for substance abuse education or treatment. After the assessment process, the ADSS serves as a collection point for information reported by the offender's treatment provider and the court, similar to how a probation officer might report on the offender's progress. The ADSS does not have the authority to sanction offenders, but their reports to the court may result in court sanctions. Creation of a separate probation process would require legislative action, and does not appear likely at this time.
Create a driver license format or indicator that would readily enable law enforcement to determine that the licensee is subject to Ignition Interlock Device compliance.	Oregon DMV currently places a "J" restriction on DUII offenders' driving records, and their physical driver license, when the customer is subject to an Ignition Interlock Device (IID) requirement. The J restriction is not limited to use in IID cases, however, and serves as a broader indicator of an unusual circumstance. As such, law enforcement who encounter a driver with this restriction are typically required to look up the individual customer's record to determine the specific circumstances and requirements for a driver they have contact with. If the driver's record does contain an IID requirement, it is prominently displayed such that it can be quickly and easily identified by a law enforcement officer and/or their dispatch provider.
Communication Program	**No Priority Recommendations**
Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation	
Provide supervised probation services to Driving Under the Influence of Intoxicants offenders assessed and determined to be at high risk to reoffend.	Oregon has a unique system for monitoring most DUII offenders who have been convicted, or who have entered into diversion agreements for their first DUII offense. The system calls for an Alcohol and other Drug Screening Specialist (ADSS) to conduct an initial assessment of the offender before they are referred for substance abuse education or treatment. After the assessment process, the ADSS serves as a collection point for information reported by the offender's treatment provider and the court, similar to how a probation officer might report on the offender's progress. The ADSS does not have the authority to sanction offenders, but their reports to the court may result in court sanctions. Several courts around Oregon have also enacted high-intensity supervision programs for DUII offenders determined to present the greatest risk of recidivism. These programs typically target

	offenders who have already recidivated, and whose substance use and ongoing criminal behavior serve as indicators for continued risky driving behavior. DUII specialty courts in Oregon commonly include probation-style supervision that reports directly to the program judge, and offenders are closely monitored to ensure compliance with program requirements. Creation of a separate probation process would require legislative action, and does not appear likely at this time.
Program Evaluation and Data	
Determine effective solutions to link traffic record systems to reduce data entry functions and identify records in the driver, vehicle, citation, and court adjudication systems that would have a common unique identifier.	The Governor's Advisory Committee on DUII has explored this topic during several of its monthly meetings, and a subcommittee was formed to further work on this recommended goal. The subcommittee's work was ultimately suspended due to legislative and other priorities, but it remains a topic of discussion that is revisited occasionally during committee meetings.
Pursue the ability for citation and court case management systems to electronically transmit information to enable the tracking of each Driving Under the Influence of Intoxicants case from citation through to final disposition.	The Governor's Advisory Committee on DUII has explored this topic during several of its monthly meetings, and a subcommittee was formed to further work on this recommended goal. The subcommittee's work was ultimately suspended due to legislative and other priorities, but it remains a topic of discussion that is revisited occasionally during committee meetings.
Develop real time driver and vehicle data interfaces to aid in the capturing and validation of driver demographic information and vehicle attributes in completing crash report processing.	As a priority recommendation from Oregon's FFY 2023 Impaired Driving Program Assessment, the Governor's Advisory Committee has discussed this topic and has sought ideas from its members and liaisons for how it might be actioned.
General Recommendations	**Addressed By State**
Program Management and Strategic Planning	
Create an annual report to document specific recommendations for consideration by the Governor's Advisory Committee (GAC) on Driving Under the Influence of Intoxicants to compliment the GAC Strategic Plan.	Discussions held during monthly meetings of the GAC are recorded on meeting minutes and stored at ODOT-TSO and made available on the committee's website. ODOT-TSO will work to develop a general collection point for recommendations made during calendar year 2026 such that the recommendations can be presented in an annual report for the committee.
Invite underrepresented entities and groups to the Governor's Advisory Committee (GAC) on Driving Under the Influence of Intoxicants for the purpose of gauging their interest in being involved in GAC activities.	The GAC has worked to include new perspectives in their meetings primarily by scheduling its meetings outside the Salem area roughly once per quarter since January 2024. These meetings have been held in nearly every ODOT region, and invitations have been sent to a variety of interested parties in each subregion so their perspective could be gleaned. Additionally, the GAC has sought to recruit members from underrepresented entities and groups, such as from tribal nations located within Oregon, to join the committee as voting members who can regularly contribute to the conversation.
Explore securing a representative and voting position for the Transportation Safety Office through the Governor's Advisory Committee on Driving Under the Influence of Intoxicants procedures.	Although ODOT-TSO does not have a presence on the Governor's Advisory Committee on DUII as a voting member, the Impaired Driving Program Manager is permitted an opportunity to report out on the office's observations, efforts, and challenges related to impaired driving during every committee meeting. The distinction that ODOT-TSO provides staff support to the committee rather than a voting member, has not demonstrably hindered TSO's ability to participate in committee discussions, nor to provide some level of influence on committee business. As such, there does not appear to be a compelling reason to modify the office's relationship with the committee at this time.
Form a sub-committee, through the Governor's Advisory Committee (GAC) on Driving Under the Influence of Intoxicants, with the directive to evaluate Executive Order No. EO-83-20 that created the GAC and make recommendations for changes if necessary to keep or make the GAC relevant and functional.	The GAC has taken this issue up as a whole, rather than delegating it to a subcommittee. As part of the review process, the committee has offered recommendations to update the GAC's bylaws, which was most recently finalized in April 2022. An updated review is in progress and will hopefully be completed before the end of calendar year 2025. Changes to the committee makeup have included the recent addition of a defense attorney as a voting member, which is anticipated to help ensure impaired driving topics are explored from a variety of angles, including some which may be oppositional in nature at times.

Produce a problem identification document or publication available to Oregon Department of Transportation's Transportation Safety Office staff and the public.	ODOT-TSO has not produced a DUII data book since 2016, and it contained data from 2009-2013. TSO is actively working to create an updated data book, which would be published online and available to staff and members of the public once finished while also setting a regular update schedule for the book moving forward
Evaluate if the monthly meetings of the Oregon Department of Transportation's Transportation Safety Office project managers are adequate for the needs and demands of the office.	ODOT-TSO has shifted its staff meeting schedule such that all staff meet every other month, where program staff have a dedicated block of time to meet separately from support staff during those meetings. Management is exploring ways to meet more frequently to support program staff with trainings and support on individual topic areas as appropriate. Note that management meets 1:1 with each of its Program Analysts every month as well to touch on what's needed, training, etc.
Utilize Oregon ID data to support the creation and development of state funding resources for impaired driving prevention.	Once the updated DUII data book is completed, it will be distributed to stakeholders as appropriate to help provide a better understanding of the challenges the state faces regarding impaired driving – specifically drug-impaired driving.

Prevention	
Actively promote the work of the Oregon Liquor and Cannabis Commission and other prevention advocates and look for opportunities for collaboration and improve communication.	The Governor's Advisory Committee on DUII maintains a relationship with OLCC, which is represented on the committee by a liaison member. Recent topics of particular concern have included minor decoy operation outcomes, drive-through beverage availability, and alcohol delivery as part of food/drink orders from OLCC-approved licensees. ODOT-TSO's impaired driving program manager also participates in a monthly meeting with a public health workgroup that includes policy-level discussions with members of Oregon State agencies including OLCC.
Standardize school-based impaired driving materials for Oregon schools through oversite by an appropriate state agency.	The Governor's Advisory Committee on DUII has been recruiting for a voting member from the education industry who might be able to help direct work toward this recommendation. In the interim, the committee's discussions have included participation by the vice chair, who serves as the executive director for a non-profit agency that develops messaging and curriculum related to youth impaired driving prevention.
Provide impaired driving educational materials to employers for inclusion in company newsletters, posting in facilities and employee work areas, and for use in employee safety training.	ODOT-TSO maintains a supply of impaired driving education brochures which are available free of charge to any member of the public who is interested in using them, to include employers as part of related safety training. These are available to download as well for re-printing purposes.
Encourage employers in the State to offer confidential Screening, Brief Intervention and Referral to Treatment (SBIRT) to employees as needed.	ODOT-TSO has not directly participated in encouraging this type of intervention, but related information may be considered for inclusion when the next edition of the impaired driving brochure is created.
Proactively disseminate Oregon impaired driving statistics, initiatives, and prevention activities to committees and coalitions focused on impaired driving prevention.	ODOT-TSO has not produced a DUII data book since 2016, and it contained data from 2009-2013. TSO is actively working to create an updated data book, which would be published online and available to staff and members of the public once finished. The DUII data book would also be proactively forwarded to groups who might find it useful to promote safe driving decisions. ODOT-TSO has also moved to an online grants management platform through which available grant opportunities will be advertised ahead of the application period for each new grant cycle.

Compile an exhaustive list of Oregon's traffic safety and impaired driving prevention groups to support ongoing communication efforts.	ODOT-TSO will use the participant list from its upcoming FFY 2026 Impaired Driving Program Assessment as a starting point for the creation of such a list.
Designate an oversite agency to serve as an information hub to coalitions and committees, allowing them to obtain impaired driving statistics and relevant information to maximize their efficiency.	ODOT-TSO currently partners with Oregon Impact, a non-profit agency, to perform a variety of tasks related to traffic safety. In addition to their work administering high visibility enforcement projects, including for impaired driving patrols, the agency prepares regular traffic safety newsletters which include information about current impaired driving trends and related information. ODOT-TSO also partners with Oregon's public safety licensing agency, the Department of Public Safety Standards and Training, to conduct training for law enforcement officers regarding impaired driving investigations. Part of this work also includes the creation of quarterly impaired driving newsletters which are distributed to stakeholders throughout the state to further their knowledge of contemporary impaired driving trends.
Proactively develop formal private/public partnerships with rideshare companies.	Oregon has an unusual relationship with the rideshare industry in that there is no statewide regulation of their existence. Rather, rideshare services are regulated at the city/county level, and as such are not available in all parts of the state. ODOT-TSO has attempted to partner directly with rideshare providers, but challenges have arisen in that NHTSA has provided significant scrutiny of proposed projects, and that rideshare companies have insisted on contract language that was not conducive to partnership with an Oregon state agency. ODOT-TSO has continued to advocate for use of rideshare services, along with advocacy for use of taxi, public transit, and other means of safe transportation by residents and visitors who have used alcohol and/or other impairing substances.
Require bars and other alcohol retailers to post signage warning about penalties for impaired driving, underage drinking, providing alcohol to underage persons, and promoting the use of designated drivers and safe ride alternatives.	ODOT-TSO will continue to work with OLCC to promote this type of signage. TSO also works with its media contractor to place impaired driving prevention messaging in bars, such as water closet posters intended to influence patrons who have been drinking and may be intending to drive home.
Require cannabis retailers to post signage warning about penalties for impaired driving, underage use, providing cannabis to underage persons, and promoting the use of designated drivers and safe ride alternatives.	ODOT-TSO will continue to work with OLCC to promote this type of signage. TSO also works with its media contractor to place impaired driving prevention messaging near cannabis points of sale that is intended to remind consumers of the dangers of using cannabis and driving.
Explore funding and incentives for rideshare companies to operate in rural and frontier areas of Oregon.	Oregon has an unusual relationship with the rideshare industry in that there is no statewide regulation of their existence. Rather, rideshare services are regulated at the city/county level, and as such are not available in all parts of the state. Anecdotally, it does not appear that rideshare drivers have sustainable business in rural or frontier areas, as evidenced by limited availability in small communities where their use has been authorized. This has likely slowed progress in bringing rideshare availability to new markets in rural and frontier areas.
Criminal Justice System	
Increase the treatment component of the Driving Under the Influence of Intoxicants diversion program to a minimum of six months.	The Governor's Advisory Committee on DUII has identified a discrepancy between the minimum amount of time DUII diversion offenders are required to attend substance abuse treatment (with urine testing to confirm ongoing sobriety) and the overall length of diversion. The committee has discussed recommending a legislative concept for future sessions which would align those processes in duration such that offenders would be monitored (via treatment) for a longer period of time. Presently, offenders only have to maintain treatment and testing for a minimum of 90 days before being eligible for discharge from their program.
Eliminate any legal impediment to the use of portable breath testing devices and passive alcohol sensors.	The restriction on use of portable breath testing devices is limited to impaired driving cases, but they can be used in Oregon for other alcohol-related offenses such as minor in possession. The DUII restriction is related to Article I, Section 9 of the Oregon Constitution, which limits warrantless searches in a similar manner as the 4th Amendment to the U.S. Constitution. Because the restriction is rooted in the state constitution, it is unlikely to be eliminated. Although passive alcohol sensors may not be restricted in exactly the same manner, it is likely their use would be challenged on similar grounds, which could threaten the viability of an otherwise strong impaired driving case. Because passive alcohol sensors have limited capacity to enhance an impaired driving investigation, the risk/reward calculation does not favor testing the will of Oregon's Appellate Court system.
Pass an Oregon Constitutional Amendment that allows the use of sobriety checkpoints.	Results of public opinion surveys commissioned by ODOT-TSO show a surprising willingness to support this concept, however, it is unclear if that support would actually turn out in a general election. Furthermore, effective sobriety checkpoints typically require more law enforcement staffing than most areas of the state can provide, even when supplemented with outside funding such as from federal grants. In place of checkpoints, Oregon law enforcement has made effective use of high visibility DUII patrols, which can be implemented with fewer officers, cover a wider area, and have stronger enforcement outcomes.

Establish a clear job description for a law enforcement liaison consistent with the objectives of: o Serving as a communication bridge between the highway safety office and law enforcement agencies o Enhancing law enforcement agencies' coordination in support of traffic safety activities o Encouraging participation in high visibility enforcement of impaired driving, occupant protection, and other traffic safety enforcement mobilizations o Improving collaboration with local chapters of police groups and associations that represent state, county, municipal, and tribal law enforcement	ODOT-TSO has conducted some foundational work toward creation of a statewide LEL program within Oregon. This work has been informed by GHSA webinars and annual meeting sessions, and by meetings with representatives from the Oregon Association of Chiefs of Police and the Oregon State Sheriffs' Association. There is a tentative plan for ODOT-TSO to eventually support three LELs in Oregon, one each in Eastern Oregon, Western Oregon, and the Portland Metro Area. Due to staffing challenges at ODOT-TSO and changes to the availability of the previously described workgroup due to retirements, this work is on hold pending successful recruitments.

Explore the necessity for and feasibility of using law enforcement phlebotomists to draw evidentiary blood specimens.	In 2025, the Oregon Legislature passed HB 2473, which will become law in January 2026. The bill loosened restrictions on who was legally allowed to conduct blood draws from criminal suspects such that law enforcement officers can now be trained to conduct this type of search. The Oregon Department of Justice, Oregon State Police, Department of Public Safety Standards and Training, ODOT-TSO, and others are currently exploring how a law enforcement phlebotomy program can be established such that this type of search can be done in a safe, standardized, and legally acceptable manner.
Increase the number of Advanced Roadside Impaired Driving Enforcement (ARIDE) classes to at least pre-pandemic levels.	The Oregon State Police administers Oregon's Drug Evaluation and Classification Program, which includes oversight of ARIDE class scheduling statewide. The program seeks to provide at least 12 classes annually, including at least one in each DRE Program region of the state.
Conduct at least two Drug Recognition Expert (DRE) classes each year.	The Oregon DECP program has explored hosting two DRE schools in recent years. However, there has been insufficient interest from officers statewide. If interest in becoming a DRE increases in future years, the DECP program may consider adding a second school, to include a possible joint school in partnership with Idaho and/or Washington.
Promote the resources available to help law enforcement officers better understand the requirements of the ignition interlock program.	The Oregon State Police administers Oregon's Ignition Interlock Device Program. The program has historically been staffed with a sworn supervisor and a few sworn troopers, but they are in the process of adding non-sworn compliance specialists who can help law enforcement, IID providers, and members of the public better understand IID requirements.
Eliminate any legal impediment to the use of portable breath testing devices and passive alcohol sensors.	The restriction on use of portable breath testing devices is limited to impaired driving cases, but they can be used in Oregon for other alcohol-related offenses such as minor in possession. The DUII restriction is related to Article I, Section 9 of the Oregon Constitution, which limits warrantless searches in a similar manner as the 4th Amendment to the U.S. Constitution. Because the restriction is rooted in the state constitution, it is unlikely to be eliminated. Although passive alcohol sensors may not be restricted in exactly the same manner, it is likely their use would be challenged on similar grounds, which could threaten the viability of an otherwise strong impaired driving case. Because passive alcohol sensors have limited capacity to enhance an impaired driving investigation, the risk/reward calculation does not favor testing the will of Oregon's Appellate Court system.
Communicate more effectively with law enforcement and government leaders to emphasize the importance of consistent impaired driving enforcement and participation in Oregon Department of Transportation's Transportation Safety Office initiatives.	ODOT-TSO currently partners with Oregon Impact, a non-profit agency, to perform a variety of tasks related to traffic safety. In addition to their work administering high visibility enforcement projects, including for impaired driving patrols, the agency prepares regular traffic safety newsletters which include information about current impaired driving trends and related information. ODOT-TSO also partners with Oregon's public safety licensing agency, the Department of Public Safety Standards and Training, to conduct training for law enforcement officers regarding impaired driving investigations. Part of this work also includes the creation of quarterly impaired driving newsletters which are distributed to stakeholders throughout the state to further their knowledge of contemporary impaired driving trends.

Ensure training opportunities are available for prosecutors that will assist their knowledge and skills in impaired driving cases including drugged driving cases.	Oregon's Traffic Safety Resource Prosecutors provide various annual impaired driving trainings to prosecutors. These trainings include DUII prosecution clinics at the annual Oregon District Attorneys Association conference, and an alternating annual offering of *Prosecuting the Drugged Driver* and *Protecting Lives, Saving Futures* courses that pair prosecutors with law enforcement officers to build investigation and trial skills for impaired driving cases – especially those involving drug impairment. Oregon's TSRPs are also fully supported by ODOT-TSO to provide additional trainings on these topics as opportunities arise.
Improve salary and benefit packages for assistant district attorneys and city attorneys who prosecute Driving Under the Influence of Intoxicants to assist in the retention of qualified prosecutors.	ODOT-TSO is not able to impact salary and benefit packages for prosecutors. However, TSO has begun a partnership with one county's District Attorney to support dedicated impaired driving prosecution activities. This has ensured the District Attorney's office has financial resources available to pursue all legally viable DUII prosecutions forwarded to their office. The assigned prosecutor has gained invaluable experience processing these often complex cases, while demonstrating the value of dedicated impaired driving prosecution time to the county's financial decision makers.
Convene periodic conferences for Circuit Court Judges on impaired driving case adjudication.	Training for the state's circuit court judges is strictly within the purview of the Oregon Judicial Department, but ODOT-TSO and the GAC – DUII will remain vigilant for opportunities to provide enhanced training opportunities related to DUII where applicable.
Develop and implement an action plan to create Driving Under the Influence of Intoxicants treatment courts in more jurisdictions.	ODOT-TSO worked with the Beaverton Municipal Court to develop a dedicated DUII treatment court more than a decade ago. Since then, Beaverton's B-SOBR Court has become a model for high-intensity DUII treatment court programs around the country. Within Oregon, the Multnomah County Diversion and Intensive Supervision (DISP) Court and the Springfield Municipal Court's SMART program have followed similar models, each within areas with high rates of DUII offenses. ODOT-TSO will continue to seek jurisdictions around the state where additional DUII courts might be feasible if given access to mentorship and funding.
Enact vehicle sanctions to revoke vehicle registration or provide for vehicle forfeiture for Driving Under the Influence of Intoxicants (DUII) violators.	Oregon does not currently have a mechanism to suspend vehicle registrations for DUII and only allows for vehicle registrations to be suspended in other limited circumstances. Vehicle forfeiture for DUII is technically allowable under existing law, but that authority is generally relegated to local jurisdictions. Currently, only 1 of Oregon's 36 counties is known to have a vehicle forfeiture process for DUII, but it is unclear how often it is actually enforced.
Require awareness training regarding the dangers and consequences of impaired driving as a condition of provisional licensing.	DUII offenders in Oregon are required to participate in several programs intended to educate them about the dangers of impaired driving, regardless of whether they are convicted of DUII or they participate in a diversion program. Most prominent among these programs is the requirement to attend a victim impact panel, where offenders are exposed to community members whose lives have been negatively affected by the actions of an impaired driver.
Communication Program	
Create educational material on impaired driving that can be used at events to educate on impaired driving laws and alternatives rides.	ODOT-TSO maintains a supply of impaired driving education brochures which are available free of charge to any member of the public who is interested in using them, to include at events to provide education about impaired driving laws and alternative ride options. In addition, ODOT-TSO funds multiple impaired driving media campaigns during NHTSA's required campaigns, as well as with public events like rodeos, college sports, and the like that serve alcohol and tend to result in over-indulging.
Explore partnerships with Oregon's five minor league baseball and other sports teams to reach their audiences with information on impaired driving laws and alternative ride programs.	ODOT-TSO has worked with its media provider to provide impaired driving prevention messaging at Oregon's college sports venues, which generally see a greater opportunity for reach through Oregon communities due in large part to a lack of professional sports teams throughout the state. TSO is also exploring options to partner with the WNBA on new messaging opportunities as an expansion team (Portland Fire) is coming to Oregon soon. This may also lead to partnerships with the Portland Trailblazers, and TSO is also exploring partnerships with the Portland Timbers and Portland Thorns soccer teams. Unfortunately, Oregon's Minor League Baseball teams are largely dissolving or moving into smaller leagues with reduced opportunities for public impressions.

Explore partnerships with Oregon's universities and colleges to reach their audiences with information on impaired driving laws and alternative ride programs.	ODOT-TSO has ongoing relationships with the University of Oregon, Oregon State University, and Portland State University to provide impaired driving prevention messaging and promote alternative ride options.
Develop partnerships with the Oregon Cannabis Association to develop creative media content that can be posted at point of sale that informs cannabis consumers of the dangers and consequences of driving while impaired by cannabis.	TSO works with its media contractor to place impaired driving prevention messaging near cannabis points of sale that is intended to remind consumers of the dangers of using cannabis and driving.
Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation	
Discussions should take place with the Oregon judiciary to ensure that ORS 813.021, "Requirements for screening interview and treatment program," is adhered to consistently.	ODOT-TSO will work with Oregon's Traffic Safety Resource Prosecutors to seek information on any jurisdictions where this statute may not be consistently adhered to such that remedial action can be taken as appropriate.

Revise existing orders to specify shortened timelines from sentencing to assessment and assessment to treatment.	This recommendation would likely require legislative action. ODOT-TSO will work with the Governor's Advisory Committee on DUII to consider this recommendation and how it might best be acted upon.
Promote the use of Screening Brief Intervention and Referral to Treatment (SBIRT) for alcohol/ drug use in medical settings.	ODOT-TSO will work with the Governor's Advisory Committee on DUII to consider this recommendation and how it might best be acted upon.
Establish policies and procedures to accelerate the time from Driving Under the Influence of Intoxicants conviction to treatment.	This recommendation would likely require legislative action. ODOT-TSO will work with the Governor's Advisory Committee on DUII to consider this recommendation and how it might best be acted upon.
Promote the use of licensed treatment providers in underserved areas.	ODOT-TSO recognizes the inherent benefit in connecting DUII offenders with licensed treatment providers, regardless of their geographical location. ODOT-TSO will work with the Governor's Advisory Committee on DUII to consider this recommendation and how it might best be acted upon.
Expand the use of telehealth services to close the gap in accessing services.	ODOT-TSO will work with the Governor's Advisory Committee on DUII, which includes a member who operates a behavioral health treatment business, to consider this recommendation and how it might best be acted upon.
Establish standards for Victim Impact Panels in Oregon.	ODOT-TSO will work with the Governor's Advisory Committee on DUII, which includes a member who serves as the director of an effective Victim Impact Panel, to consider this recommendation and how it might best be acted upon.

Increase the number and availability of juvenile residential treatment beds throughout Oregon.	ODOT-TSO recognizes the value in securing treatment opportunities for juvenile offenders before they slip further into a cycle of substance abuse and risky driving behaviors. ODOT-TSO will work with the Governor's Advisory Committee on DUII to consider this recommendation and how it might best be acted upon.
Program Evaluation and Data	
Determine if it is feasible to correlate crash and citation data to determine if there are high incident areas to direct high visibility enforcement activities that are not identified from crash data alone.	ODOT-TSO will work with the ODOT Crash Analysis and Reporting Unit (CAR) and ODOT-DMV Records Section to consider this recommendation and how it might best be acted upon.
Implement structured public information campaign evaluations to evaluate the impact of media programs and their influence on public attitudes and behaviors.	ODOT-TSO engages its media contractor, Gard Communications, to provide an annual report on media activities conducted throughout the office's program portfolio to determine effectiveness and the overall reach of various campaigns so they can be improved in future years. ODOT-TSO also engages focus groups to evaluate new media strategies to ensure messaging is effective at reaching target audiences.
Automate the transmission of conviction reports and court orders between court clerks and the Oregon Department of Motor Vehicles, Driver and Motor Vehicle Services Division.	ODOT-TSO will work with the Oregon Judicial Department and ODOT-DMV Records Section to consider this recommendation and how it might best be acted upon. ODOT-TSO's Traffic Records Program continues its efforts to pursue the integration of multiple databases that respond to crashes (LE and EMS), to gain a better picture of a crash from before-the-crash to after and its adjudication or disposition (courts) or victim results (hospital discharge, severity of injury, etc.).
Centralize the ignition interlock device processes to provide for broader participation, compliance, and effectiveness in reducing impaired driver recidivism.	Oregon's Ignition Interlock Device Program is already centralized within the Oregon State Police. They are solely responsible for offender and provider compliance, as well as remaining vigilant for law and administrative rule changes that might be recommended to improve said compliance.
Create policies and procedures for timely reporting of ignition interlock device program violations to the courts.	Oregon's Ignition Interlock Device Program is already centralized within the Oregon State Police. They are solely responsible for offender and provider compliance, as well as remaining vigilant for law and administrative rule changes that might be recommended to improve said compliance.

405(e) Distracted Driving

Oregon DMV Driver License Examination Question

Sample Question #17



How does Oregon law restrict the use of a mobile electronic device for drivers under the age of 18 while operating a motor vehicle?

A. Drivers can read text messages but are not allowed to respond.

B. Drivers must use a hands-free accessory to use a mobile electronic device.

C. Drivers cannot use a mobile electronic device when operating a vehicle.

Correct Answer

C. Drivers cannot use a mobile electronic device when operating a vehicle.

Class C Driver Manual - Safe and Responsible Driving – Dangerous Driving Behaviors – Distracted Driving (Page 58)

Prohibition on youth cell phone use while driving.

Requirement Description	State citation(s) captured
Prohibition on youth cell phone use while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least $25 for an offense.	Yes

Citations

Legal Citation Requirement: **Prohibition on youth cell phone use while driving.**

Legal Citation: ORS 811.507

Amended Date: **3/16/2018**

Citations

Legal Citation Requirement: **Definition of covered wireless communication devices.**

Legal Citation: ORS 811.507

Amended Date: **3/16/2018**

Citations

Legal Citation Requirement: **Minimum fine of at least $25 for an offense.**

Legal Citation: ORS 811.507

Amended Date: **3/16/2018**

Legal citations for exemptions to the State's youth cell phone use ban.

Citations

Legal Citation Requirement:

Legal Citation: ORS 811.507

Amended Date: **3/16/2018**

From: Skinner, James (NHTSA)
To: PEARL Traci; RASKA Jody L; STONE Ryan
Cc: Westerhold, John (NHTSA)
Subject: Oregon"s FY 2026 405 Grant Program Data

Good Morning - Traci – Jody – Ryan,
The FY 2026 Section 405 Impaired Driving, Motorcyclist Safety, and Nonmotorized grant program data is below.
This information determines how Oregon will apply for select 405 grants on August 1, 2025. As a reminder, NHTSA uses the latest final FARS data (in this case, CY 2022 data) to determine grant program eligibility/classifications.
Please note that Oregon is classified as High-Range for Alcohol Impaired Driving. High-range states must convene an impaired driving task force, develop a plan *and* complete an NHTSA assessment within three years of the application deadline.
Please let me know any questions.
Thanks –
Jim
Alcohol- Impaired Driving Fatality Rates* Per 100 Million VMT:

State	2020-2022			
	Fatalities	VMT	Rate**	Classification
Oregon	637	105,716	0.602746982	High-Range

State	Total Traffic Fatalities	Pedestrian & Bicyclist Fatalities		
		Number	Percentage of Total Traffic Fatalities	Eligibility
Oregon	602	139	23.09%	Eligible

State	Calendar Year			
	2021		2022	
	Motorcyclist Fatalities	Registered Motorcycles	Motorcyclist Fatalities	Registered Motorcycles
Oregon	86	134,213	98	141,277

State	Calendar Year					
	2021			2022		
	Total Fatalities in Crashes *Involving* a Motorcycle	Fatalities *Involving* a Motorcycle Rider With BAC = .08+	Registered Motorcycles	Total Fatalities in Crashes *Involving* a Motorcycle	Fatalities *Involving* a Motorcycle Rider With BAC=.08+	Registered Motorcycles
Oregon	87	24	134,213	101	34	141,277

Oregon Motorcyclist Fatalities Per 100,000 Registered Motorcycles

Year	Motorcyclist Fatalities	Total Motorcycle Registrations*	Motorcyclist Fatalities Per 100,000 Motorcycle Registrations
2019	57	134,899	42.25
2020	69	123,617	55.82
2021	86	134,213	64.08
2022	98	141,277	69.37
2023	70	143,350	48.83

Oregon Fatalities by Person Type

Person Type		2019		2020		2021		2022		2023	
		Number	Percent*	Number	Percent*	Number	Percent*	Number	Percent*	Number	Percent*
Occupants	Passenger Car	169	34	154	30	176	29	174	29	169	29
	Light Truck - Pickup	66	13	58	11	83	14	59	10	72	12
	Light Truck - Utility	72	15	77	15	94	16	99	16	108	18
	Light Truck - Van	11	2	17	3	20	3	14	2	16	3
	Large Truck	18	4	13	3	13	2	11	2	15	3
	Other/Unknown Occupants	4	1	26	5	17	3	6	1	3	1
	Total Occupants	340	69	345	68	404	67	363	60	384	65
	Bus	0	0	0	0	1	0	0	0	1	0
Motorcyclists	*Total Motorcyclists*	57	12	69	14	86	14	98	16	70	12
Nonoccupants	Pedestrian	82	17	71	14	86	14	123	20	101	17
	Bicyclist and Other Cyclist	11	2	14	3	18	3	13	2	17	3
	Other/Unknown Nonoccupants	3	1	8	2	5	1	5	1	15	3
	Total Nonoccupants	96	19	93	18	109	18	141	23	133	23
Total	*Total*	493	100	507	100	599	100	602	100	587	100

Traffic Safety Performance (Core Outcome) Measures* For Oregon

Core Outcome Measures		Crash Year									
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Traffic Fatalities	Total (C-1)	357	446	498	439	502	493	507	599	602	587
	Rural	237	282	309	237	286	280	284	344	322	311
	Urban	120	163	189	202	216	213	223	255	280	276
	Unknown	0	1	0	0	0	0	0	0	0	0
Fatalities Per 100 Million Vehicle Miles Driven	Total (C-3)	1.03	1.24	1.36	1.19	1.36	1.38	1.57	1.63	1.65	1.59
	Rural	1.76	1.97	2.12	1.63	1.96	2.06	2.29	2.31	2.20	2.12
	Urban	0.57	0.75	0.85	0.91	0.97	0.96	1.12	1.16	1.27	1.24
Passenger Vehicle Occupant Fatalities-n(All Seat Positions)	Total	232	289	342	285	311	318	306	373	346	365
	Restrained	137	169	198	185	165	172	167	176	190	202
	Unrestrained (C-4)	61	82	89	64	86	87	98	118	108	111
	Unknown	34	38	55	36	60	59	41	79	48	52
Alcohol-Impaired Driving Fatalities (BAC=.08+)** (C-5)		99	154	152	144	157	171	184	217	236	200
Speeding-Related Fatalities (C-6)		105	119	143	170	143	154	135	161	215	190
Motorcyclist Fatalities	Total (C-7)	46	61	55	57	85	57	69	86	98	70
	Helmeted	41	57	46	48	73	46	56	79	88	62
	Unhelmeted (C-8)	4	3	4	3	4	8	5	5	7	3
	Unknown	1	1	5	6	8	3	8	2	3	5
Drivers Involved in Fatal Crashes	Total	471	598	672	597	658	657	688	830	819	791
	Aged Under 15	0	0	0	0	1	0	0	0	0	0
	Aged 15-20	33	50	56	40	45	60	59	43	51	54
	Aged Under 21 (C-9)	33	50	56	40	46	60	59	43	51	54
	Aged 21 and Over	435	543	611	549	602	581	609	761	741	724
	Unknown Age	3	5	5	8	10	16	20	26	27	13
Pedestrian Fatalities (C-10)		57	69	71	70	77	82	71	86	123	101
Bicyclist and Other Cyclist Fatalities**** (C-11)		7	8	10	10	9	11	14	18	13	17
Observed Seat Belt Use*** (B-1)		97.8	95.5	96.2	96.8	95.8	95.7	94.6	94.9	96.5	97.0

Oregon Motorcyclist Fatalities

by Helmet Use and Lives Saved Estimates

Year	Fatalities					Lives Saved Estimates**	
	Total	Helmeted	Unhelmeted	Unknown Helmet Use	Percent Known Helmeted*	Lives Saved at Current Helmet Use	Additional Lives Savable at 100% Helmet Usage
2019	57	46	8	3	85		
2020	69	56	5	8	92		
2021	86	79	5	2	94		
2022	98	88	7	3	93		
2023	70	62	3	5	95		

Oregon Motorcycle / Moped Helmet Oregon Revised Statutes / Oregon Administrative Rules oregonlegislature.gov/bills_laws/ors/ors801.html

801.366 "Motorcycle helmet." "Motorcycle helmet" means a protective covering for the head consisting of a hard outer shell, padding adjacent to and inside the outer shell and a chin-strap type retention system with a sticker indicating that the motorcycle helmet meets standards established by the United States Department of Transportation. [1995 c.492 §2]

oregonlegislature.gov/bills_laws/ors/ors814.html

814.260 Failure of moped operator to wear motorcycle helmet; penalty. (1) A person commits the offense of failure of a moped rider to wear a motorcycle helmet if the person:

(a) Operates or rides on a moped; and

(b) Is not wearing a motorcycle helmet.

(2) Exemptions from this section are established under ORS 814.290.

(3) This section does not permit passengers on mopeds in violation of ORS 814.330 or 814.340.

(4) The offense described in this section, failure of a moped rider to wear a motorcycle helmet, is a Class D traffic violation. [1983 c.338 §691; 1985 c.16 §331; 1987 c.910 §4; 1995 c.492 §3]

814.269 Failure of motorcycle operator to wear motorcycle helmet; penalty. (1) A person commits the offense of failure of a motorcycle operator to wear a motorcycle helmet if the person operates a motorcycle and is not wearing a motorcycle helmet.

(2) Exemptions from this section are established in ORS 814.290.

(3) The offense described in this section, failure of a motorcycle operator to wear a motorcycle helmet, is a Class D traffic violation. [1987 c.910 §2; 1995 c.492 §4]

814.270 [1983 c.338 §696; 1985 c.16 §333; repealed by 1987 c.910 §7]

814.275 Failure of motorcycle passenger to wear motorcycle helmet; penalty. (1) A person commits the offense of failure of a motorcycle passenger to wear a motorcycle helmet if the person rides as a passenger on a motorcycle and is not wearing a motorcycle helmet.

(2) Exemptions from this section are established in ORS 814.290.

(3) The offense described in this section, failure of a motorcycle passenger to wear a

motorcycle helmet, is a Class D traffic violation. [1987 c.910 §3; 1989 c.283 §1; 1995 c.492 §5]

814.280 Endangering motorcycle passenger; penalty. (1) A person commits the offense of endangering a motorcycle passenger if the person is operating a motorcycle and the person carries another person on the motorcycle who is not wearing a motorcycle helmet.

(2) Exemptions from this section are established under ORS 814.290.

(3) The offense described in this section, endangering a motorcycle passenger, is a Class D traffic violation. [1983 c.338 §692; 1987 c.910 §5; 1995 c.492 §6]

814.290 Exemptions from motorcycle helmet requirements. This section establishes exemptions from the requirements and penalties relating to the use of motorcycle helmets under ORS 814.260 to 814.280. A person is not in violation of ORS 814.260, 814.269, 814.275 or 814.280 if the person is any of the following:

(1) Within an enclosed cab.

(2) Operating or riding a vehicle designed to travel with three wheels in contact with the ground at speeds of less than 15 miles per hour. [1983 c.338 §693; 1987 c.910 §6; 1995 c.492 §7]

https://secure.sos.state.or.us/oard/displayChapterRules.ac&#65533;on?selectedChapter=109

Motorist Awareness

MOTORCYCLIST FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES

Counties or political subdivisions within the State with the highest number of fatal & injury motorcycle crashes (MCC) involving a motorcycle and another motor vehicle using 2023 final State crash data.

2023 - Top ten counties with highest number Multiple Vehicle Crashes Involving Motorcycles	
County	Rider/Passenger Fatalities and Injuries
Multnomah	108
Washington	78
Marion	65
Clackamas	59
Lane	51
Jackson	33
Deschutes	32
Josephine	26
Linn	23
Clatsop	15

Source: 2023 Final Crash Data (CDS161a “Multiple Vehicle Fatal and Injury Crashes Involving Motorcycles, with Count of Motorcyclists Killed or Injured, 2019-2023
NOTE: "People Killed" and "People Injured" are limited to Motorcyclists

“, ODOT CAR Unit

Program Fees: oregonlegislature.gov/bills_laws/ors/ors802.html

802.320 Motorcycle safety program; contents; fees; contracts. (1) In addition to any duties under ORS 802.310, the Department of Transportation, in consultation with the Transportation Safety Committee, shall establish a motorcycle safety program that complies with this section to the extent moneys are available for such program from the Motorcycle Safety Subaccount under ORS 802.340. The program established may include the following:

(a) Motorcycle safety promotion and public education.

(b) The development of training sites for courses approved by the department to teach safe and proper operation of motorcycles and mopeds.

(c) Classroom instruction and actual driving instruction necessary to teach safe and proper operation of motorcycles and mopeds.

(d) The development of a mobile training unit.

(e) The acquisition of films and equipment that may be loaned to the public for the encouragement of motorcycle and moped safety.

(f) Advice and assistance, including monetary assistance, for motorcycle safety programs operated by government or nongovernment organizations.

(g) Other education or safety programs the department determines will help promote the safe operation of motorcycles and mopeds, promote safe and lawful driving habits, assist in accident prevention and reduce the need for intensive highway policing.

(2) Subject to the State Personnel Relations Law under ORS chapter 240, the department shall employ such employees as the department determines necessary to carry out the purposes of this section to:

(a) Advise and assist motorcycle safety programs in this state.

(b) Act as a liaison between government agencies and advisory committees and interested motorcyclist groups.

(3) The department may provide for the performance of training and other functions of the program established under this section by contracting with any private or public organizations or entities the department determines appropriate to achieve the purposes of this section. The organizations the department may contract with under this subsection include, but are not limited to, nonprofit private organizations, private organizations that are operated for profit, public or private schools, community colleges or public agencies or political subdivision.

(4) The department may charge a fee for services provided under the program

established under this section. Any fee charged by the department under this subsection must be established by rule and may not be in an amount that will discourage persons from participating in safety programs offered by the department under this section. [1985 c.16 §442; 1989 c.427 §3; 1991 c.453 §8; 2015 c.138 §22]

802.340 Transportation Safety Account; uses; Motorcycle Safety Subaccount. (1) The Transportation Safety Account is established in the General Fund of the State Treasury. Except as provided in subsection (2) of this section, all money credited to the account established under this section is appropriated continuously for and shall be used by the Department of Transportation to carry out the following purposes:

(a) Payment of the per diem, travel and other expenses of the Transportation Safety Committee.

(b) Payment of the expenses of the department in performance of its duties related to transportation safety.

(c) Functions or programs established under ORS 802.315.

(2) There is established in the account created under subsection (1) of this section a subaccount to be known as the Motorcycle Safety Subaccount. The subaccount shall consist of moneys credited to the subaccount under ORS 807.370 and as otherwise provided by law. The subaccount shall be accounted for separately. Moneys in the subaccount are continuously appropriated to the department for and shall be used to carry out the purposes provided under ORS 802.320. [1983 c.338 §139; 1985 c.16 §41; 1991 c.453 §10; 1993 c.741 §79]

oregonlegislature.gov/bills_laws/ors/ors807.html

FEES

807.370 License, endorsement and permit fees. (1) Fees for issuance of or application for a driving privilege are as follows:

(a) Class C driver license or restricted Class C driver license, $58.

(b) Class C limited term driver license or restricted Class C limited term driver license, $23.

(c) Commercial driver license, whether or not the driver license contains endorsements, $160.

(d) Limited term commercial driver license, whether or not the driver license contains endorsements, $45.

(e) Instruction driver permit, $30.

(f) Commercial learner driver permit, $40.

(g) Limited term commercial learner driver permit, $23.

(h) Special student driver permit, $23.

(i) Emergency driver permit, $23.

(j) Special limited vision condition learner's permit, $13.

(k) Disability golf cart driver permit, $44.

(L) Hardship driver permit application, $75.

(2) In addition to paying a fee under this section for issuance of a commercial driver license of any class, when the Department of Transportation accepts skills test results from a driver competency tester certified under ORS 807.080, the person shall pay a fee of $40.

(3) Fees for a motorcycle endorsement are as follows:

(a) In addition to any fee for the endorsed driver license, for an original motorcycle endorsement added at the time of an original issuance of a driving privilege or with a renewal or replacement of an existing driving privilege, $60.

(b) For an original motorcycle endorsement added without an original issuance of a driving privilege or without a renewal or replacement of an existing driving privilege, $60.

(c) A Motorcycle Safety Subaccount fee:

(A) Upon original issuance of a motorcycle endorsement, $38.

(B) Upon renewal of a driver license with a motorcycle endorsement, $28.

(4) Fees for a farm endorsement are as follows:

(a) In addition to any fee for the endorsed driver license, for an original farm endorsement added at the time of an original issuance of a driving privilege or with a renewal or replacement of an existing driving privilege, $26.

(b) For an original farm endorsement added without an original issuance of a driving privilege or without a renewal or replacement of an existing driving privilege, $29.

(5) Fees for renewal of a driving privilege are as follows:

(a) Class C driver license, $48.

(b) Class C limited term driver license, $8.

(c) Commercial driver license, $98.

(d) Limited term commercial driver license, $14.

(e) Instruction driver permit, $26.

(f) Disability golf cart driver permit, $32.

(6) Fee to replace a driver license or driver permit, $30.

(7) Fees to take tests required for driving privileges or to remove restrictions are as follows:

(a) The knowledge test for a Class C driver license or Class C limited term driver license, $7.

(b) The knowledge test for a motorcycle endorsement, $7.

(c) The knowledge test for any commercial driver license or commercial learner driver permit, to remove a commercial driving privilege restriction or to add a commercial driving privilege endorsement, $10.

(d) The skills test for a Class C driver license or Class C limited term driver license, $45.

(e) The skills test for any commercial driver license, to remove a restriction or to add any commercial driver license endorsement, $145.

(8) Student Driver Training Fund eligibility fee, $6.

(9) Limited term Student Driver Training Fund eligibility fee, $2.

(10) Fee for reinstatement of revoked driving privileges under ORS 809.390 or reinstatement of suspended driving privileges under ORS 809.380, $85.

(11) The department may adopt rules to provide for the assessment or retention of the skills test fee when a test is scheduled but the applicant fails to appear at the scheduled time. [1983 c.338 §344; 1985 c.16 §161; 1985 c.279 §2; 1985 c.736 §4a; 1985 c.608 §31; 1987 c.790 §3; 1987 c.801 §6; 1989 c.161 §2; 1989 c.427 §5; 1989 c.636 §30; 1989 c.902 §3a; 1991 c.709 §3; 1991 c.835 §6; 1993 c.288 §3; 1997 c.292 §1; 1999 c.91 §2; 1999 c.770 §5; 1999 c.795 §§1,2; 2001 c.294 §4; 2001 c.668 §3; 2003 c.14 §485; 2003 c.277 §§9,13; 2003 c.618 §49; 2005 c.59 §§2,3; 2005 c.649 §§10,11; 2007 c.121 §§3,4; 2007 c.122 §§9,10; 2007 c.588 §6; 2008 c.1 §§17,19; 2009 c.810 §§4,5; 2013 c.237 §33; 2017 c.306 §7; 2018 c.76 §8a; 2018 c.114 §1; 2023 c.232 §1]

Complete List of Counties in the State		Motorcycle/Moped		Training Site		Training is expected be offered in the counties with training sites during the month(s) selected (based on historical course schedules).												
		Yes, there is a Training Site in the County	**No,** there is not a Training Site in the County	**Yes,** there is a Training Site in the County	**No,** there is not a Training Site in the County	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sep	
Benton			2,198		x													
Clackamas			12,160		x													
Columbia			2,637		x													
Crook			1,287		x													
Curry			1,290		x													
Gilliam			47		x													
Grant			296		x													
Harney			182		x													
Hood River			1,169		x													
Jefferson			1,262		x													
Lake			241		x													
Lincoln			1,788		x													
Morrow			347		x													
Polk			2,626		x													
Wallowa			361		x													
Wasco			1,127		x													
Wheeler			55		x													
Multnomah		14,991		x		x	x			x	x	x	x	x	x	x	x	Portland
Washington		13,293		x		x							x	x	x	x	x	Hillsboro
Lane		12,234		x		x				x	x	x	x	x	x	x	x	Eugene
Deschutes		10,433		x		x						x	x	x	x	x	x	Bend
Marion		9,100		x		x	x			x	x	x	x	x	x	x	x	Salem
Jackson		8,494		x		x							x	x	x	x	x	Medford
Linn		5,166		x		x	x			x	x	x	x	x	x	x	x	Albany
Josephine		4,533			x													
Douglas		4,530		x		x							x	x		x	x	Roseburg
Yamhill		3,544		x			x					x	x	x	x	x	x	McMinnville
Coos		3,070		x		x								x		x	x	Coos Bay
Umatilla		2,433		x		x							x	x	x	x	x	Hermiston
Klamath		2,609		x		x							x	x	x	x	x	Klamath Falls
Clatsop		1,392		x		x						x	x	x	x	x	x	Astoria
Tillamook		1,121		x							x	x	x	x	x	x	x	Tillamook
Union		932		x		x								x		x		LaGrande
Baker		750		x									x		x			Baker City
Malheur		584		x		x								x	x		x	Ontario
Sherman		79		x		x							x	x	x	x		The Dalles

OREGON DEPARTMENT OF TRANSPORTATION - DRIVER AND MOTOR VEHICLE SERVICES DIVISION

OREGON MOTOR VEHICLE REGISTRATIONS BY COUNTY(NOTE 1)

As of December 31, 2024

COUNTY NUMBER	COUNTY	PASSENGER	BUS	TRUCK	FARM VEHICLE	HEAVY TRAILER	LIGHT TRAILER	FOR-RENT TRAILER	MOTORCYCLE & MOPED	TRAVEL TRAILER	CAMPER	MOTOR HOME	Note 2 GOVERNMENT EXEMPT	DMV SUBTOTAL	Note 3 CCD COMM'L	Note 3 CCD PRORATE	Note 3 CCD SUBTOTAL	TOTAL REGISTRATIONS BY COUNTY	SNOW MOBILE	Note 4 TRANSPORTER	MEMO ONLY TOTAL ALL REGISTRATIONS
1	BAKER	17,537	23	170	248	2,401	1,503	0	750	1,141	108	277	591	24,749	97	73	170	24,919	344		25,263
2	BENTON	63,836	224	410	383	2,214	2,483	0	2,198	1,985	215	799	2,227	76,974	300	86	386	77,360	51		77,411
3	CLACKAMAS	347,814	496	3,924	1,294	23,353	13,718	2,652	12,160	11,613	1,065	3,852	3,888	425,829	1,301	4,003	5,304	431,133	886		432,019
4	CLATSOP	38,785	19	417	40	1,614	1,683	0	1,392	1,305	83	509	991	46,838	83	242	325	47,163	18		47,181
5	COLUMBIA	54,283	119	397	185	3,471	3,376	0	2,637	2,689	228	812	899	69,096	83	350	433	69,529	69		69,598
6	COOS	63,447	112	657	282	4,056	3,683	0	3,070	3,502	196	1,254	1,488	81,747	510	237	747	82,494	92		82,586
7	CROOK	30,147	4	256	207	3,562	2,577	0	1,287	2,402	208	541	555	41,746	186	302	488	42,234	257		42,491
8	CURRY	25,438	13	251	81	1,392	1,783	0	1,290	1,544	94	664	618	33,168	96	151	247	33,415	7		33,422
9	DESCHUTES	214,515	113	2,180	174	10,323	11,540	0	10,433	11,489	1,242	4,875	2,785	269,669	914	739	1,653	271,322	2,875		274,197
10	DOUGLAS	111,341	320	1,205	472	8,273	6,272	13	4,530	6,299	373	2,129	2,122	143,349	1,076	466	1,542	144,891	314		145,205
11	GILLIAM	2,268	5	22	77	573	210	0	47	168	7	26	209	3,612	11	12	23	3,635	6		3,641
12	GRANT	8,287	4	101	148	1,554	758	0	296	574	56	132	430	12,340	81	55	136	12,476	93		12,569
13	HARNEY	7,906	6	123	234	1,929	841	0	182	493	49	108	499	12,370	66	37	103	12,473	99		12,572
14	HOOD RIVER	26,845	32	237	226	1,284	1,226	0	1,169	806	124	423	665	33,037	56	148	204	33,241	130		33,371
15	JACKSON	194,293	253	2,193	373	26,187	9,121	4	8,494	9,127	512	3,362	2,800	256,719	925	1,157	2,082	258,801	729		259,530
16	JEFFERSON	29,551	5	211	258	2,997	2,348	0	1,262	1,965	176	620	918	40,311	168	96	264	40,575	169		40,744
17	JOSEPHINE	90,041	126	859	122	3,470	4,472	20	4,533	4,424	278	1,939	938	111,222	445	142	587	111,809	134		111,943
18	KLAMATH	67,245	29	701	865	6,585	4,679	19	2,609	4,059	287	1,169	1,929	90,176	237	781	1,018	91,194	694		91,888
19	LAKE	8,834	8	89	317	2,099	814	0	241	627	39	129	512	13,709	86	70	156	13,865	72		13,937
20	LANE	319,860	266	3,829	577	15,493	12,362	127	12,234	12,413	975	4,802	5,573	388,511	1,831	1,437	3,268	391,779	650		392,429
21	LINCOLN	49,211	113	501	36	1,726	2,148	0	1,788	1,900	154	934	1,164	59,675	294	30	324	59,999	51		60,050
22	LINN	130,740	88	1,379	1,136	9,988	6,887	0	5,166	6,190	488	2,077	1,939	166,078	902	1,010	1,912	167,990	198		168,188
23	MALHEUR	29,418	29	411	1,081	4,273	2,065	0	584	1,077	73	219	1,005	40,235	56	781	837	41,072	102		41,174
24	MARION	302,991	348	4,391	2,492	23,239	11,752	0	9,100	8,981	728	3,123	17,012	384,157	1,381	2,449	3,830	387,987	546		388,533
25	MORROW	13,339	22	161	369	2,002	982	0	347	642	36	104	624	18,628	98	153	251	18,879	66		18,945
26	MULTNOMAH	511,647	1,075	6,836	547	78,387	6,377	10	14,991	7,166	634	3,025	10,080	640,775	1,274	8,561	9,835	650,610	318		650,928
27	POLK	73,457	35	511	531	3,176	2,825	1	2,626	2,730	195	832	794	87,713	247	205	452	88,165	71		88,236
28	SHERMAN	2,454	6	38	167	622	205	0	79	135	9	45	152	3,912	26	9	35	3,947	7		3,954
29	TILLAMOOK	29,948	32	331	207	2,298	1,584	0	1,121	1,236	81	478	959	38,275	201	185	386	38,661	29		38,690
30	UMATILLA	73,762	973	716	1,027	8,763	5,055	0	2,433	3,483	228	779	1,885	99,104	382	1,068	1,450	100,554	794		101,348
31	UNION	25,673	48	287	319	3,065	2,086	0	932	1,655	146	337	692	35,240	196	251	447	35,687	419		36,106
32	WALLOWA	9,031	17	85	112	1,388	952	0	361	622	48	141	284	13,041	90	88	178	13,219	122		13,341
33	WASCO	26,981	25	306	279	1,809	1,407	2	1,127	1,143	108	320	749	34,256	47	170	217	34,473	94		34,567
34	WASHINGTON	471,992	397	5,483	1,128	15,500	9,867	0	13,293	9,000	615	2,810	4,706	534,791	984	2,920	3,904	538,695	359		539,054
35	WHEELER	1,810	7	15	32	324	168	0	55	111	12	40	154	2,728	7	3	10	2,738	16		2,754
36	YAMHILL	98,932	308	1,029	1,090	5,320	4,352	2	3,544	3,848	246	1,097	1,151	120,919	326	178	504	121,423	124		121,547
N/A	TRANSPORTER																				22
	2024 DMV TOTALS	3,573,659	5,700	40,712	17,116	284,710	144,161	2,850	128,361	128,544	10,116	44,783	73,987	4,454,699				4,498,407	11,005	22	4,509,434
	2024 CCD TOTALS														15,063	28,645	43,708				
	COMBINED 2024 TOTALS	3,573,659	5,700	40,712	17,116	284,710	144,161	2,850	128,361	128,544	10,116	44,783	73,987	4,454,699	15,063	28,645	43,708	4,498,407	11,005	22	4,509,434
	COMBINED 2023 TOTALS	3,474,649	5,689	39,989	17,239	301,574	143,045	2,913	127,383	129,516	10,534	44,984	73,972	4,371,487	15,237	30,187	45,424	4,416,911	10,790	137	4,427,838
	CHANGE	99,010	11	723	-123	-16,864	1,116	-63	978	-972	-418	-201	15	83,212	-174	-1,542	-1,716	81,496	215	-115	81,596
	% CHANGE	2.85%	0.19%	1.81%	-0.71%	-5.59%	0.78%	-2.16%	0.77%	-0.75%	-3.97%	-0.45%	0.02%	1.90%	-1.14%	-5.11%	-3.78%	1.85%	1.99%	-83.94%	1.84%

Note 1: Figures for 2024 include vehicles that had valid registration as of the end of the reporting year or if quarterly registered, purchased registration anytime within the reporting year. Vehicles registered to out-of-state addresses are not included.

Note 2: Vehicles owned by local governments and other political subdivisions.

Note 3: These vehicle registration counts were provided by ODOT/Commerce and Compliance Division.

Note 4: New transporter plates issued within the reporting year. (Reduction of transporter plate issuance was due to HB 2099 Part 3 - Transporter, effective as January 1, 2024.)

From: Skinner, James (NHTSA)
To: PEARL Traci; RASKA Jody L; STONE Ryan
Cc: Westerhold, John (NHTSA)
Subject: Oregon"s FY 2026 405 Grant Program Data

Good Morning - Traci – Jody – Ryan,
The FY 2026 Section 405 Impaired Driving, Motorcyclist Safety, and Nonmotorized grant program data is below.
This information determines how Oregon will apply for select 405 grants on August 1, 2025. As a reminder, NHTSA uses the latest final FARS data (in this case, CY 2022 data) to determine grant program eligibility/classifications.
Please note that Oregon is classified as High-Range for Alcohol Impaired Driving. High-range states must convene an impaired driving task force, develop a plan *and* complete an NHTSA assessment within three years of the application deadline.
Please let me know any questions.
Thanks –
Jim
Alcohol- Impaired Driving Fatality Rates* Per 100 Million VMT:

State	2020-2022			
	Fatalities	VMT	Rate**	Classification
Oregon	637	105,716	0.602746982	High-Range

State	Total Traffic Fatalities	Pedestrian & Bicyclist Fatalities		
		Number	Percentage of Total Traffic Fatalities	Eligibility
Oregon	602	139	23.09%	Eligible

State	Calendar Year			
	2021		2022	
	Motorcyclist Fatalities	Registered Motorcycles	Motorcyclist Fatalities	Registered Motorcycles
Oregon	86	134,213	98	141,277

State	Calendar Year					
	2021			2022		
	Total Fatalities in Crashes *Involving* a Motorcycle	Fatalities *Involving* a Motorcycle Rider With BAC = .08+	Registered Motorcycles	Total Fatalities in Crashes *Involving* a Motorcycle	Fatalities *Involving* a Motorcycle Rider With BAC=.08+	Registered Motorcycles
Oregon	87	24	134,213	101	34	141,277

Driver and Officer Safety Education

Oregon 405(i) Supplementary Information Included:

☑ **Applying as a documentation State:**

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at 405 (i) supplement.

Use of funds:

(5) Use of funds .-A State may use a grant provided under this subsection for-

(A) the production of educational materials and training of staff for driver education and driving safety courses and peace officer training described in paragraph (4);

Qualifying Criteria: (State of Oregon's Citations):

(2) ***Peace officer training programs*** —

(i) ***General.*** A State must provide either a legal citation to a law, as provided in paragraph (d)(2)(ii) of this section, or supporting documentation, as provided in paragraph (d)(2)(iii) of this section, that demonstrates that the State has developed and is implementing a training program for peace officers and reserve law enforcement officers (other than officers who have received training in a civilian course described in paragraph (d)(1)) of this section with respect to proper interaction with civilians during traffic stops. Proper interaction means utilizing appropriate industry standards as established through a State Police Officer Standards and Training Board (POST) or similar association.

(iii) ***Applying with supporting documentation.*** A State shall have a peace officer training program that is required for employment as a peace officer throughout the State and meets the requirements described in paragraph (d)(2)(i) of this section. To demonstrate compliance, the State shall submit:

(A) A certification signed by the GR attesting that the State has developed and is implementing a peace officer training program throughout the State that meets the requirements described in paragraph (d)(2)(i) of this section; and

(B) Curriculum or course materials, along with citations to where the requirements described in paragraph (d)(2)(i) of this section

Application Citations:

The Oregon Department of Public Safety Standards and Training (DPSST) is the State of Oregon's designated agency for the certification of law enforcement officers. It is Oregon's version of a State Police Officer Standards and Training Board (POST). The laws that grant the DPSST its authority as well as direct its activities can be accesses here - oregonlegislature.gov/bills_laws/ors/ors181A.html - and the statutes specific to DPSST begin with ORS 181A.355.

Elements of certification generally are found between ORS 181A.355 to 181A.689

Specific to equity, the following statute is in place to ensure officers receive training on this subject:

ORS 181A.442 Equity training for police officers; rules. (1) The Department of Public Safety Standards and Training shall develop, and the Board on Public Safety Standards and Training shall establish by rule, a statewide equity training program for police officers.

(2) The department shall include the equity training described in subsection (1) of this section in the minimum training required to obtain and maintain basic certification as a police officer under ORS 181A.490. [2021 c.611 §10]

Note: Sections 5 and 6, chapter 611, Oregon Laws 2021, provide:
Sec. 5. No later than January 1, 2022, the Department of Public Safety Standards and Training shall report to the Legislative Assembly, in the manner provided under ORS 192.245, on the amount of additional instruction hours necessary to provide expanded equity training as part of the basic training course for police officers. [2021 c.611 §5]

Specific to certification of officers and reserve officers, the following statute is in place:

(Certification)

ORS 181A.490 Certification of police officers and certified reserve officers. (1) Except for a person who has requested and obtained an extension from the Department of Public Safety Standards and Training pursuant to subsection (2) of this section, a person may not be employed as a police officer, or utilized as a certified reserve officer, by a law enforcement unit for more than 18 months unless the person:
(a)(A) Is a citizen of the United States; or
(B) Is a nonimmigrant legally admitted to the United States under a Compact of Free Association; and
(b) Has been certified as being qualified as a police officer or certified reserve officer under the provisions of ORS 181A.355 to 181A.689 and the certification has not lapsed or been revoked pursuant to ORS 181A.630, 181A.640 and 181A.650 (1) and not been reissued under ORS 181A.650 (2).
(2) The department, upon the facts contained in an affidavit accompanying the request for an extension, may find good cause for failure to obtain certification within the time period

described in subsection (1) of this section. If the department finds that there is good cause for failure to timely obtain certification, the department may extend for up to one year the period that a person may serve as a police officer or reserve officer without certification. The grant or denial of an extension is within the sole discretion of the department.

(3) Except as provided in subsection (4) of this section, a person employed as a police officer by a law enforcement unit shall commence the training necessary for certification under ORS 181A.355 to 181A.689 at an academy operated by the department not later than the 90th day after the date of the officer's employment by the law enforcement unit.

(4) A law enforcement unit may delay the commencement of training of a police officer for up to 120 days from the date of the officer's employment when it considers the delay necessary. When a law enforcement unit delays commencement of a police officer's training under this subsection, the law enforcement unit shall file a written statement of the law enforcement unit's reasons with the department.

(5) When a delay in the commencement of training necessary for certification under ORS 181A.355 to 181A.689 at an academy operated by the department is caused by the inability of the department, for any reason, to provide that training, the period of the delay may not be counted as part of the periods set forth in subsections (3) and (4) of this section within which the training must be commenced.

(6) A person utilized as a certified reserve officer by a law enforcement unit must complete the training necessary for certification under ORS 181A.355 to 181A.689 at a site approved by the department.

(7) Notwithstanding any other provision of law, the law enforcement unit described in ORS 181A.355 (12)(e) shall bear the expense of training necessary for certification under ORS 181A.355 to 181A.689. [Formerly 181.665; 2017 c.53 §2]

The DPSST curriculum for the Basic Police Certification course in Oregon is:
2021_Oregon_BP_Curriculum_Overview_072821.pdf

Training related to "Proper Interaction" during traffic stops is detailed in the **Traffic Stops** section on pages 236-240. In addition to appropriate behavior while conducting traffic stops, the curriculum also addresses; **Emotional Intelligence** on pages 163-165, **Ethics** on pages 166-168, **History of Policing** on pages 174-176, **Implicit Bias** on pages 181-183, **Introduction to the Justice System** on page 185, **Legitimacy and Procedural Justice** on pages 191-193, **Motor Vehicle Code** on pages 198-200, **Problem-Oriented Policing** on pages 204-205, **Problem Solving** on page 206, and **Roles and Responsibilities** on pages 214-216 which all contribute to a holistic training program designed to prepare officers to respectfully and safely interact with citizens during traffic stops.

Additionally, as part of the DPSST's Excellence in Policing program, the department: "provides training and technical assistance to public safety agencies related to the preservation of community trust and the prevention of bias-based actions. This work includes research into effective strategies for countering bias, assisting agencies in examining and adapting community-oriented activities, training on procedural justice and cultural competence, and evaluating the long-term impacts of training on officers' knowledge, attitudes, and behavior."

Source:Department of Public Safety Standards & Training : Prevention of Bias-Based Policing : Center for Policing Excellence : State of Oregon

Finally, the State of Oregon – Criminal Justice Commission (in cooperation with DPSST) administers the STOP program: Criminal Justice Commission : Overview : Statistical Transparency of Policing : State of Oregon "The Statistical Transparency of Policing (STOP) Program was created by the Oregon Legislature in 2017 to ensure fair and impartial policing practices statewide. The STOP Program requires every law enforcement agency to annually submit data on officer-initiated traffic and pedestrian stops to the Oregon Criminal Justice Commission (CJC). This guide is designed to provide police officers with basic information to help ensure compliance with the reporting requirements, as well as answer frequently asked questions about reporting and the STOP program."

Specific information related to certification of Officers:

Source: Department of Public Safety Standards & Training : Basic Certification : Criminal Justice : State of Oregon

Oregon Basic Police certification is required for and can only be held by full-time Police Officers. Full-time Police Officers are defined as individuals working over 80 hours a month for 3 consecutive months with the responsibility of enforcing criminal law. Complete definitions of full-time Police Officers can be found in OAR 259-008-0005.

Individuals working less than 80 hours a month and responsible for enforcing criminal law are considered Reserves. Reserves are not certified, however they are required to be reported to DPSST and have a full background completed per OAR 259-008-0015.

Guidelines:

- Police Officers must be certified within 18 months of their hire date.
- Agencies can request a 1-year extension for officers to become certified by utilizing the F12 Extension Request Form.
- Failure to obtain Basic Police certification within the required timelines, will result in an officer not being able to work in their certified role.

The following requirements must be met and reflected in CJ IRIS prior to submitting an F7 application for certification:

- Be employed as a Police Officer at an agency identified by DPSST as having Police Officers. (IRIS Employment Tab)
- Successfully complete the DPSST Basic Police Course. (IRIS Training Tab)
- Successfully complete the DPSST Basic Police Field Training Manual. (IRIS Training Tab)
- Have a signed F11 Law Enforcement Code of Ethics. (IRIS Requirements Tracking Tab)
- Have current First Aid and Adult/Child CPR Certification. (IRIS Requirements Tracking Tab)

Required Forms

- F7 Application for Certification
- F11 Law Enforcement Code of Ethics
- F28 Criminal History Worksheet (if necessary)
- F12 Extension Request Form (if necessary)

Specific rule in place related to detection of candidate officers' demeanor:

Oregon Administrative Rules – 259-008-0010 - https://secure.sos.state.or.us/oard/displayChapterRules.action?selectedChapter=98

(e) The psychological evaluation must include the following:

(A) A written psychological test battery relevant to the psychological evaluation criteria established by the hiring agency;

(B) An assessment of the applicant's tendencies, feelings and opinions toward diverse cultures, races and ethnicities and differing social, political, economic and life statuses;

(C) An interview conducted by the licensed mental health professional; and

(D) A report provided by the licensed mental health professional in the manner requested by the hiring agency.

(f) The psychological evaluation must conform with the applicable standards of the Americans with Disabilities Act (ADA) Title 42 USC 1210.

(g) Evaluations older than one year are no longer valid for the purposes of satisfying this rule.

(h) Hiring decisions are the responsibility of each hiring agency. The hiring agency maintains the discretion to determine how the information provided in the evaluation report impacts the hiring decision.

Oregon's application includes information required by US Code, CFRs and 405(i) application information:

§ 1300.28 Driver and Officer Safety Education Grants.

(a) ***Purpose.*** This section establishes criteria, in accordance with 23 U.S.C. 405(i), for awarding grants to States that enact and enforce a law or adopt and implement programs that include certain information on law enforcement practices during traffic stops in driver education and training courses or peace officer training programs.

(b) ***Definitions.*** As used in this section—

Driver education and driving safety course means any programs for novice teen drivers or driver improvement programs sanctioned by the State DMV, which include in-class or virtual instruction and may also include some behind the wheel training.

Peace officer means any individual who is an elected, appointed, or employed agent of a government entity, who has the authority to carry firearms and to make warrantless arrests, and whose duties involve the enforcement of criminal laws of the United States.

(c) ***Qualification criteria.*** To qualify for a grant under this section in a fiscal year, a State shall submit, as part of its annual grant application, documentation demonstrating compliance with either paragraph (d) or (e) of this section, in accordance with part 8 of appendix B to this part. A State may qualify for a grant under paragraph (e) of this section for a period of not more than 5 years.

(d) ***Driver and officer safety law or program.*** The State must meet at least one of the following requirements:

(1) ***Driver education and driving safety courses*** —

(i) ***General.*** A State must provide either a legal citation to a law, as provided in paragraph (d)(1)(ii) of this section, or supporting documentation, as provided in paragraph (d)(1)(iii) of this section, that demonstrates that driver education and driver safety courses provided to individuals by educational and motor vehicle agencies of the State include instruction and testing relating to law enforcement practices during traffic stops, including, at a minimum, information relating to—

(A) The role of law enforcement and the duties and responsibilities of peace officers;

(B) The legal rights of individuals concerning interactions with peace officers;

(C) Best practices for civilians and peace officers during those interactions;

(D) The consequences for failure of an individual or officer to comply with the law or program; and

(E) How and where to file a complaint against, or a compliment relating to, a peace officer.

(ii) ***If applying with a law.*** A State shall provide a legal citation to a law that demonstrate compliance with the requirements described in paragraph (d)(1)(i) of this section.

(iii) ***If applying with supporting documentation.*** A State shall have a driver education and driving safety course that is required throughout the State for licensing or pursuant to a violation. To demonstrate compliance, the State shall submit:

(A) A certification signed by the GR attesting that the State has developed and is implementing a driver education and driving safety course throughout the State that meets the requirements described in paragraph (d)(1)(i) of this section; and

(B) Curriculum or course materials, along with citations to where the requirements described in paragraph (d)(1)(i) of this section are located within the curriculum.

(2) ***Peace officer training programs*** —

(i) ***General.*** A State must provide either a legal citation to a law, as provided in paragraph (d)(2)(ii) of this section, or supporting documentation, as provided in paragraph (d)(2)(iii) of this section, that demonstrates that the State has developed and is implementing a training program for peace officers and reserve law enforcement officers (other than officers who have received training in a civilian course described in paragraph (d)(1)) of this section with respect to proper interaction with civilians during traffic stops. Proper interaction means utilizing appropriate industry standards as established through a State Police Officer Standards and Training Board (POST) or similar association.

(ii) ***Applying with a law.*** A State shall provide a legal citation to a law that establishes a peace training program that meets the requirements described in paragraph (d)(2)(i) of this section.

(iii) ***Applying with supporting documentation.*** A State shall have a peace officer training program that is required for employment as a peace officer throughout the State and meets the requirements described in paragraph (d)(2)(i) of this section. To demonstrate compliance, the State shall submit:

(A) A certification signed by the GR attesting that the State has developed and is implementing a peace officer training program throughout the State that meets the requirements described in paragraph (d)(2)(i) of this section; and

(B) Curriculum or course materials, along with citations to where the requirements described in paragraph (d)(2)(i) of this section.

(e) ***Qualifying State.*** A State that has not fully enacted or adopted a law or program described in paragraph (d) of this section qualifies for a grant under this section if it submits:

(1) Evidence that the State has taken meaningful steps towards the full implementation of such a law or program. To demonstrate compliance with this criterion, the State shall submit one or more of the following—

(i) A proposed bill that has been introduced in the State, but has not yet been enacted into law, that meets the requirements in paragraph (d)(1) or (2) of this section; or

(ii) Planning or strategy document(s) that identify meaningful steps the State has taken as well as actions the State plans to take to develop and implement a law or program that meets the requirements in paragraph (d)(1) or (2) of this section; and

(2) A timetable for implementation of such a law or program within 5 years of first applying as a qualifying State under this paragraph (e).

(f) ***Matching.*** The Federal share of the cost of carrying out an activity funded through a grant under this subsection may not exceed 80 percent.

(g) ***Award amounts*** —

(1) ***In general.*** Subject to paragraph (g)(2) of this section, the amount of a grant awarded to a State in a fiscal year under this section shall be in proportion to the amount each State received under Section 402 for fiscal year 2022.

(2) ***Limitation.*** Notwithstanding paragraph (g)(1) of this section, a State that qualifies for a grant under paragraph (e) of this section shall receive 50 percent of the amount determined from the calculation under paragraph (g)(1) of this section.

(3) ***Redistribution of funds.*** Any funds that are not distributed due to the operation of paragraph (g)(2) of this section shall be redistributed to the States that qualify for a grant under paragraph (d) of this section in proportion to the amount each such State received under Section 402 for fiscal year 2022.

(h) ***Use of grant funds.*** A State may use grant funds awarded under 23 U.S.C. 405(i) only for:

(1) The production of educational materials and training of staff for driver education and driving safety courses and peace officer training described in paragraph (d) of this section; and

(2) The implementation of a law or program described in paragraph (d) of this section.

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23 USC 405: National priority safety programs (house.gov)

(i) Driver and Officer Safety Education.-

(1) Definition of peace officer.-In this subsection, the term "peace officer" includes any individual-

(A) who is an elected, appointed, or employed agent of a government entity;

(B) who has the authority-

(i) to carry firearms; and

(ii) to make warrantless arrests; and

(C) whose duties involve the enforcement of criminal laws of the United States.

(2) Grants.-Subject to the requirements of this subsection, the Secretary shall provide grants to-

(A) States that enact or adopt a law or program described in paragraph (4); and

(B) qualifying States under paragraph (7).

(3) Federal share.-The Federal share of the cost of carrying out an activity funded through a grant under this subsection may not exceed 80 percent.

(4) Description of law or program.-A law or program referred to in paragraph (2)(A) is a law or program that requires 1 or more of the following:

(A) Driver education and driving safety courses.-The inclusion, in driver education and driver safety courses provided to individuals by educational and motor vehicle agencies of the State, of instruction and testing relating to law enforcement practices during traffic stops, including information relating to-

(i) the role of law enforcement and the duties and responsibilities of peace officers;

(ii) the legal rights of individuals concerning interactions with peace officers;

(iii) best practices for civilians and peace officers during those interactions;

(iv) the consequences for failure of an individual or officer to comply with the law or program; and

(v) how and where to file a complaint against, or a compliment relating to, a peace officer.

(B) Peace officer training programs.-Development and implementation of a training program, including instruction and testing materials, for peace officers and reserve law enforcement officers (other than officers who have received training in a civilian course described in subparagraph (A)) with respect to proper interaction with civilians during traffic stops.

(5) Use of funds.-A State may use a grant provided under this subsection for-

(A) the production of educational materials and training of staff for driver education and driving safety courses and peace officer training described in paragraph (4); and

(B) the implementation of a law or program described in paragraph (4).

(6) Grant amount.-The allocation of grant funds to a State under this subsection for a fiscal year shall be in proportion to the apportionment of that State under section 402 for fiscal year 2022.

(7) Special rule for certain states.-

(A) Definition of qualifying state.-In this paragraph, the term "qualifying State" means a State that-

(i) has received a grant under this subsection for a period of not more than 5 years; and

(ii) as determined by the Secretary-

(I) has not fully enacted or adopted a law or program described in paragraph (4); but

(II)(aa) has taken meaningful steps toward the full implementation of such a law or program; and

(bb) has established a timetable for the implementation of such a law or program.

(B) Withholding.-The Secretary shall-

(i) withhold 50 percent of the amount that each qualifying State would otherwise receive under this subsection if the qualifying State were a State described in paragraph (2)(A); and

(ii) direct any amounts withheld under clause (i) for distribution among the States that are enforcing and carrying out a law or program described in paragraph (4).

See 2021 Amendment notes below.

https://www.ecfr.gov/current/title-23/section-1300.28

Complete List of Counties in the State		Motorcycle/Moped		Training Site		Training is expected be offered in the counties with training sites during the month(s) selected (based on historical course schedules).												
		Yes, there is a Training Site in the County	**No,** there is not a Training Site in the County	**Yes,** there is a Training Site in the County	**No,** there is not a Training Site in the County	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sep	
Benton			2,449		x													
Clackamas			12,611		x													
Columbia			2,579		x													
Crook			1,225		x													
Curry			1,280		x													
Gilliam			59		x													
Grant			292		x													
Harney			192		x													
Hood River			1,202		x													
Jefferson			990		x													
Lake			230		x													
Lincoln			1,796		x													
Morrow			326		x													
Polk			2,672		x													
Wallowa			342		x													
Wasco			1,123		x													
Wheeler			47		x													
Multnomah		15,430		x		x	x			x	x	x	x	x	x	x	x	Portland
Washington		12,853		x		x							x	x	x	x	x	Hillsboro
Lane		12,033		x		x				x	x	x	x	x	x	x	x	Eugene
Deschutes		10,196		x		x						x	x	x	x	x	x	Bend
Marion		9,000		x		x	x			x	x	x	x	x	x	x	x	Salem
Jackson		8,339		x		x							x	x	x	x	x	Medford
Linn		4,889		x		x	x			x	x	x	x	x	x	x	x	Albany
Josephine		4,343		x		x							x	x	x	x	x	Grants Pass
Douglas		4,466		x		x							x	x		x	x	Roseburg
Yamhill		3,561		x			x					x	x	x	x	x	x	McMinnville
Coos		3,035		x		x								x		x	x	Coos Bay
Umatilla		2,354		x		x							x	x	x	x	x	Hermiston
Klamath		2,645		x		x							x	x	x	x	x	Klamath Falls
Clatsop		1,429		x		x						x	x	x	x	x	x	Astoria
Tillamook		1,121		x							x	x	x	x	x	x	x	Tillamook
Union		919		x		x								x		x		LaGrande
Baker		705		x									x		x			Baker City
Malheur		580		x		x								x	x		x	Ontario
Sherman		79		x		x							x	x	x	x		The Dalles

79th OREGON LEGISLATIVE ASSEMBLY--2017 Regular Session

Enrolled
House Bill 2355

Introduced and printed pursuant to House Rule 12.00. Presession filed (at the request of Attorney General Ellen Rosenblum)

CHAPTER .....

AN ACT

Relating to public safety; creating new provisions; amending ORS 51.050, 131.915, 131.920, 131.925, 137.633, 161.570, 161.615, 181A.410, 221.339, 419C.501, 423.478, 423.525, 475.005, 475.752, 475.824, 475.834, 475.854, 475.874, 475.884 and 475.894; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

SECTION 1. As used in sections 1 to 4 of this 2017 Act:

(1) "Law enforcement agency" means an agency employing law enforcement officers to enforce criminal laws.

(2) "Law enforcement officer" means a member of the Oregon State Police, a sheriff or a municipal police officer.

(3) "Officer-initiated pedestrian stop" means a detention of a pedestrian by a law enforcement officer, not associated with a call for service, when the detention results in a citation, an arrest or a consensual search of the pedestrian's body or property. The term does not apply to detentions for routine searches performed at the point of entry to or exit from a controlled area.

(4) "Officer-initiated traffic stop" means a detention of a driver of a motor vehicle by a law enforcement officer, not associated with a call for service, for the purpose of investigating a suspected violation of the Oregon Vehicle Code.

(5) "Profiling" means the targeting of an individual by a law enforcement agency or a law enforcement officer, on suspicion of the individual's having violated a provision of law, based solely on the individual's real or perceived age, race, ethnicity, color, national origin, language, sex, gender identity, sexual orientation, political affiliation, religion, homelessness or disability, unless the agency or officer is acting on a suspect description or information related to an identified or suspected violation of a provision of law.

(6) "Sexual orientation" has the meaning given that term in ORS 174.100.

SECTION 2. (1) No later than July 1, 2018, the Oregon Criminal Justice Commission, in consultation with the Department of State Police and the Department of Justice, shall develop and implement a standardized method to be used by law enforcement officers to record officer-initiated pedestrian stop and officer-initiated traffic stop data. The standardized method must require, and any form developed and used pursuant to the standardized method must provide for, the following data to be recorded for each stop:

(a) The date and time of the stop;

(b) The location of the stop;

(c) The race, ethnicity, age and sex of the pedestrian or the operator of the motor vehicle stopped, based on the observations of the law enforcement officer responsible for reporting the stop;

(d) The nature of, and the statutory citation for, the alleged traffic violation, or other alleged violation, that caused the stop to be made; and

(e) The disposition of the stop, including whether a warning, citation or summons was issued, whether a search was conducted, the type of search conducted, whether anything was found as a result of the search and whether an arrest was made.

(2) No later than July 1, 2018, the Department of Public Safety Standards and Training, in consultation with law enforcement agencies, shall develop and implement training and procedures to facilitate the collection of officer-initiated pedestrian and traffic stop data pursuant to subsection (1) of this section.

(3) Beginning on the dates described in subsection (4) of this section, all law enforcement agencies that engage in officer-initiated pedestrian or traffic stops shall record and retain the following data for each stop:

(a) The date and time of the stop;

(b) The location of the stop;

(c) The race, ethnicity, age and sex of the pedestrian or the operator of the motor vehicle stopped, based on the observations of the law enforcement officer responsible for reporting the stop;

(d) The nature of, and the statutory citation for, the alleged traffic violation, or other alleged violation, that caused the stop to be made; and

(e) The disposition of the stop, including whether a warning, citation or summons was issued, whether a search was conducted, the type of search conducted, whether anything was found as a result of the search and whether an arrest was made.

(4) Each law enforcement agency shall begin recording the data described in subsection (3) of this section as follows:

(a) An agency that employs 100 or more law enforcement officers shall begin recording no later than July 1, 2018.

(b) An agency that employs between 25 and 99 law enforcement officers shall begin recording no later than July 1, 2019.

(c) An agency that employs between one and 24 law enforcement officers shall begin recording no later than July 1, 2020.

(5) Each law enforcement agency that engages in officer-initiated traffic or pedestrian stops shall report to the Oregon Criminal Justice Commission the data recorded pursuant to subsection (3) of this section as follows:

(a) An agency that employs 100 or more law enforcement officers shall report no later than July 1, 2019, and at least annually thereafter.

(b) An agency that employs between 25 and 99 law enforcement officers shall report no later than July 1, 2020, and at least annually thereafter.

(c) An agency that employs between one and 24 law enforcement officers shall report no later than July 1, 2021, and at least annually thereafter.

(6) Data acquired under this section shall be used only for statistical purposes and not for any other purpose. The data may not contain information that reveals the identity of any stopped individual or the identity of any law enforcement officer. Data collected by law enforcement agencies or held by the Oregon Criminal Justice Commission under this section that may reveal the identity of any stopped individual or the identity of any law enforcement officer is exempt from public disclosure in any manner.

(7) The Department of Justice, the Department of Public Safety Standards and Training and the Department of State Police may adopt rules to carry out the provisions of sections 1 to 4 of this 2017 Act.

SECTION 3. **(1) The Oregon Criminal Justice Commission shall review all data, including the prevalence and disposition of officer-initiated pedestrian and traffic stops, reported by law enforcement agencies pursuant to section 2 of this 2017 Act in order to identify patterns or practices of profiling.**

(2) The commission shall select one or more statistical analysis methodologies, determined to be consistent with current best practices, with which to review the data as described in subsection (1) of this section.

(3) No later than December 1, 2019, and annually thereafter, the commission shall report the results of the review to the Governor, the Department of Public Safety Standards and Training and, in the manner provided in ORS 192.245, to the committees or interim committees of the Legislative Assembly related to the judiciary.

SECTION 4. **(1) The Department of Public Safety Standards and Training shall receive and review reports provided to the department by the Oregon Criminal Justice Commission pursuant to section 3 of this 2017 Act.**

(2) Upon receipt of a report described in subsection (1) of this section, the department may provide advice or technical assistance to any law enforcement agency mentioned within the report. Any advice or technical assistance provided shall be based on best practices in policing as determined by the Oregon Center for Policing Excellence established in ORS 181A.660.

(3) Upon providing advice or technical assistance under this section, the department shall, within a reasonable amount of time, present a summary of the advice and assistance given to the local public safety coordinating council in the county in which the assisted law enforcement agency is located. If the assisted law enforcement agency is the Oregon State Police, the presentation shall occur in Marion County. The presentation shall be open to the public, feature live testimony by presenters and be held in accordance with ORS 192.610 to 192.690.

SECTION 5. ORS 131.925 is amended to read:

131.925. (1)(a) A law enforcement agency shall provide to the Law Enforcement Contacts Policy and Data Review Committee [*a copy of*] **information concerning** each complaint the agency receives alleging profiling**,**[.]

[*(b)*] [*The law enforcement agency*] **and** shall notify the committee of the disposition of the complaint**, in the manner described in this subsection**.

(b) The law enforcement agency shall submit to the committee a profiling complaint report form summarizing each profiling complaint and the disposition of the complaint, and a copy of each profiling complaint, once each year no later than January 31.

(c) The law enforcement agency shall submit the form described in paragraph (b) of this subsection even if the agency has not received any profiling complaints.

(d) The profiling complaint report form and copies of profiling complaints submitted to the committee may not include personal information concerning the complainant or a law enforcement officer except as to any personal information recorded on the form as described in subsection (4)(c) of this section.

(2)(a) A person may submit to the committee a complaint alleging profiling and the committee shall receive the complaints.

(b) The committee also shall receive complaints alleging profiling that are forwarded from a law enforcement agency.

(c) The committee shall forward a copy of each profiling complaint the committee receives to the law enforcement agency employing the officer that is the subject of the complaint. The forwarded complaint must include the name of the complainant unless the complainant requests to remain anonymous, in which case the complainant's name must be redacted.

(3)(a) The committee [*shall*] **may** not release any personal information concerning a complainant or a law enforcement officer who is the subject of a profiling complaint.

(b) The personal information of complainants and of law enforcement officers who are the subject of profiling complaints are exempt from public disclosure under ORS 192.502.

[*(c) As used in this subsection, "personal information" has the meaning given that term in ORS 807.750.*]

(4) The Department of State Police shall develop a standardized profiling complaint report form. The form must provide for recording the following information:

(a) A summary of total complaints and a certification that a law enforcement agency's profiling policy conforms to ORS 131.920;

(b) A summary of each complaint received by the law enforcement agency, including the date, time and location of the incident and the disposition of the complaint; and

(c) To the extent known, the complainant's gender, gender identity, age, race, ethnicity, sexual orientation, primary language, national origin, religion, political affiliation, homeless status and disability status, recorded in a manner that does not identify the complainant.

(5) As used in this section, "personal information" has the meaning given that term in ORS 807.750.

SECTION 6. ORS 131.915 is amended to read:

131.915. As used in ORS 131.915 to 131.925:

(1) "Law enforcement agency" means:

(a) The Department of State Police;

(b) The Department of Justice;

(c) A district attorney's office; and

(d) Any of the following that maintains a law enforcement unit as defined in ORS 181A.355:

(A) A political subdivision or an instrumentality of the State of Oregon.

(B) A municipal corporation of the State of Oregon.

(C) A tribal government.

(D) A university.

(2) "Law enforcement officer" means:

(a) A member of the Oregon State Police;

(b) A sheriff, constable, marshal, municipal police officer or reserve officer or a police officer commissioned by a university under ORS 352.121 or 353.125;

(c) An investigator of a district attorney's office if the investigator is or has been certified as a law enforcement officer in this or any other state;

(d) An investigator of the Criminal Justice Division of the Department of Justice;

(e) A humane special agent as defined in ORS 181A.345;

(f) A judicial marshal of the Security and Emergency Preparedness Office of the Judicial Department who is appointed under ORS 1.177 and trained pursuant to ORS 181A.540;

(g) A liquor enforcement inspector exercising authority described in ORS 471.775 (2); or

(h) An authorized tribal police officer as defined in ORS 181A.680.

(3) "Profiling" means [*that*] **the targeting of an individual by** a law enforcement agency or a law enforcement officer [*targets an individual for*]**, on** suspicion of [*violating*] **the individual's having violated** a provision of law**,** based solely on the **individual's** real or perceived [*factor of the individual's*] age, race, ethnicity, color, national origin, language, [*gender*] **sex**, gender identity, sexual orientation, political affiliation, religion, homelessness or disability, unless the agency or officer is acting on a suspect description or information related to an identified or suspected violation of a provision of law.

(4) "Sexual orientation" has the meaning given that term in ORS 174.100.

SECTION 7. ORS 131.920 is amended to read:

131.920. (1) All law enforcement agencies shall have written policies and procedures prohibiting profiling. The policies and procedures shall, at a minimum, include:

(a) A prohibition on profiling;

(b) Procedures allowing a complaint alleging profiling to be made to the agency:

(A) In person;

(B) In a writing signed by the complainant and delivered by hand, postal mail, facsimile or electronic mail; or

(C) By telephone, anonymously or through a third party;

(c) The provision of appropriate forms to use for submitting complaints alleging profiling;

(d) Procedures for submitting a copy of each profiling complaint to the Law Enforcement Contacts Policy and Data Review Committee and for receiving profiling complaints forwarded from the committee; and

(e) Procedures for investigating all complaints alleging profiling.

(2) A law enforcement agency shall:

(a) Investigate all complaints alleging profiling that are received by the agency or forwarded from the committee.

(b) [*Establish a time frame within which a complaint alleging profiling may be made to the agency. The time frame may not be fewer than 90 days or more than 180 days after the alleged commission of profiling.*] **Accept for investigation a complaint alleging profiling that is made to the agency within 180 days of the alleged profiling incident.**

(c) Respond to every complaint alleging profiling within a reasonable time after the conclusion of the investigation. The response must contain a statement of the final disposition of the complaint.

SECTION 8. ORS 181A.410, as amended by section 42, chapter 117, Oregon Laws 2016, is amended to read:

181A.410. (1) In accordance with any applicable provision of ORS chapter 183, to promote enforcement of law and fire services by improving the competence of public safety personnel and their support staffs, and in consultation with the agencies for which the Board on Public Safety Standards and Training and Department of Public Safety Standards and Training provide standards, certification, accreditation and training:

(a) The department shall recommend**,** and the board shall establish by rule**,** reasonable minimum standards of physical, emotional, intellectual and moral fitness for public safety personnel and instructors.

(b) The department shall recommend**,** and the board shall establish by rule**,** reasonable minimum training for all levels of professional development, basic through executive, including but not limited to courses or subjects for instruction and qualifications for public safety personnel and instructors. Training requirements shall be consistent with the funding available in the department's legislatively approved budget.

(c) The department, in consultation with the board, shall establish by rule a procedure or procedures to be used by law enforcement units, public or private safety agencies or the Oregon Youth Authority to determine whether public safety personnel meet minimum standards or have minimum training.

(d) Subject to such terms and conditions as the department may impose, the department shall certify instructors and public safety personnel, except youth correction officers, as being qualified under the rules established by the board.

(e) The department shall deny applications for training and deny, suspend and revoke certification in the manner provided in ORS 181A.630, 181A.640 and 181A.650 (1).

(f) The department shall cause inspection of standards and training for instructors and public safety personnel, except youth correction officers, to be made.

(g) The department may recommend**,** and the board may establish by rule**,** accreditation standards, levels and categories for mandated and nonmandated public safety personnel training or educational programs. The department and board, in consultation, may establish to what extent training or educational programs provided by an accredited university, college, community college or public safety agency may serve as equivalent to mandated training or as a prerequisite to mandated training. Programs offered by accredited universities, colleges or community colleges may be considered equivalent to mandated training only in academic areas.

(h) The department shall recommend, and the board shall establish by rule, an educational program that the board determines will be most effective in reducing profiling, as defined in ORS 131.915, by police officers and reserve officers. The program must be required at all levels of training, including basic training and advanced, leadership and continuing training.

(2) The department may:

(a) Contract or otherwise cooperate with any person or agency of government for the procurement of services or property;

(b) Accept gifts or grants of services or property;

(c) Establish fees for determining whether a training or educational program meets the accreditation standards established under subsection (1)(g) of this section;

(d) Maintain and furnish to law enforcement units and public and private safety agencies information on applicants for appointment as instructors or public safety personnel, except youth correction officers, in any part of the state; and

(e) Establish fees to allow recovery of the full costs incurred in providing services to private entities or in providing services as experts or expert witnesses.

(3) The department, in consultation with the board, may:

(a) Upon the request of a law enforcement unit or public safety agency, conduct surveys or aid cities and counties to conduct surveys through qualified public or private agencies and assist in the implementation of any recommendations resulting from such surveys.

(b) Upon the request of law enforcement units or public safety agencies, conduct studies and make recommendations concerning means by which requesting units can coordinate or combine their resources.

(c) Conduct and stimulate research to improve the police, fire service, corrections, adult parole and probation, emergency medical dispatch and telecommunicator professions.

(d) Provide grants from funds appropriated or available therefor, to law enforcement units, public safety agencies, special districts, cities, counties and private entities to carry out the provisions of this subsection.

(e) Provide optional training programs for persons who operate lockups. The term "lockup" has the meaning given it in ORS 169.005.

(f) Provide optional training programs for public safety personnel and their support staffs.

(g) Enter into agreements with federal, state or other governmental agencies to provide training or other services in exchange for receiving training, fees or services of generally equivalent value.

(h) Upon the request of a law enforcement unit or public safety agency employing public safety personnel, except youth correction officers, grant an officer, fire service professional, telecommunicator or emergency medical dispatcher a multidiscipline certification consistent with the minimum requirements adopted or approved by the board. Multidiscipline certification authorizes an officer, fire service professional, telecommunicator or emergency medical dispatcher to work in any of the disciplines for which the officer, fire service professional, telecommunicator or emergency medical dispatcher is certified. The provisions of ORS 181A.500, 181A.520 and 181A.530 relating to lapse of certification do not apply to an officer or fire service professional certified under this paragraph as long as the officer or fire service professional maintains full-time employment in one of the certified disciplines and meets the training standards established by the board.

(i) Establish fees and guidelines for the use of the facilities of the training academy operated by the department and for nonmandated training provided to federal, state or other governmental agencies, private entities or individuals.

(4) Pursuant to ORS chapter 183, the board, in consultation with the department, shall adopt rules necessary to carry out the board's duties and powers.

(5) Pursuant to ORS chapter 183, the department, in consultation with the board, shall adopt rules necessary to carry out the department's duties and powers.

(6) For efficiency, board and department rules may be adopted jointly as a single set of combined rules with the approval of the board and the department.

(7) The department shall obtain approval of the board before submitting its legislative concepts, Emergency Board request or agency request budget to the Oregon Department of Administrative Services.

(8) The Department of Public Safety Standards and Training shall develop a training program for conducting investigations required under ORS 181A.790.

SECTION 9. ORS 475.752, as amended by section 59, chapter 24, Oregon Laws 2016, and section 26, chapter 21, Oregon Laws 2017 (Enrolled Senate Bill 302), is amended to read:

475.752. (1) Except as authorized by ORS 475.005 to 475.285 and 475.752 to 475.980, it is unlawful for any person to manufacture or deliver a controlled substance. Any person who violates this subsection with respect to:

(a) A controlled substance in Schedule I, is guilty of a Class A felony, except as otherwise provided in ORS 475.886 and 475.890.

(b) A controlled substance in Schedule II, is guilty of a Class B felony, except as otherwise provided in ORS 475.878, 475.880, 475.882, 475.904 and 475.906.

(c) A controlled substance in Schedule III, is guilty of a Class C felony, except as otherwise provided in ORS 475.904 and 475.906.

(d) A controlled substance in Schedule IV, is guilty of a Class B misdemeanor.

(e) A controlled substance in Schedule V, is guilty of a Class C misdemeanor.

(2) Except as authorized in ORS 475.005 to 475.285 and 475.752 to 475.980, it is unlawful for any person to create or deliver a counterfeit substance. Any person who violates this subsection with respect to:

(a) A counterfeit substance in Schedule I, is guilty of a Class A felony.

(b) A counterfeit substance in Schedule II, is guilty of a Class B felony.

(c) A counterfeit substance in Schedule III, is guilty of a Class C felony.

(d) A counterfeit substance in Schedule IV, is guilty of a Class B misdemeanor.

(e) A counterfeit substance in Schedule V, is guilty of a Class C misdemeanor.

(3) It is unlawful for any person knowingly or intentionally to possess a controlled substance unless the substance was obtained directly from, or pursuant to a valid prescription or order of, a practitioner while acting in the course of professional practice, or except as otherwise authorized by ORS 475.005 to 475.285 and 475.752 to 475.980. Any person who violates this subsection with respect to:

(a) A controlled substance in Schedule I, is guilty of a Class [*B felony*] **A misdemeanor**, except as otherwise provided in ORS **475.854, 475.874 and** 475.894 **and subsection (7) of this section**.

(b) A controlled substance in Schedule II, is guilty of a Class [*C felony*] **A misdemeanor, except as otherwise provided in ORS 475.824, 475.834 or 475.884 or subsection (8) of this section**.

(c) A controlled substance in Schedule III, is guilty of a Class A misdemeanor.

(d) A controlled substance in Schedule IV, is guilty of a Class C misdemeanor.

(e) A controlled substance in Schedule V, is guilty of a violation.

(4) In any prosecution under this section for manufacture, possession or delivery of that plant of the genus Lophophora commonly known as peyote, it is an affirmative defense that the peyote is being used or is intended for use:

(a) In connection with the good faith practice of a religious belief;

(b) As directly associated with a religious practice; and

(c) In a manner that is not dangerous to the health of the user or others who are in the proximity of the user.

(5) The affirmative defense created in subsection (4) of this section is not available to any person who has possessed or delivered the peyote while incarcerated in a correctional facility in this state.

(6)(a) Notwithstanding subsection (1) of this section, a person who unlawfully manufactures or delivers a controlled substance in Schedule IV and who thereby causes death to another person is guilty of a Class C felony.

(b) For purposes of this subsection, causation is established when the controlled substance plays a substantial role in the death of the other person.

(7) Notwithstanding subsection (3)(a) of this section, unlawful possession of a controlled substance in Schedule I is a Class B felony if:

(a) The person possesses a usable quantity of the controlled substance and:

(A) At the time of the possession, the person has a prior felony conviction;

(B) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(C) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(b) The person possesses:

(A) Forty or more user units of a mixture or substance containing a detectable amount of lysergic acid diethylamide; or

(B) Twelve grams or more of a mixture or substance containing a detectable amount of psilocybin or psilocin.

(8) Notwithstanding subsection (3)(b) of this section, unlawful possession of a controlled substance in Schedule II is a Class C felony if the person possesses a usable quantity of the controlled substance and:

(a) At the time of the possession, the person has a prior felony conviction;

(b) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(c) The possession is a commercial drug offense under ORS 475.900 (1)(b).

SECTION 10. ORS 475.824 is amended to read:

475.824. (1) It is unlawful for any person knowingly or intentionally to possess methadone unless the methadone was obtained directly from, or pursuant to, a valid prescription or order of a practitioner while acting in the course of professional practice, or except as otherwise authorized by ORS 475.005 to 475.285 and 475.752 to 475.980.

(2)**(a)** Unlawful possession of methadone is a Class [*C felony*] **A misdemeanor**.

(b) Notwithstanding paragraph (a) of this subsection, unlawful possession of methadone is a Class C felony if:

(A) The person possesses a usable quantity of methadone and:

(i) At the time of the possession, the person has a prior felony conviction;

(ii) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(iii) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(B) The person possesses 40 or more user units of a mixture or substance containing a detectable amount of methadone.

SECTION 11. ORS 475.834 is amended to read:

475.834. (1) It is unlawful for any person knowingly or intentionally to possess oxycodone unless the oxycodone was obtained directly from, or pursuant to, a valid prescription or order of a practitioner while acting in the course of professional practice, or except as otherwise authorized by ORS 475.005 to 475.285 and 475.752 to 475.980.

(2)**(a)** Unlawful possession of oxycodone is a Class [*C felony*] **A misdemeanor**.

(b) Notwithstanding paragraph (a) of this subsection, unlawful possession of oxycodone is a Class C felony if:

(A) The person possesses a usable quantity of oxycodone and:

(i) At the time of the possession, the person has a prior felony conviction;

(ii) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(iii) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(B) The person possesses 40 or more pills, tablets or capsules of a mixture or substance containing a detectable amount of oxycodone.

SECTION 12. ORS 475.854 is amended to read:

475.854. (1) It is unlawful for any person knowingly or intentionally to possess heroin.

(2)**(a)** Unlawful possession of heroin is a Class [*B felony*] **A misdemeanor**.

(b) Notwithstanding paragraph (a) of this subsection, unlawful possession of heroin is a Class B felony if:

(A) The person possesses a usable quantity of heroin and:

(i) At the time of the possession, the person has a prior felony conviction;

(ii) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(iii) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(B) The person possesses one gram or more of a mixture or substance containing a detectable amount of heroin.

SECTION 13. ORS 475.874 is amended to read:

475.874. (1) It is unlawful for any person knowingly or intentionally to possess 3,4-methylenedioxymethamphetamine.

(2)**(a)** Unlawful possession of 3,4-methylenedioxymethamphetamine is a Class [*B felony*] **A misdemeanor**.

(b) Notwithstanding paragraph (a) of this subsection, unlawful possession of 3,4-methylenedioxymethamphetamine is a Class B felony if:

(A) The person possesses a usable quantity of 3,4-methylenedioxymethamphetamine and:

(i) At the time of the possession, the person has a prior felony conviction;

(ii) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(iii) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(B) The person possesses one gram or more or five or more pills, tablets or capsules of a mixture or substance containing a detectable amount of:

(i) 3,4-methylenedioxyamphetamine;

(ii) 3,4-methylenedioxymethamphetamine; or

(iii) 3,4-methylenedioxy-N-ethylamphetamine.

SECTION 14. ORS 475.884 is amended to read:

475.884. (1) It is unlawful for any person knowingly or intentionally to possess cocaine unless the substance was obtained directly from, or pursuant to, a valid prescription or order of a practitioner while acting in the course of professional practice, or except as otherwise authorized by ORS 475.005 to 475.285 and 475.752 to 475.980.

(2)**(a)** Unlawful possession of cocaine is a Class [*C felony*] **A misdemeanor**.

(b) Notwithstanding paragraph (a) of this subsection, unlawful possession of cocaine is a Class C felony if:

(A) The person possesses a usable quantity of cocaine and:

(i) At the time of the possession, the person has a prior felony conviction;

(ii) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(iii) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(B) The person possesses two grams or more of a mixture or substance containing a detectable amount of cocaine.

SECTION 15. ORS 475.894 is amended to read:

475.894. (1) It is unlawful for any person knowingly or intentionally to possess methamphetamine unless the substance was obtained directly from, or pursuant to, a valid prescription or order of a practitioner while acting in the course of professional practice, or except as otherwise authorized by ORS 475.005 to 475.285 and 475.752 to 475.980.

(2)**(a)** Unlawful possession of methamphetamine is a Class [*C felony*] **A misdemeanor**.

(b) Notwithstanding paragraph (a) of this subsection, unlawful possession of methamphetamine is a Class C felony if:

(A) The person possesses a usable quantity of methamphetamine and:

(i) At the time of the possession, the person has a prior felony conviction;

(ii) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(iii) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(B) The person possesses two grams or more of a mixture or substance containing a detectable amount of methamphetamine.

SECTION 16. ORS 475.005 is amended to read:

475.005. As used in ORS 475.005 to 475.285 and 475.752 to 475.980, unless the context requires otherwise:

(1) "Abuse" means the repetitive excessive use of a drug short of dependence, without legal or medical supervision, which may have a detrimental effect on the individual or society.

(2) "Administer" means the direct application of a controlled substance, whether by injection, inhalation, ingestion or any other means, to the body of a patient or research subject by:

(a) A practitioner or an authorized agent thereof; or

(b) The patient or research subject at the direction of the practitioner.

(3) "Administration" means the Drug Enforcement Administration of the United States Department of Justice, or its successor agency.

(4) "Agent" means an authorized person who acts on behalf of or at the direction of a manufacturer, distributor or dispenser. It does not include a common or contract carrier, public warehouseman or employee of the carrier or warehouseman.

(5) "Board" means the State Board of Pharmacy.

(6) "Controlled substance":

(a) Means a drug or its immediate precursor classified in Schedules I through V under the federal Controlled Substances Act, 21 U.S.C. 811 to 812, as modified under ORS 475.035. The use of the term "precursor" in this paragraph does not control and is not controlled by the use of the term "precursor" in ORS 475.752 to 475.980.

(b) Does not mean industrial hemp, as defined in ORS 571.300, or industrial hemp commodities or products.

(7) "Counterfeit substance" means a controlled substance or its container or labeling, which, without authorization, bears the trademark, trade name, or other identifying mark, imprint, number or device, or any likeness thereof, of a manufacturer, distributor or dispenser other than the person who in fact manufactured, delivered or dispensed the substance.

(8) "Deliver" or "delivery" means the actual, constructive or attempted transfer, other than by administering or dispensing, from one person to another of a controlled substance, whether or not there is an agency relationship.

(9) "Device" means instruments, apparatus or contrivances, including their components, parts or accessories, intended:

(a) For use in the diagnosis, cure, mitigation, treatment or prevention of disease in humans or animals; or

(b) To affect the structure of any function of the body of humans or animals.

(10) "Dispense" means to deliver a controlled substance to an ultimate user or research subject by or pursuant to the lawful order of a practitioner, and includes the prescribing, administering, packaging, labeling or compounding necessary to prepare the substance for that delivery.

(11) "Dispenser" means a practitioner who dispenses.

(12) "Distributor" means a person who delivers.

(13) "Drug" means:

(a) Substances recognized as drugs in the official United States Pharmacopoeia, official Homeopathic Pharmacopoeia of the United States or official National Formulary, or any supplement to any of them;

(b) Substances intended for use in the diagnosis, cure, mitigation, treatment or prevention of disease in humans or animals;

(c) Substances (other than food) intended to affect the structure or any function of the body of humans or animals; and

(d) Substances intended for use as a component of any article specified in paragraph (a), (b) or (c) of this subsection; however, the term does not include devices or their components, parts or accessories.

(14) "Electronically transmitted" or "electronic transmission" means a communication sent or received through technological apparatuses, including computer terminals or other equipment or mechanisms linked by telephone or microwave relays, or any similar apparatus having electrical, digital, magnetic, wireless, optical, electromagnetic or similar capabilities.

(15) "Manufacture" means the production, preparation, propagation, compounding, conversion or processing of a controlled substance, either directly or indirectly by extraction from substances of natural origin, or independently by means of chemical synthesis, or by a combination of extraction and chemical synthesis, and includes any packaging or repackaging of the substance or labeling or relabeling of its container, except that this term does not include the preparation or compounding of a controlled substance:

(a) By a practitioner as an incident to administering or dispensing of a controlled substance in the course of professional practice; or

(b) By a practitioner, or by an authorized agent under the practitioner's supervision, for the purpose of, or as an incident to, research, teaching or chemical analysis and not for sale.

(16) "Marijuana":

(a) Except as provided in this subsection, means all parts of the plant Cannabis family Moraceae, whether growing or not; the resin extracted from any part of the plant; and every compound, manufacture, salt, derivative, mixture, or preparation of the plant or its resin.

(b) Does not mean the mature stalks of the plant, fiber produced from the stalks, oil or cake made from the seeds of the plant, any other compound, manufacture, salt, derivative, mixture, or preparation of the mature stalks (except the resin extracted therefrom), fiber, oil, or cake, or the sterilized seed of the plant which is incapable of germination.

(c) Does not mean industrial hemp, as defined in ORS 571.300, or industrial hemp commodities or products.

(17) "Person" includes a government subdivision or agency, business trust, estate, trust or any other legal entity.

(18) "Practitioner" means physician, dentist, veterinarian, scientific investigator, certified nurse practitioner, physician assistant or other person licensed, registered or otherwise permitted by law to dispense, conduct research with respect to or to administer a controlled substance in the course of professional practice or research in this state but does not include a pharmacist or a pharmacy.

(19) "Prescription" means a written, oral or electronically transmitted direction, given by a practitioner for the preparation and use of a drug. When the context requires, "prescription" also means the drug prepared under such written, oral or electronically transmitted direction. Any label affixed to a drug prepared under written, oral or electronically transmitted direction shall prominently display a warning that the removal thereof is prohibited by law.

(20) "Production" includes the manufacture, planting, cultivation, growing or harvesting of a controlled substance.

(21) "Research" means an activity conducted by the person registered with the federal Drug Enforcement Administration pursuant to a protocol approved by the United States Food and Drug Administration.

(22) "Ultimate user" means a person who lawfully possesses a controlled substance for the use of the person or for the use of a member of the household of the person or for administering to an animal owned by the person or by a member of the household of the person.

(23) "Usable quantity" means:

(a) An amount of a controlled substance that is sufficient to physically weigh independent of its packaging and that does not fall below the uncertainty of the measuring scale; or

(b) An amount of a controlled substance that has not been deemed unweighable, as determined by a Department of State Police forensic laboratory, due to the circumstances of the controlled substance.

[*(23)*] **(24)** "Within 1,000 feet" means a straight line measurement in a radius extending for 1,000 feet or less in every direction from a specified location or from any point on the boundary line of a specified unit of property.

SECTION 17. ORS 423.478 is amended to read:

423.478. (1) The Department of Corrections shall:

(a) Operate prisons for offenders sentenced to terms of incarceration for more than 12 months;

(b) Provide central information and data services sufficient to:

(A) Allow tracking of offenders; and

(B) Permit analysis of correlations between sanctions, supervision, services and programs, and future criminal conduct; and

(c) Provide interstate compact administration and jail inspections.

(2) Subject to ORS 423.483, the county, in partnership with the department, shall assume responsibility for community-based supervision, sanctions and services for offenders convicted of felonies **or designated drug-related misdemeanors** who are:

(a) On parole;

(b) On probation;

(c) On post-prison supervision;

(d) Sentenced, on or after January 1, 1997, to 12 months or less incarceration;

(e) Sanctioned, on or after January 1, 1997, by a court or the State Board of Parole and Post-Prison Supervision to 12 months or less incarceration for violation of a condition of parole, probation or post-prison supervision; [*and*] **or**

(f) On conditional release under ORS 420A.206.

(3) Notwithstanding the fact that the court has sentenced a person to a term of incarceration, when an offender is committed to the custody of the supervisory authority of a county under ORS 137.124 (2) or (4), the supervisory authority may execute the sentence by imposing sanctions other than incarceration if deemed appropriate by the supervisory authority. If the supervisory authority releases a person from custody under this subsection and the person is required to report as a sex offender under ORS 163A.010, the supervisory authority, as a condition of release, shall order the person to report to the Department of State Police, a city police department or a county sheriff's office or to the supervising agency, if any:

(a) When the person is released;

(b) Within 10 days of a change of residence;

(c) Once each year within 10 days of the person's birth date;

(d) Within 10 days of the first day the person works at, carries on a vocation at or attends an institution of higher education; and

(e) Within 10 days of a change in work, vocation or attendance status at an institution of higher education.

(4) As used in this section[,]**:**

(a) "Attends," "institution of higher education," "works" and "carries on a vocation" have the meanings given those terms in ORS 163A.005.

(b) "Designated drug-related misdemeanor" means:

(A) Unlawful possession of a Schedule I controlled substance under ORS 475.752 (3)(a);

(B) Unlawful possession of a Schedule II controlled substance under ORS 475.752 (3)(b);

(C) Unlawful possession of methadone under ORS 475.824 (2)(a);

(D) Unlawful possession of oxycodone under ORS 475.834 (2)(a);

(E) Unlawful possession of heroin under ORS 475.854 (2)(a);

(F) Unlawful possession of 3,4-methylenedioxymethamphetamine under ORS 475.874 (2)(a);

(G) Unlawful possession of cocaine under ORS 475.884 (2)(a); or

(H) Unlawful possession of methamphetamine under ORS 475.894 (2)(a).

SECTION 18. ORS 423.525, as amended by section 67, chapter 117, Oregon Laws 2016, is amended to read:

423.525. (1) A county, group of counties or intergovernmental corrections entity shall apply to the Director of the Department of Corrections in a manner and form prescribed by the director for funding made available under ORS 423.500 to 423.560. The application shall include a community corrections plan. The Department of Corrections shall provide consultation and technical assistance to counties to aid in the development and implementation of community corrections plans.

(2)(a) From July 1, 1995, until June 30, 1999, a county, group of counties or intergovernmental corrections entity may make application requesting funding for the construction, acquisition, expansion or remodeling of correctional facilities to serve the county, group of counties or intergovernmental corrections entity. The department shall review the application for funding of correctional facilities in accordance with criteria that consider design, cost, capacity, need, operating efficiency and viability based on the county's, group of counties' or intergovernmental corrections entity's ability to provide for ongoing operations.

(b)(A) If the application is approved, the department shall present the application with a request to finance the facility with financing agreements to the State Treasurer and the Director of the Oregon Department of Administrative Services. Except as otherwise provided in subparagraph (B) of this paragraph, upon approval of the request by the State Treasurer and the Director of the Oregon Department of Administrative Services, the facility may be financed with financing agreements, and certificates of participation issued pursuant thereto, as provided in ORS 283.085 to 283.092. All decisions approving or denying applications and requests for financing under this section are final. No such decision is subject to judicial review of any kind.

(B) If requests to finance county correctional facility projects are submitted after February 22, 1996, and the requests have not been approved by the department on the date a session of the Legislative Assembly convenes, the requests are also subject to the approval of the Legislative Assembly.

(c) After approval but prior to the solicitation of bids or proposals for the construction of a project, the county, group of counties or intergovernmental corrections entity and the department shall enter into a written agreement that determines the procedures, and the parties responsible, for the awarding of contracts and the administration of the construction project for the approved correctional facility. If the parties are unable to agree on the terms of the written agreement, the Governor shall decide the terms of the agreement. The Governor's decision is final.

(d) After approval of a construction project, the administration of the project shall be conducted as provided in the agreement required by paragraph (c) of this subsection. The agreement must require at a minimum that the county, group of counties or intergovernmental corrections entity shall submit to the department any change order or alteration of the design of the project that, singly or in the aggregate, reduces the capacity of the correctional facility or materially changes the services or functions of the project. The change order or alteration is not effective until approved by the department. In reviewing the change order or alteration, the department shall consider whether the implementation of the change order or alteration will have any material adverse impact on the parties to any financing agreements or the holders of any certificates of participation issued to fund county correctional facilities under this section. In making its decision, the department may rely on the opinions of the Department of Justice, bond counsel or professional financial advisers.

(3) Notwithstanding ORS 283.085, for purposes of this section, "financing agreement" means a lease purchase agreement, an installment sale agreement, a loan agreement or any other agreement to finance a correctional facility described in this section, or to refinance a previously executed financing agreement for the financing of a correctional facility. The state is not required to own or operate a correctional facility in order to finance it under ORS 283.085 to 283.092 and this section. The state, an intergovernmental corrections entity, county or group of counties may enter into any agreements, including, but not limited to, leases and subleases, that are reasonably necessary or generally accepted by the financial community for purposes of acquiring or securing financing as authorized by this section. In financing county correctional facilities under this section, "property rights" as used in ORS 283.085 includes leasehold mortgages of the state's rights under leases of correctional facilities from counties.

(4) Notwithstanding any other provision of state law, county charter or ordinance, a county may convey or lease to the State of Oregon, acting by and through the Department of Corrections, title to interests in, or a lease of, any real property, facilities or personal property owned by the county for the purpose of financing the construction, acquisition, expansion or remodeling of a correctional facility. Upon the payment of all principal and interest on, or upon any other satisfaction of, the financing agreement used to finance the construction, acquisition, expansion or remodeling of a correctional facility, the state shall reconvey its interest in, or terminate and surrender its leasehold of, the property or facilities, including the financed construction, acquisition, expansion or remodeling, to the county. In addition to any authority granted by ORS 283.089, for the purposes of obtaining financing, the state may enter into agreements under which the state may grant to trustees or lenders leases, subleases and other security interests in county property conveyed or leased to the state under this subsection and in the property or facilities financed by financing agreements.

(5) In connection with the financing of correctional facilities, the Director of the Oregon Department of Administrative Services may bill the Department of Corrections, and the Department of Corrections shall pay the amounts billed, in the same manner as provided in ORS 283.089. As required by ORS 283.091, the Department of Corrections and the Oregon Department of Administrative Services shall include in the Governor's budget all amounts that will be due in each fiscal period under financing agreements for correctional facilities. Amounts payable by the state under a financing agreement for the construction, acquisition, expansion or remodeling of a correctional facility are limited to available funds as defined in ORS 283.085, and no lender, trustee, certificate holder or county has any claim or recourse against any funds of the state other than available funds.

(6) The director shall adopt rules that may be necessary for the administration, evaluation and implementation of ORS 423.500 to 423.560. The standards shall be sufficiently flexible to foster the development of new and improved supervision or rehabilitative practices and maximize local control.

(7) When a county assumes responsibility under ORS 423.500 to 423.560 for correctional services previously provided by the department, the county and the department shall enter into an intergovernmental agreement that includes a local community corrections plan consisting of program descriptions, budget allocation, performance objectives and methods of evaluating each correctional service to be provided by the county. The performance objectives must include in dominant part reducing future criminal conduct. The methods of evaluating services must include, to the extent of available information systems resources, the collection and analysis of data sufficient to determine the apparent effect of the services on future criminal conduct.

(8) All community corrections plans shall comply with rules adopted pursuant to ORS 423.500 to 423.560, and shall include but need not be limited to an outline of the basic structure and the supervision, services and local sanctions to be applied to offenders convicted of felonies **and designated drug-related misdemeanors** who are:

(a) On parole;

(b) On probation;

(c) On post-prison supervision;

(d) Sentenced, on or after January 1, 1997, to 12 months or less incarceration;

(e) Sanctioned, on or after January 1, 1997, by a court or the State Board of Parole and Post-Prison Supervision to 12 months or less incarceration for a violation of a condition of parole, probation or post-prison supervision; and

(f) On conditional release under ORS 420A.206.

(9) All community corrections plans shall designate a community corrections manager of the county or counties and shall provide that the administration of community corrections under ORS 423.500 to 423.560 shall be under such manager.

(10) No amendment to or modification of a county-approved community corrections plan shall be placed in effect without prior notice to the director for purposes of statewide data collection and reporting.

(11) The obligation of the state to provide funding and the scheduling for providing funding of a project approved under this section is dependent upon the ability of the state to access public security markets to sell financing agreements.

(12) No later than January 1 of each odd-numbered year, the Department of Corrections shall:

(a) Evaluate the community corrections policy established in ORS 423.475, 423.478, 423.483 and 423.500 to 423.560; and

(b) Assess the effectiveness of local revocation options.

(13) As used in this section, "designated drug-related misdemeanor" has the meaning given that term in ORS 423.478.

SECTION 19. ORS 137.633 is amended to read:

137.633. (1) A person convicted of a felony **or a designated drug-related misdemeanor** and sentenced to probation or to the legal and physical custody of the supervisory authority under ORS 137.124 (2) is eligible for a reduction in the period of probation or local control post-prison supervision for complying with terms of probation or post-prison supervision, including the payment of restitution and participation in recidivism reduction programs.

(2) The maximum reduction under this section may not exceed 50 percent of the period of probation or local control post-prison supervision imposed.

(3) A reduction under this section may not be used to shorten the period of probation or local control post-prison supervision to less than six months.

(4)(a) The Department of Corrections shall adopt rules to carry out the provisions of this section.

(b) The supervisory authority shall comply with the rules adopted under this section.

(5) As used in this section[*,*]**:**

(a) "Designated drug-related misdemeanor" has the meaning given that term in ORS 423.478.

(b) "Local control post-prison supervision" means post-prison supervision that is supervised by a local supervisory authority pursuant to ORS 144.101.

SECTION 20. ORS 51.050 is amended to read:

51.050. (1) Except as otherwise provided in this section, in addition to the criminal jurisdiction of justice courts already conferred upon and exercised by them, justice courts have jurisdiction of all offenses committed or triable in their respective counties. The jurisdiction conveyed by this section is concurrent with any jurisdiction that may be exercised by a circuit court or municipal court.

(2) In any justice court that has not become a court of record under ORS 51.025, a defendant charged with a misdemeanor shall be notified immediately after entering a plea of not guilty of the right of the defendant to have the matter transferred to the circuit court for the county where the justice court is located. The election shall be made within 10 days after the plea of not guilty is entered, and the justice shall immediately transfer the case to the appropriate court.

(3) A justice court does not have jurisdiction over the trial of any felony **or a designated drug-related misdemeanor as defined in ORS 423.478**. Except as provided in ORS 51.037, a justice court does not have jurisdiction over offenses created by the charter or ordinance of any city.

SECTION 21. ORS 221.339 is amended to read:

221.339. (1) A municipal court has concurrent jurisdiction with circuit courts and justice courts over all violations committed or triable in the city where the court is located.

(2) Except as provided in subsections (3) and (4) of this section, municipal courts have concurrent jurisdiction with circuit courts and justice courts over misdemeanors committed or triable in the city. Municipal courts may exercise the jurisdiction conveyed by this section without a charter provision or ordinance authorizing that exercise.

(3) Municipal courts have no jurisdiction over felonies **or designated drug-related misdemeanors as defined in ORS 423.478**.

(4) A city may limit the exercise of jurisdiction over misdemeanors by a municipal court under this section by the adoption of a charter provision or ordinance, except that municipal courts must retain concurrent jurisdiction with circuit courts over:

(a) Misdemeanors created by the city's own charter or by ordinances adopted by the city, as provided in ORS 3.132; and

(b) Traffic crimes as defined by ORS 801.545.

(5) Subject to the powers and duties of the Attorney General under ORS 180.060, the city attorney has authority to prosecute a violation of any offense created by statute that is subject to the jurisdiction of a municipal court, including any appeal, if the offense is committed or triable in the city. The prosecution shall be in the name of the state. The city attorney shall have all powers of a district attorney in prosecutions under this subsection.

SECTION 22. ORS 161.615 is amended to read:

161.615. Sentences for misdemeanors shall be for a definite term. The court shall fix the term of imprisonment within the following maximum limitations:

(1) For a Class A misdemeanor, [*1 year*] **364 days**.

(2) For a Class B misdemeanor, 6 months.

(3) For a Class C misdemeanor, 30 days.

(4) For an unclassified misdemeanor, as provided in the statute defining the crime.

SECTION 23. ORS 419C.501 is amended to read:

419C.501. (1) The court shall fix the duration of any disposition made pursuant to this chapter and the duration may be for an indefinite period. Any placement in the legal custody of the Department of Human Services or the Oregon Youth Authority under ORS 419C.478 or placement under the jurisdiction of the Psychiatric Security Review Board under ORS 419C.529 shall be for an indefinite period. However, the period of institutionalization or commitment may not exceed:

(a) The period of time specified in the statute defining the crime for an act that would constitute an unclassified misdemeanor if committed by an adult;

(b) Thirty days for an act that would constitute a Class C misdemeanor if committed by an adult;

(c) Six months for an act that would constitute a Class B misdemeanor if committed by an adult;

(d) [*One year*] **Three hundred sixty-four days** for an act that would constitute a Class A misdemeanor if committed by an adult;

(e) Five years for an act that would constitute a Class C felony if committed by an adult;

(f) Ten years for an act that would constitute a Class B felony if committed by an adult;

(g) Twenty years for an act that would constitute a Class A felony if committed by an adult; and

(h) Life for a young person who was found to have committed an act that, if committed by an adult would constitute murder or any aggravated form of murder under ORS 163.095 or 163.115.

(2) Except as provided in subsection (1)(h) of this section, the period of any disposition may not extend beyond the date on which the young person or youth offender becomes 25 years of age.

SECTION 24. The Oregon Criminal Justice Commission shall study the effect that the reduction of certain unlawful possession of a controlled substance offenses from a felony to a misdemeanor has had on the criminal justice system, rates of recidivism and the composition of the population of persons convicted of felony offenses. The commission shall submit a report detailing the results of the study to the interim committees of the Legislative Assembly related to the judiciary in the manner provided by ORS 192.245 no later than September 15, 2018.

SECTION 25. ORS 161.570 is amended to read:

161.570. (1) As used in this section, "nonperson felony" has the meaning given that term in the rules of the Oregon Criminal Justice Commission.

(2) A district attorney may elect to treat a Class C nonperson felony or a violation of ORS 475.752 [*(3)(a)*] **(7)**, 475.854 **(2)(b)** or 475.874 **(2)(b)** as a Class A misdemeanor. The election must be made by the district attorney orally or in writing at the time of the first appearance of the defendant. If a district attorney elects to treat a Class C felony or a violation of ORS 475.752 [*(3)(a)*] **(7)**,

475.854 **(2)(b)** or 475.874 **(2)(b)** as a Class A misdemeanor under this subsection, the court shall amend the accusatory instrument to reflect the charged offense as a Class A misdemeanor.

(3) If, at some time after the first appearance of a defendant charged with a Class C nonperson felony or a violation of ORS 475.752 [*(3)(a)*] **(7)**, 475.854 **(2)(b)** or 475.874 **(2)(b)**, the district attorney and the defendant agree to treat the charged offense as a Class A misdemeanor, the court may allow the offense to be treated as a Class A misdemeanor by stipulation of the parties.

(4) If a Class C felony or a violation of ORS 475.752 [*(3)(a)*] **(7)**, 475.854 **(2)(b)** or 475.874 **(2)(b)** is treated as a Class A misdemeanor under this section, the court shall clearly denominate the offense as a Class A misdemeanor in any judgment entered in the matter.

(5) If no election or stipulation is made under this section, the case proceeds as a felony.

(6) Before a district attorney may make an election under subsection (2) of this section, the district attorney shall adopt written guidelines for determining when and under what circumstances the election may be made. The district attorney shall apply the guidelines uniformly.

(7) Notwithstanding ORS 161.635, the fine that a court may impose upon conviction of a misdemeanor under this section may not:

(a) Be less than the minimum fine established by ORS 137.286 for a felony; or

(b) Exceed the amount provided in ORS 161.625 for the class of felony receiving Class A misdemeanor treatment.

SECTION 26. Notwithstanding any other provision of law, the General Fund appropriation made to the Oregon Criminal Justice Commission by section 1, chapter _____, Oregon Laws 2017 (Enrolled House Bill 5005), for the biennium beginning July 1, 2017, is increased by $347,351 for the purpose of implementing the provisions of this 2017 Act.

SECTION 27. Notwithstanding any other provision of law, the General Fund appropriation made to the Department of State Police by section 1 (4), chapter _____, Oregon Laws 2017 (Enrolled House Bill 5031), for the biennium beginning July 1, 2017, for administrative services, agency support, criminal justice information services and office of the State Fire Marshal, is increased by $780,418 for the purpose of implementing the provisions of this 2017 Act.

SECTION 28. Notwithstanding any other law limiting expenditures, the limitation on expenditures established by section 2 (4), chapter _____, Oregon Laws 2017 (Enrolled House Bill 5031), for the biennium beginning July 1, 2017, as the maximum limit for payment of expenses from fees, moneys or other revenues, including Miscellaneous Receipts, but excluding lottery funds and federal funds, collected or received by the Department of State Police for administrative services, agency support, criminal justice information services and office of the State Fire Marshal, is increased by $750,000 for the purpose of implementing the provisions of this 2017 Act.

SECTION 29. Notwithstanding any other law limiting expenditures, the limitation on expenditures established by section 2 (1), chapter _____, Oregon Laws 2017 (Enrolled House Bill 5034), for the biennium beginning July 1, 2017, as the maximum limit for payment of expenses from fees, moneys or other revenues, including Miscellaneous Receipts, but excluding lottery funds and federal funds, collected or received by the Department of Public Safety Standards and Training, for operations, is increased by $431,330 for the purpose of implementing the provisions of this 2017 Act.

SECTION 30. (1) The amendments to ORS 475.005, 475.752, 475.824, 475.834, 475.854, 475.874, 475.884 and 475.894 by sections 9 to 16 of this 2017 Act apply to unlawful possession of a controlled substance offenses committed on or after the effective date of this 2017 Act.

(2) The amendments to ORS 161.615 by section 22 of this 2017 Act apply to sentences imposed on or after the effective date of this 2017 Act.

(3) The amendments to ORS 419C.501 by section 23 of this 2017 Act apply to findings that a youth offender is within the jurisdiction of the court under ORS 419C.005 that are made on or after the effective date of this 2017 Act.

SECTION 31. **This 2017 Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this 2017 Act takes effect on its passage.**

Passed by House July 5, 2017

.....
Timothy G. Sekerak, Chief Clerk of House

.....
Tina Kotek, Speaker of House

Passed by Senate July 6, 2017

.....
Peter Courtney, President of Senate

Received by Governor:

.....M.,....., 2017

Approved:

.....M.,....., 2017

.....
Kate Brown, Governor

Filed in Office of Secretary of State:

.....M.,....., 2017

.....
Dennis Richardson, Secretary of State

Acronyms and Definitions

23 CFR	Code of Federal Regulations Title 23 of the CFR is one of fifty titles comprising the United States Code of Federal Regulations (CFR), containing the principal set of rules and regulations issued by federal agencies regarding highways. Part 1300 of 23 CFR is the Uniform Procedures For State Highway Safety Grant Programs
AASHTO	American Association of State Highway and Transportation Officials
ACTS	Alliance for Community Traffic Safety
ACT	Area Commission on Transportation
ADSS	Alcohol and Other Drug Screening Specialists
AGA	Annual Grant Application
AGC	Associated General Contractors
AMHD	Addictions and Mental Health Division
AMR	American Medical Response
ARIDE	Advanced Roadside Impaired Driving Enforcement
ARTS	All Roads Transportation Safety
ATSIP	Association of Transportation Safety Information Professionals
ATV	All-Terrain Vehicles
BAC	Blood Alcohol Concentration
CARS	Crash Analysis Reporting System
CCF	Commission on Children and Families
CDC	Centers for Disease Control and Prevention
CFR	Code of Federal Regulations
CLTSG	County/Local Traffic Safety Group: An advisory or decision body recognized by one or more local governments and tasked with addressing traffic safety within the geographic area including one or more cities.
COIC	Central Oregon Intergovernmental Council
COVID-19	'CO' for 'corona,' 'VI' for 'virus,' and 'D' for disease, -19 discovered in the year 2019
CMV	Commercial Motor Vehicle
CPS	Child Passenger Safety
CPST	Child Passenger Safety Technician
CTSP	Community Traffic Safety Program
CTW	Countermeasures That Work
DAS	Department of Administrative Services
DHS	Oregon Department of Human Services
DMV	Driver and Motor Vehicle Services, Oregon Department of Transportation
DOJ	Department of Justice
DOT	Department of Transportation
DPSST	Department of Public Safety Standards and Training
DRE	Drug Recognition Expert
DUII	Driving Under the Influence of Intoxicants (sometimes DUI is used)
EMS	Emergency Medical Services
EMSIS	Electronic Medical Services Information System
F & A	Fatalities and Serious Injuries
F & I	Fatal and Injury
FARS	Fatality Analysis Reporting System, U.S. Department of Transportation

FAST Act	Fixing America's Surface Transportation Act, (P.L. 114-94), was signed into law by President Obama on December 4, 2015.
FFY/FY	Federal Fiscal Year
FTE	Full-Time Equivalent
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GR	Governor's Representative
GAC-DUII	Governor's Advisory Committee on DUII
GAC-MS	Governor's Advisory Committee on Motorcycle Safety
GHSA	Governors Highway Safety Association
GIS	Geographic Information System
GMSS	Grants Management Solutions Suite, intended by NHTSA to be a comprehensive solution to ultimately automate the entire grant lifecycle application and financial management process of NHTSA grant funds. Over time, GMSS was to replace the current Grants Tracking System (GTS).
GTS	Grants Tracking System
HB	House Bill
HSM	Highway Safety Manual
HSP	Highway Safety Plan, an annual traffic safety plan to meet the requirements of Title 23 CFR Part 1300.
HSIP	Highway Safety Improvement Program
HVE	High Visibility Enforcement
IACP	International Association of Chiefs of Police
ICS	Incident Command System
IID	Ignition Interlock Device
IIHS	Insurance Institute for Highway Safety
IRIS	Integrated Road Information System
LATCH	Lower Anchors and Tethers for Children
LE/LEA	Law Enforcement Agency
LETS	Law Enforcement for Traffic Safety
LSD	Lysergic acid diethylamide, a psychedelic drug
LTSG	Local Traffic Safety Group: An advisory or decision body recognized by a local government and tasked with addressing traffic safety. Limited to one geographic area, and may not include cities or other governmental areas within the boundaries.
MADD	Mothers Against Drunk Driving
MAP-21	Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012.
MCLE	Minimum Continuing Legal Education
MIRE	Model Inventory of Roadway Elements
MPH	Miles Per Hour
MPO	Metropolitan Planning Organization: MPOs are designated by the governor to coordinate transportation planning in an urbanized area of the state. MPOs exist in the Portland, Salem, Eugene-Springfield, and Medford areas.
MS	Motorcycle Safety
MVMT	Million Vehicle Miles Traveled
NEMSIS	National EMS Information System
NHTSA	National Highway Traffic Safety Administration
OAR	Oregon Administrative Rules
OACP	Oregon Association Chiefs of Police

OASIS	Oregon Adjustable Safety Index System
ODAA	Oregon District Attorneys Association
ODE	Oregon Department of Education
ODOT	Oregon Department of Transportation
OHA	Oregon Health Authority
OHSU	Oregon Health and Science University
OJD	Oregon Judicial Department
OJIN	Oregon Judicial Information Network
OLCC	Oregon Liquor and Cannibals Commission (formerly Oregon Liquor Control Commission 8/21)
ORS	Oregon Revised Statute
OSP	Oregon State Police
OSSA	Oregon State Sheriffs' Association
OTC	Oregon Transportation Commission
OTP	Oregon Transportation Plan
OTSC	Oregon Transportation Safety Committee
PAM	Police Allocation Model
PBOT	Portland Bureau of Transportation
PDO	Property Damage Only
PPB	Portland Police Bureau
PP&E	Public Participation and Engagement
PSA	Public Service Announcement
PUC	Oregon Public Utility Commission
RAPID	Reporting and Provider Inspection Database
RUC	Road User Charge
SAE	Society of Automotive Engineers
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCG	Safe Communities Group: A coalition of representatives from private and/or public sector entities who generally use a data driven approach to focus on community safety issues. Includes all age groups and may not be limited to traffic safety issues.
SD	School District
SFST	Standardized Field Sobriety Testing
SHA	State Highway Agency
SHSO	State Highway Safety Office
SHSP	Strategic Highway Safety Plan, also known as TSAP
SJOL	State Judicial Outreach Liaison
SMART	
SMS	Safety Management System or Highway Safety Management System
SPF	Safety Performance Functions
SPIS	Safety Priority Index System
STAC	Safe Travel for All Children
STIP	Statewide Transportation Improvement Program
STSI	State Traffic Safety Information
THC	Specific, Measurable, Achievable, Relevant, and Time-bound
TNTT	Trauma Nurses Talk Tough
TRCC	Traffic Records Coordinating Committee
TRD	Traffic Roadway Division
TSAP	Transportation Safety Action Plan

TSD	Transportation Safety Division, Oregon Department of Transportation
TSO	Transportation Safety Office, On July 1, 2021 TSD was reorganized and joined DMV as a service group.
TSEP	Traffic Safety Enforcement Plan
TSC	Transportation Safety Committee
TSRP	Traffic Safety Resource Prosecutor
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled
WOU	Western Oregon University
“4-E”	Education, Engineering, Enforcement and Emergency Medical Services

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Oregon Fiscal Year: 2026

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, Public Law 109-59, as amended by Sec. 25024, Public Law 117-58;
- 23 CFR part 1300—Uniform Procedures for State Highway Safety Grant Programs;
- 2 CFR part 200—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- 2 CFR part 1201—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
    - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
  (i) the entity in the preceding fiscal year received—
    (I) 80 percent or more of its annual gross revenues in Federal awards;
    (II) $25,000,000 or more in annual gross revenues from Federal awards; and
  (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION
(applies to subrecipients as well as States)

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- *49 CFR part 21* (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- *28 CFR 50.3* (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970,* (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973, (23 U.S.C. 324 et seq.), and Title IX of the Education Amendments of 1972,* as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973,* (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- *The Age Discrimination Act of 1975,* as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38.

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA."

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in § 21.23(b) and (e) of 49 CFR part 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
   "The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) [1] in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
   a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
   b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
    a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
    b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
b. Establishing a drug-free awareness program to inform employees about:
    1. The dangers of drug abuse in the workplace;
    2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
   1. Abide by the terms of the statement;
   2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
   1. Taking appropriate personnel action against such an employee, up to and including termination;
   2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (*e.g.,* "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded,** as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (*https://www.sam.gov/*).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
    a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
    b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
    c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
    d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded,** as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (*https://www.sam.gov/*).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA
(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST
(applies to subrecipients as well as States)

General Requirements

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
    a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
    b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

Disclosure Requirements

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at *www.trafficsafety.org*. The NHTSA website (*www.nhtsa.gov*) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

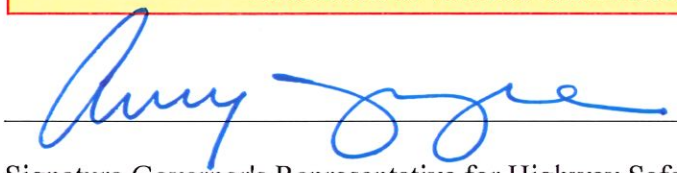
1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and on behalf of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. (23 U.S.C. 402(b)(1)(E))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seat belts by occupants of motor vehicles;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
- Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands

7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

Click here to validate form fields and permit signature



8/28/2025

Signature Governor's Representative for Highway Safety

Date

Amy Joyce, Administrator, Oregon DOT - DMV

Printed name of Governor's Representative for Highway Safety