



Oregon State Police

HB 2046

Patrol Troopers

Presented by: Travis Hampton, Superintendent

Patrol Division

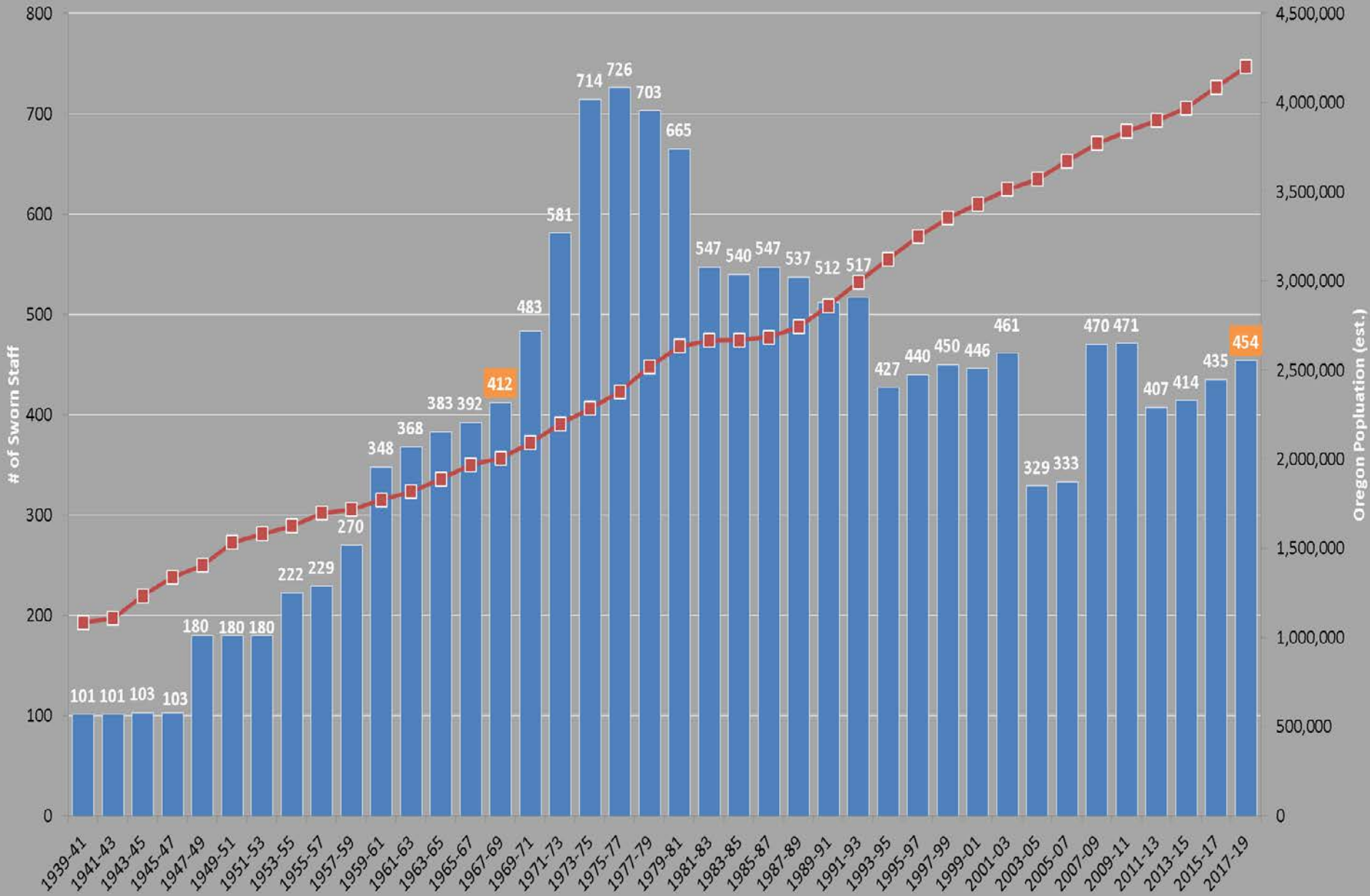
The Patrol Division's primary purpose is to serve as a rural patrol, provide uniform police services on Oregon's transportation system and render assistance to police departments and sheriffs' offices.



"To Provide Premier Public Safety Services"

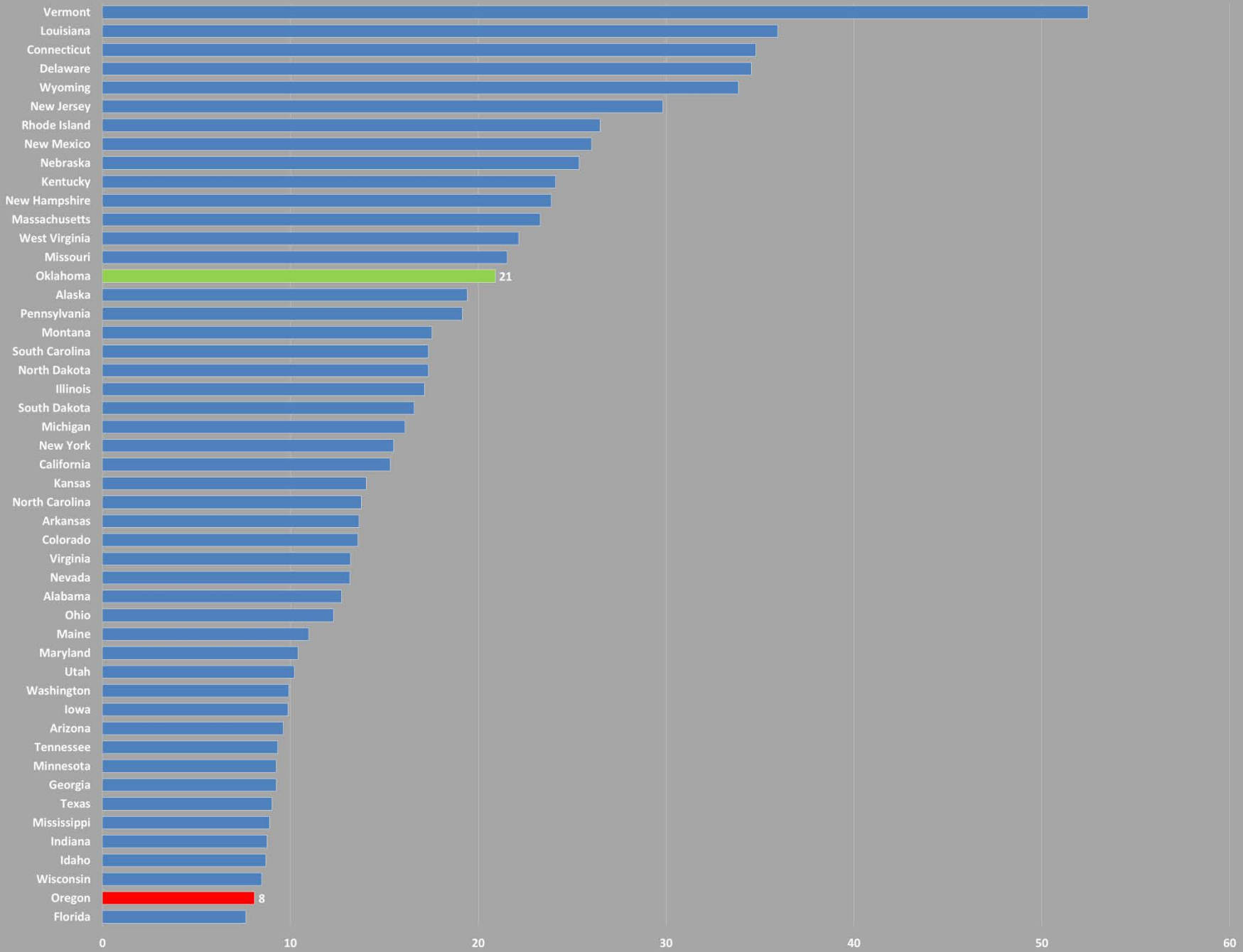
Oregon State Police - Traffic/Patrol Division Sworn Staffing Level History vs. Oregon Population (Legislatively Approved/Budgeted)

■ Sworn Staff
 ■ Oregon Population (est.)



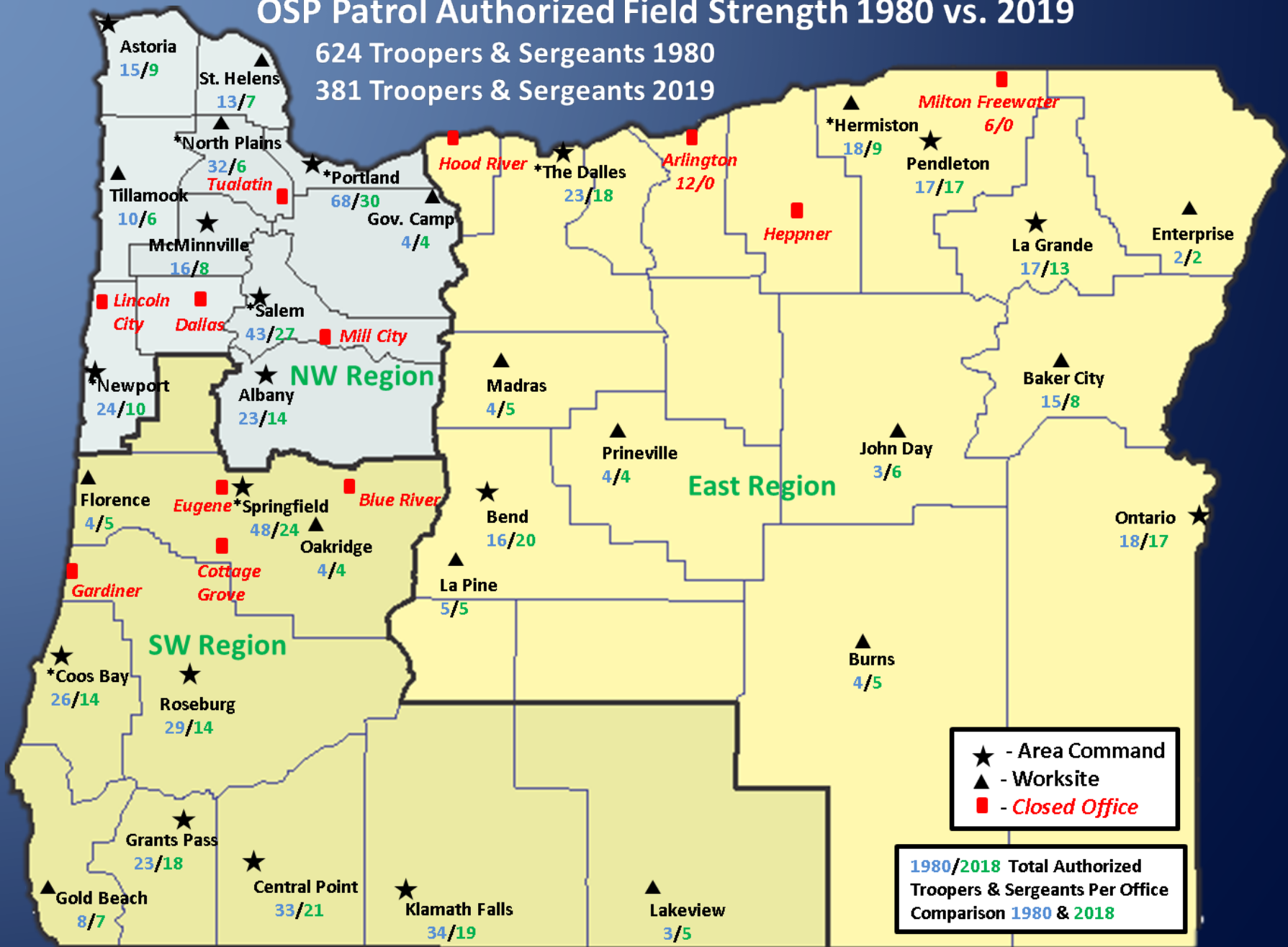
PATROL TROOPERS PER 100,000 POPULATION

2016 POPULATION TOTALS/2016 PATROL TROOPER TOTALS



OSP Patrol Authorized Field Strength 1980 vs. 2019

624 Troopers & Sergeants 1980
381 Troopers & Sergeants 2019

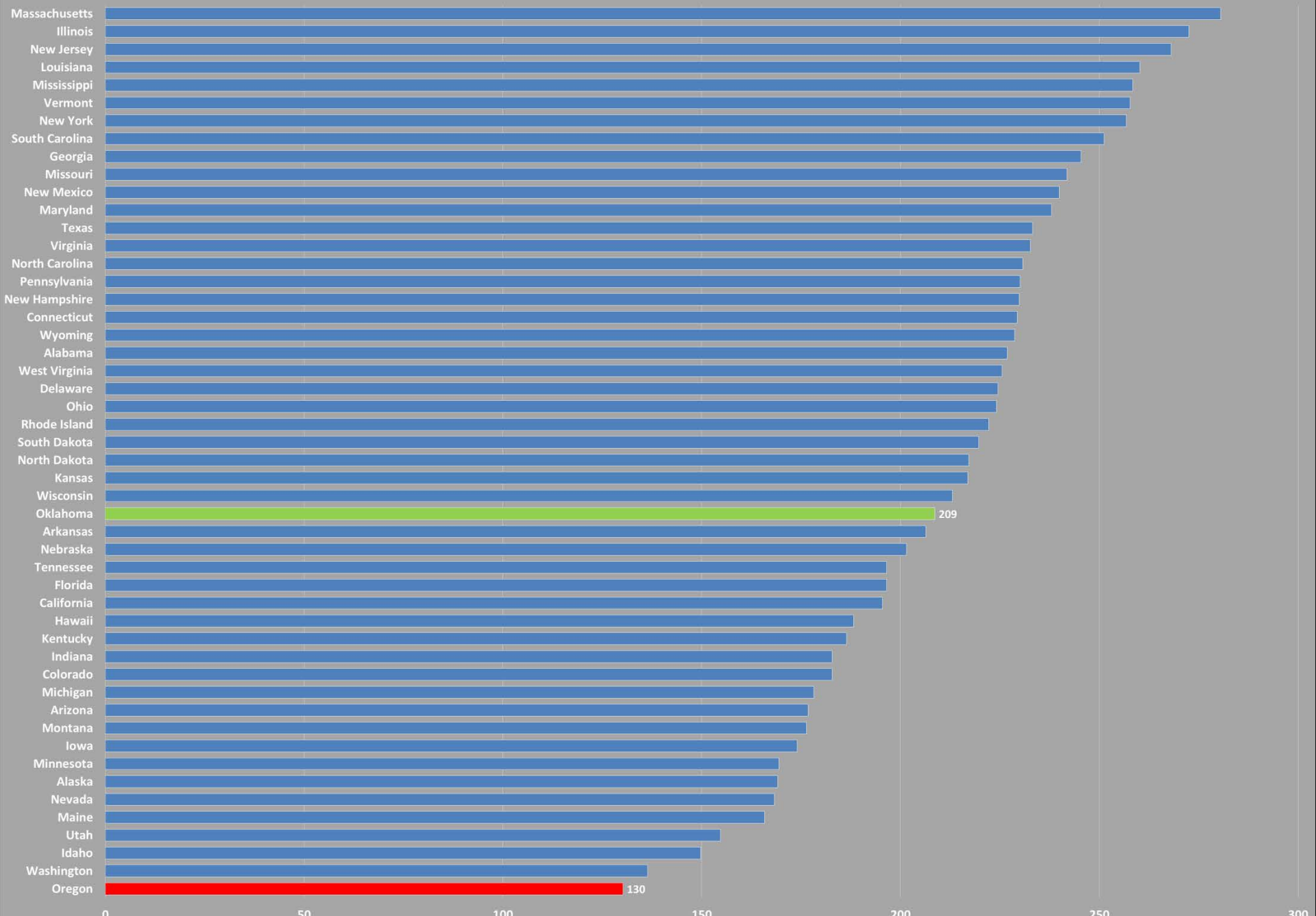


★ - Area Command
▲ - Worksite
■ - Closed Office

1980/2018 Total Authorized Troopers & Sergeants Per Office Comparison 1980 & 2018

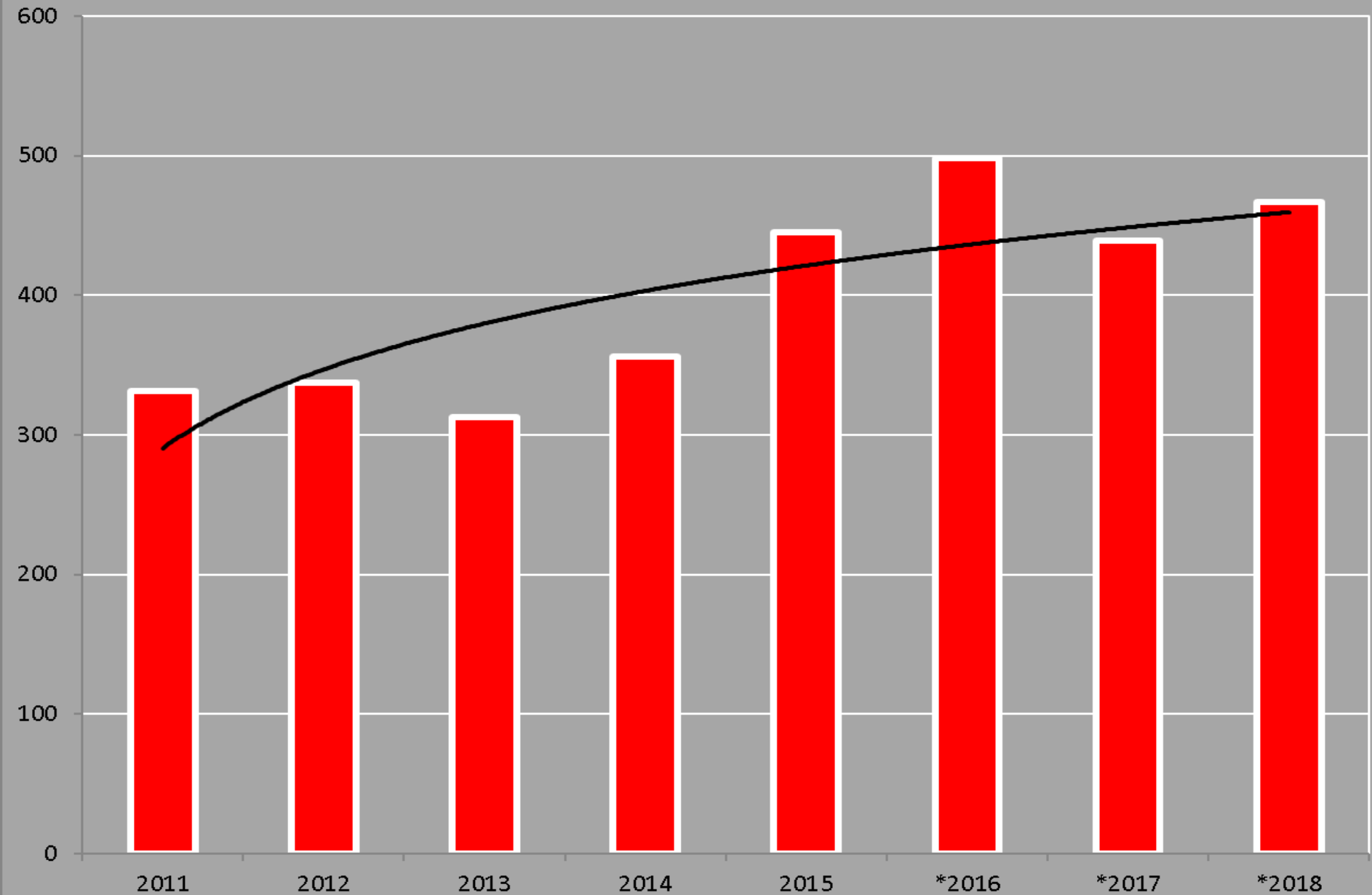
*NEWPORT-Formerly Included Lincoln City; NORTH PLAINS-Formerly Beaverton; THE DALLES-Formerly Included Hood River; SALEM-Formerly Included Dallas & Mill City; SPRINGFIELD-Formerly Included Eugene, Cottage Grove & Blue River; COOS BAY-Formerly Included Gardiner; HERMISTON-Formerly Included Heppner; PORTLAND-Formerly Included Tualatin

2016 City, Sheriff, and State Police / Highway Patrol Officers per 100,000 Population - by State



Fatalities - All Oregon Roadways

■ All Oregon Roadways



Fatal Five

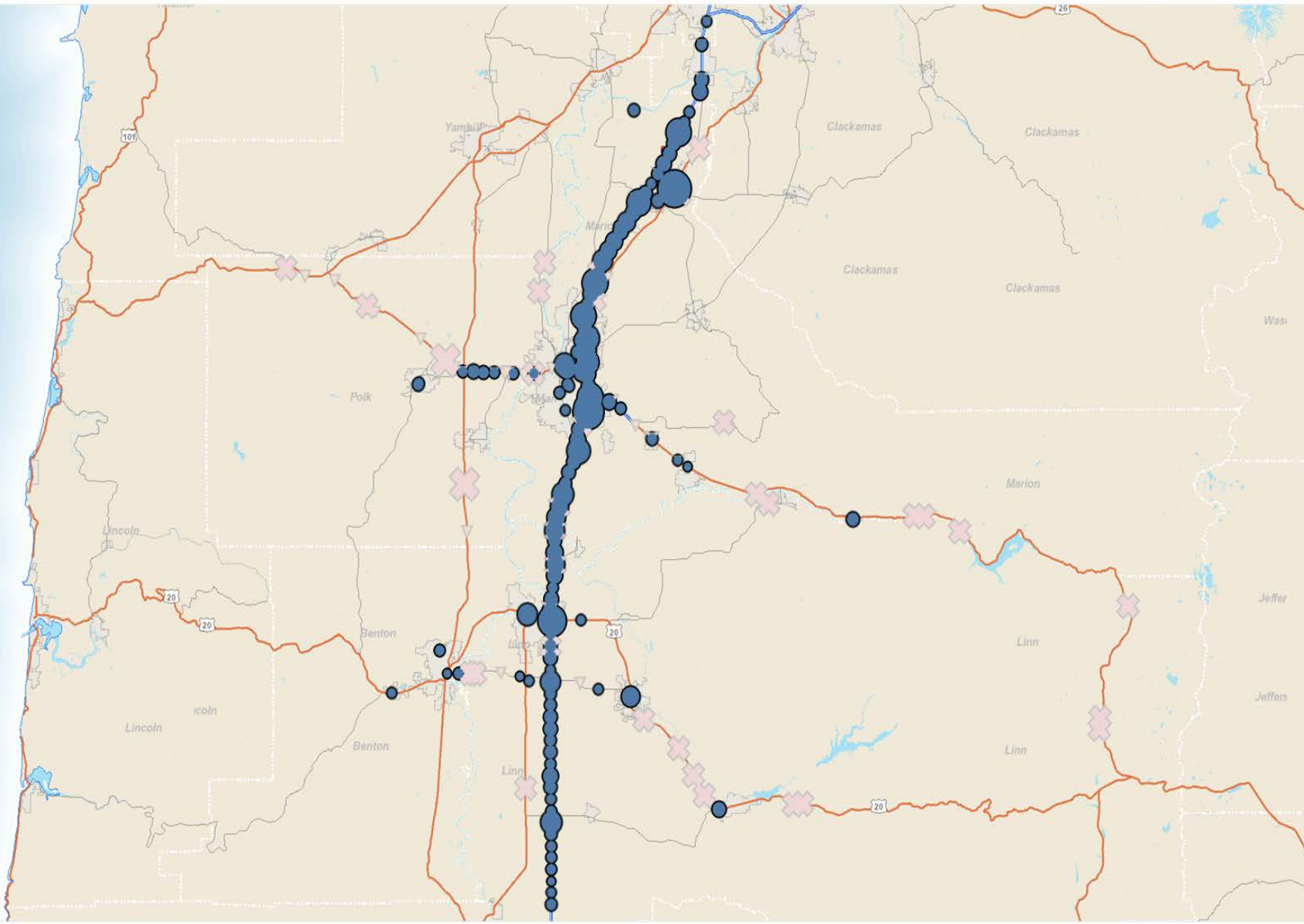
- Speed
- Occupant Safety
- Lane Safety
- Impaired Driving
- Distracted Driving



“To Provide Premier Public Safety Services”

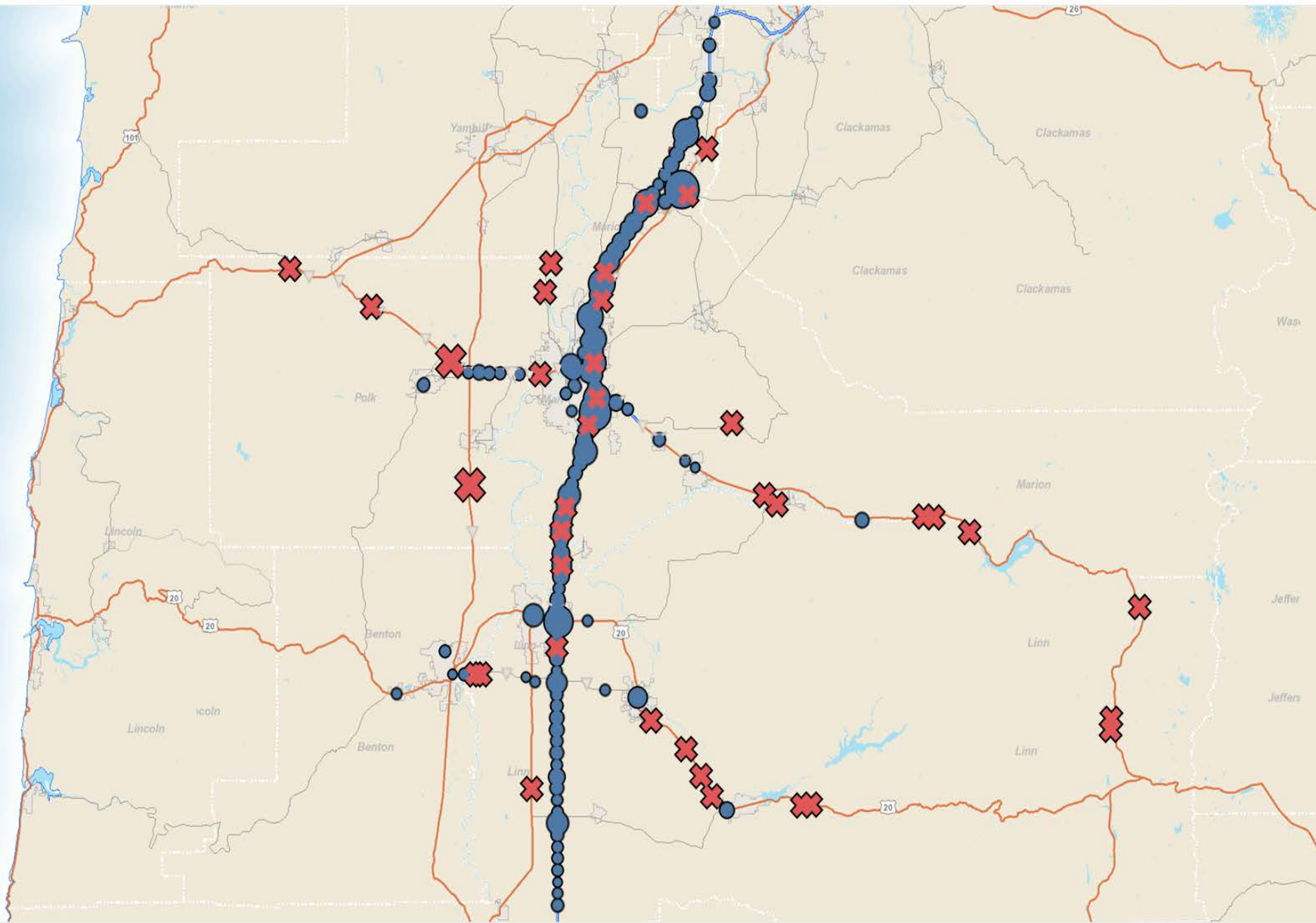
Patrol Division Capacity

Calls for Service – Albany/Salem



Patrol Division Capacity

Fatal Crashes and Calls for Service – Albany/Salem



HB 2046

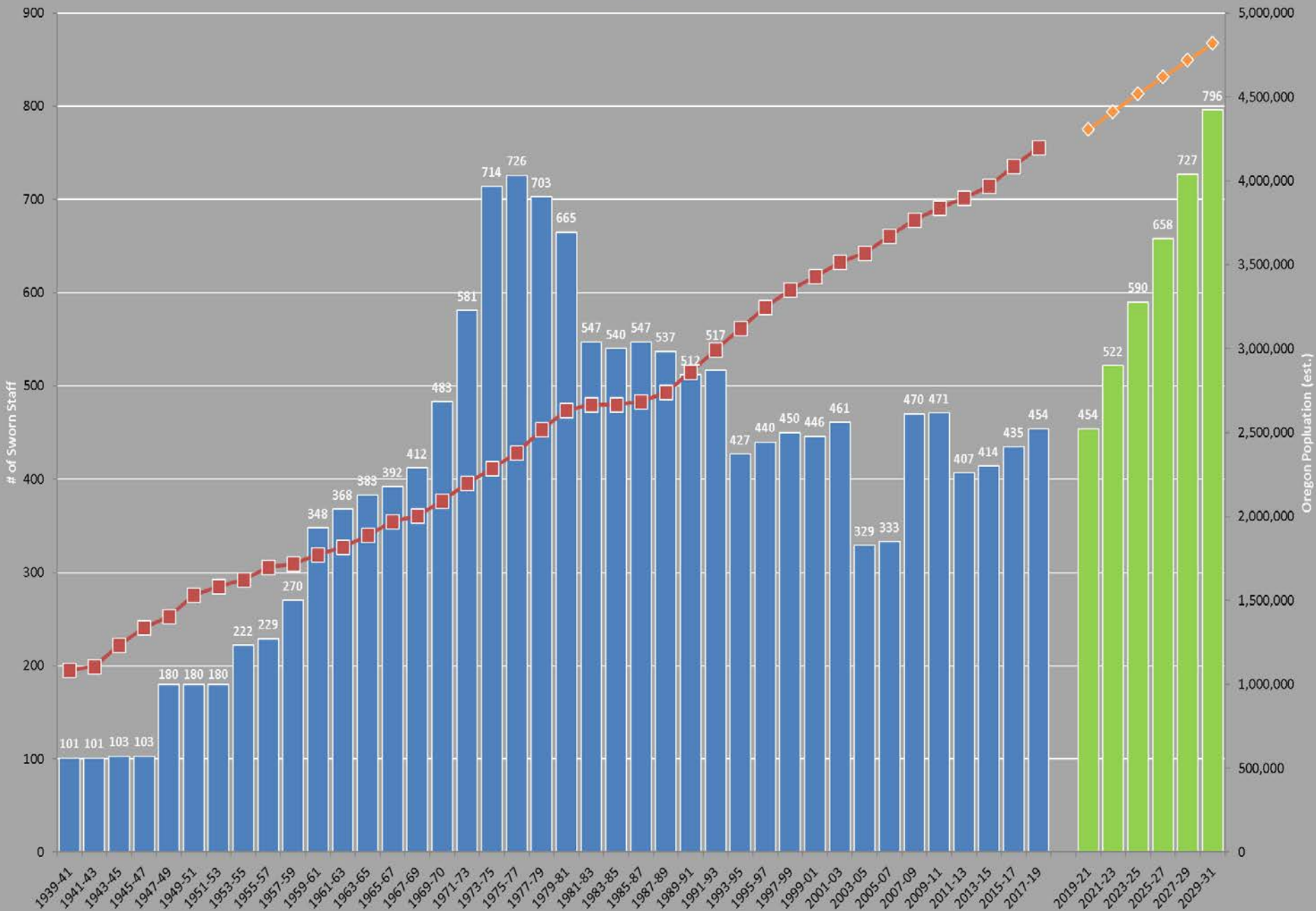
- Ties Patrol Division sworn staffing levels to Oregon's population
- Establishes within ORS 181A.015 a Patrol Division Trooper staffing level of 15 Troopers per 100K Oregon citizens
- Staffing level to be incrementally increased beginning in the 2021-23 biennium, with ratio achieved by January 1, 2030



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Oregon State Police - Patrol Division Proposed Sworn Staffing Level vs. Oregon Population

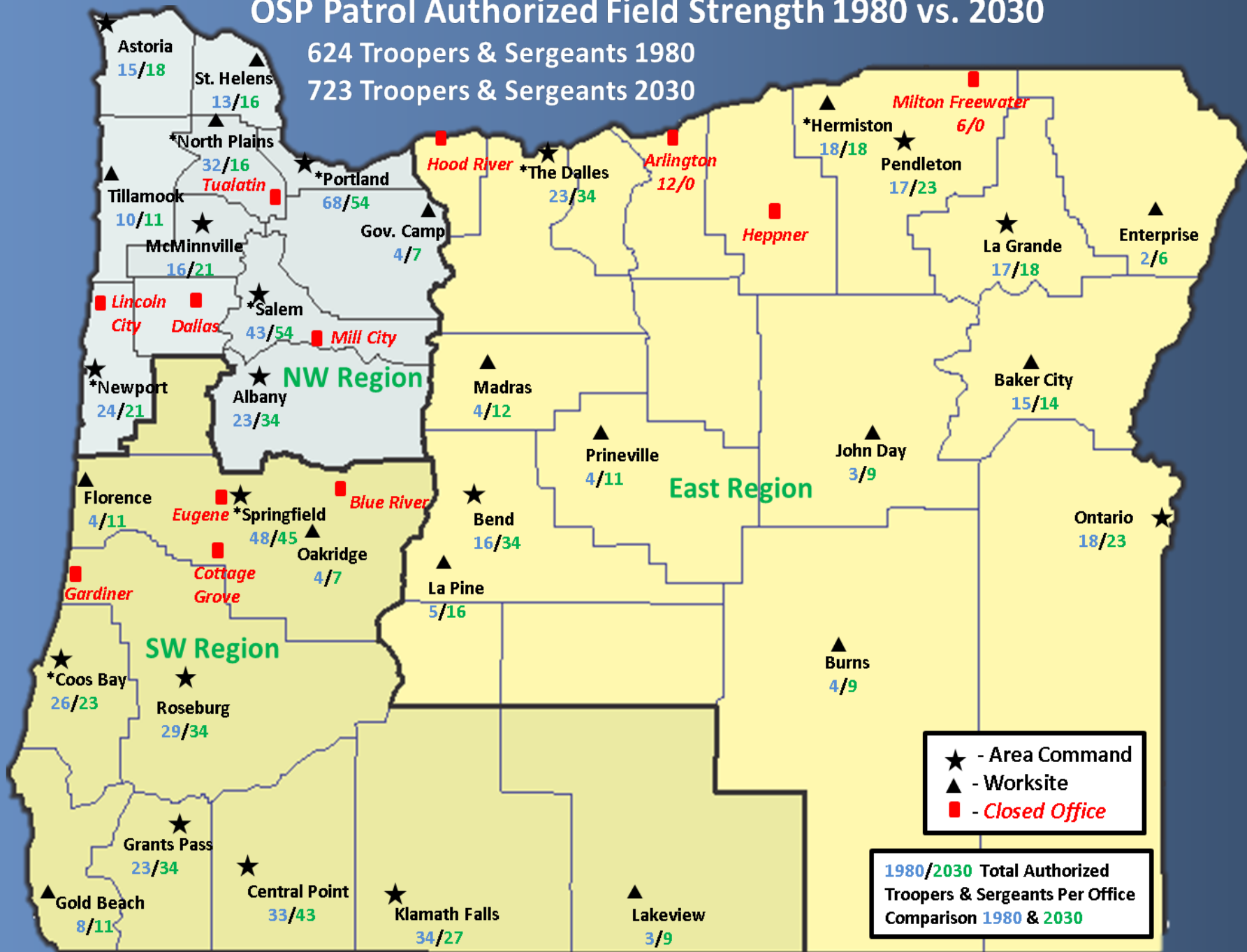
Sworn Staff Oregon Population (est.)



OSP Patrol Authorized Field Strength 1980 vs. 2030

624 Troopers & Sergeants 1980

723 Troopers & Sergeants 2030



★ - Area Command
 ▲ - Worksite
 ■ - Closed Office

1980/2030 Total Authorized Troopers & Sergeants Per Office Comparison 1980 & 2030

*NEWPORT-Formerly Included Lincoln City; NORTH PLAINS-Formerly Beaverton; THE DALLES-Formerly Hood River; SALEM-Formerly Dallas & Mill City; SPRINGFIELD-



SUPPLEMENTAL INFORMATION

Impacts of Low Staffing

- Patrol Division Enforcement Capacity
(Calls for Service Rate vs. Routine Contacts Rate)
- Fatalities in Oregon Fact Sheet
- Impact of Motor Vehicle Crashes
- Economic Cost of Fatalities and Serious Injury Crashes

Benefits of HB 2046

- Forecasted Reduction in Fatalities/Economic Costs
- Summary of Benefits
- Forecasted Operational Outcomes
(Current Trooper Hiring Average vs. HB 2046 Implementation)

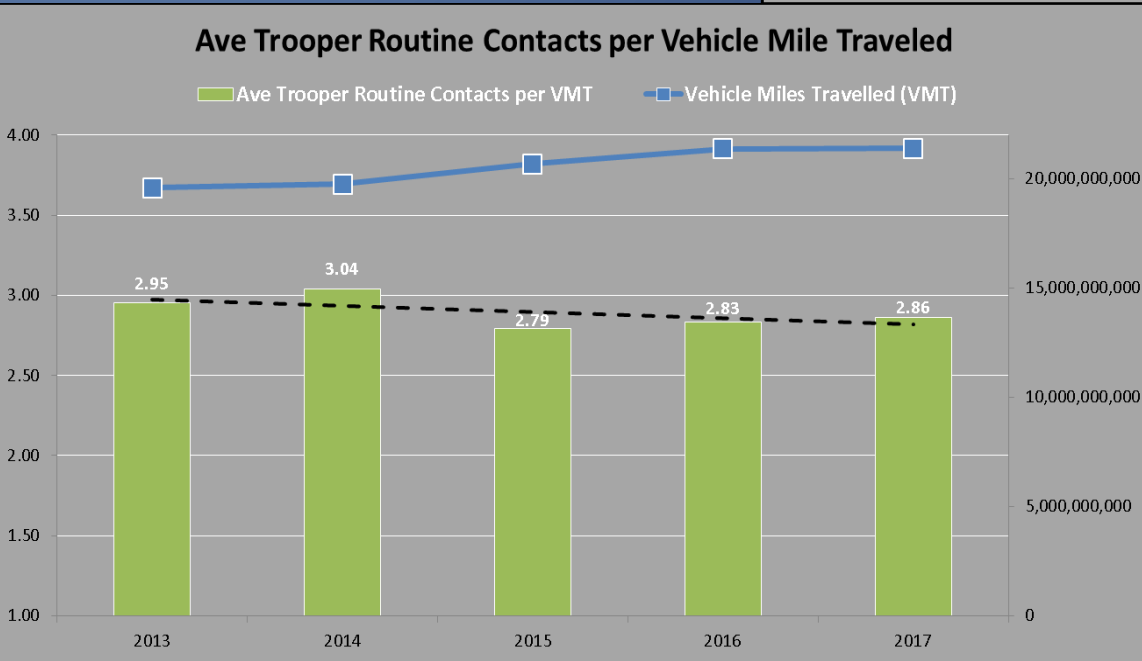
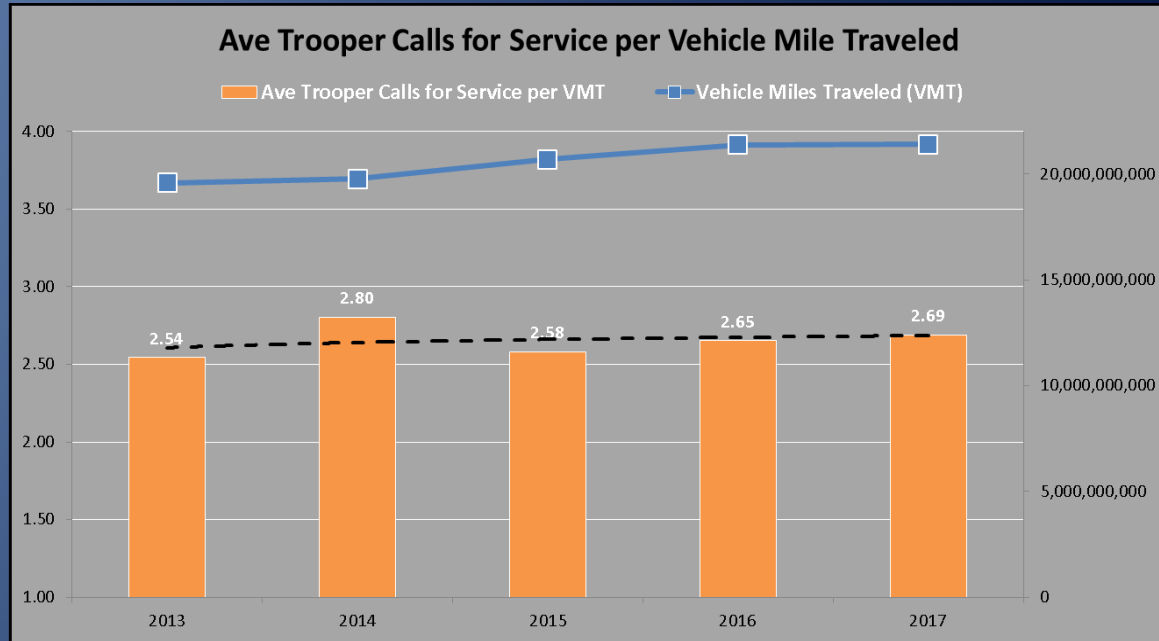
Impacts of Low Staffing



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Patrol Division Capacity

Average Trooper Calls for service per vehicle mile traveled on State-Owned Highways has steadily increased



Average Trooper routine contacts per vehicle mile traveled on State-Owned Highways has steadily decreased (although Troopers are making more routine contacts overall)

Fatalities

- Number 1 cause of death in Oregon for people under age of 24, is motor vehicle accidents (2001 – 2016)
(*US Centers for Disease Control and Prevention, WISQARS fatal injury reports database)
- Oregon's fatality rate per vehicle miles traveled (VMT) has surpassed the national average (2014 – 2016)
- Reducing injuries and fatalities caused by motor vehicle accidents is identified as 1 of 4 top priorities in Oregon Injury Prevention Plan
 - Implement policies via Governor's Advisory Committee on DUII
 - Improved implementation of State's Interlock Program
(*Program will be fully transferred to OSP Patrol Division in July 2019)



"To Provide Premier Public Safety Services"

THE FULL IMPACT OF MOTOR VEHICLE CRASHES

For every 1 person killed in a motor vehicle crash



8 people were hospitalized



99 people were treated and released from emergency departments



Centers for Disease Control and Prevention, 2018

Cost of Fatalities and Serious Injury Crashes

Year	*Fatalities on State Owned Highways	Estimated Costs of Fatalities **(\$1,542,000)	*Serious Injuries on State Owned Highways	Estimated Costs of Serious Injuries **(\$90,000)	Total Economic Cost
2001	288	\$444,096,000	833	\$74,970,000	\$519,066,000
2002	247	\$380,874,000	866	\$77,940,000	\$458,814,000
2003	284	\$437,928,000	849	\$76,410,000	\$514,338,000
2004	260	\$400,920,000	821	\$73,890,000	\$474,810,000
2005	270	\$416,340,000	979	\$88,110,000	\$504,450,000
2006	268	\$413,256,000	964	\$86,760,000	\$500,016,000
2007	232	\$357,744,000	867	\$78,030,000	\$435,774,000
2008	221	\$340,782,000	899	\$80,910,000	\$421,692,000
2009	206	\$317,652,000	552	\$49,680,000	\$367,332,000
2010	190	\$292,980,000	602	\$54,180,000	\$347,160,000
2011	168	\$259,056,000	714	\$64,260,000	\$323,316,000
2012	191	\$294,522,000	743	\$66,870,000	\$361,392,000
2013	169	\$260,598,000	680	\$61,200,000	\$321,798,000
2014	198	\$305,316,000	690	\$62,100,000	\$367,416,000
2015	230	\$354,660,000	759	\$68,310,000	\$422,970,000
2016	288	\$444,096,000	934	\$84,060,000	\$528,156,000
Totals =	3,710	\$5,720,820,000	12,752	\$1,147,680,000	\$6,868,500,000

*Fatality / Serious Injury statistics obtain from ODOT's Transportation and Safety Division

**Cost of fatalities / serious injuries obtain from National Safety Council (last updated in 2015)

Benefits



"To Provide Premier Public Safety Services"

“It is usually impossible to know when
you have prevented an accident.”

Mokokoma Mokhonoana



“To Provide Premier Public Safety Services”

Benefits

- 3,710 fatalities on Oregon's state highways from 2001 - 2016
- Estimated cost of fatalities on State Owned Highways was nearly \$6B (2001-2016)
- A 15 per 100k Trooper ratio would have saved over 900 lives and approximately \$1.4 billion

*ODOT Transportation and Safety Division

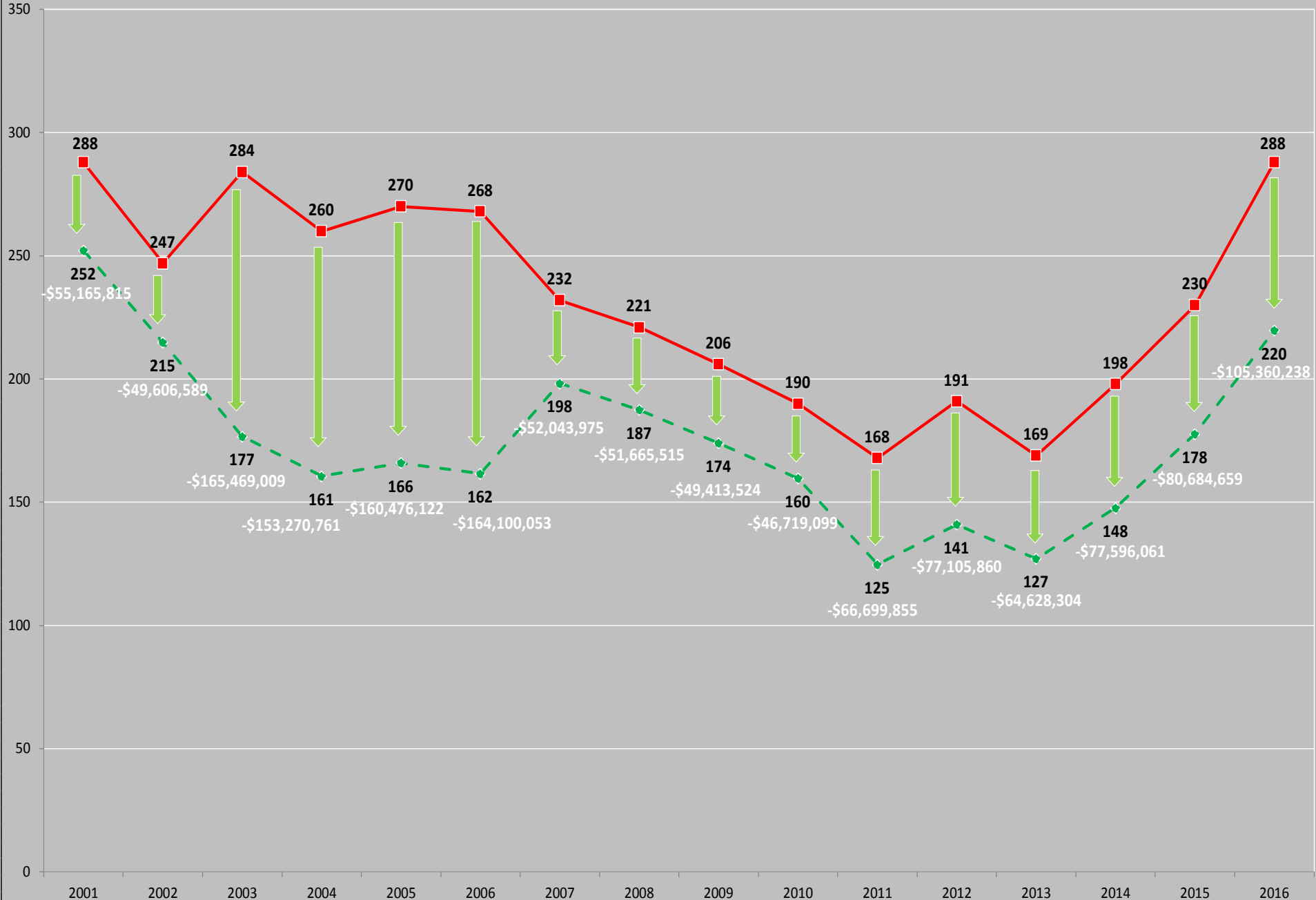
**National Safety Council



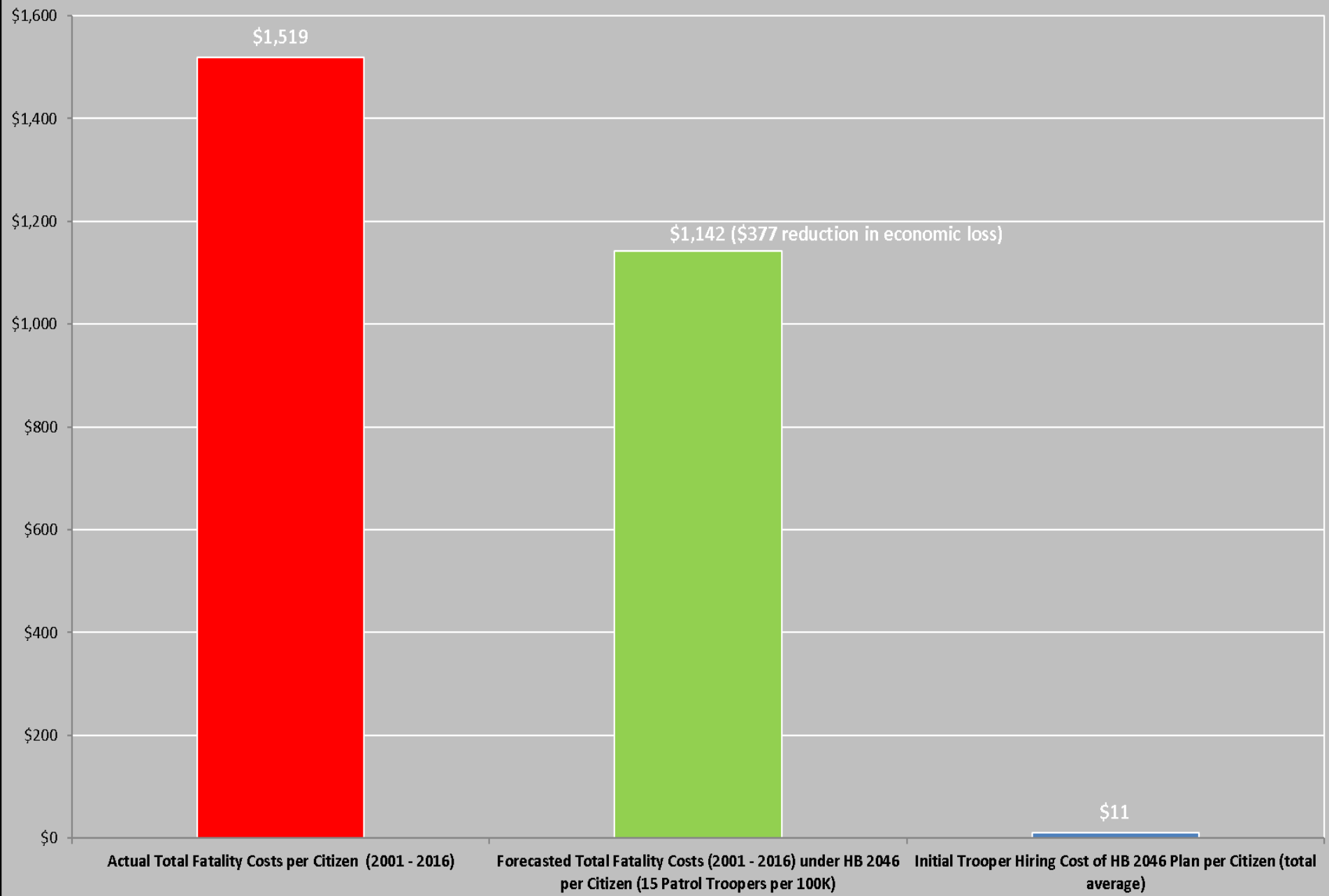
"To Provide Premier Public Safety Services"

Cost of Fatalities on State Owned Highways vs. Forecasted Savings

■ Fatalities on State Owned Highways
 ◆ Forecasted Fatalities (with 15 Patrol Troopers per 100K)



Average Total Cost of Fatalities on State Owned Highways vs. Forecasted Savings per Oregon Citizen



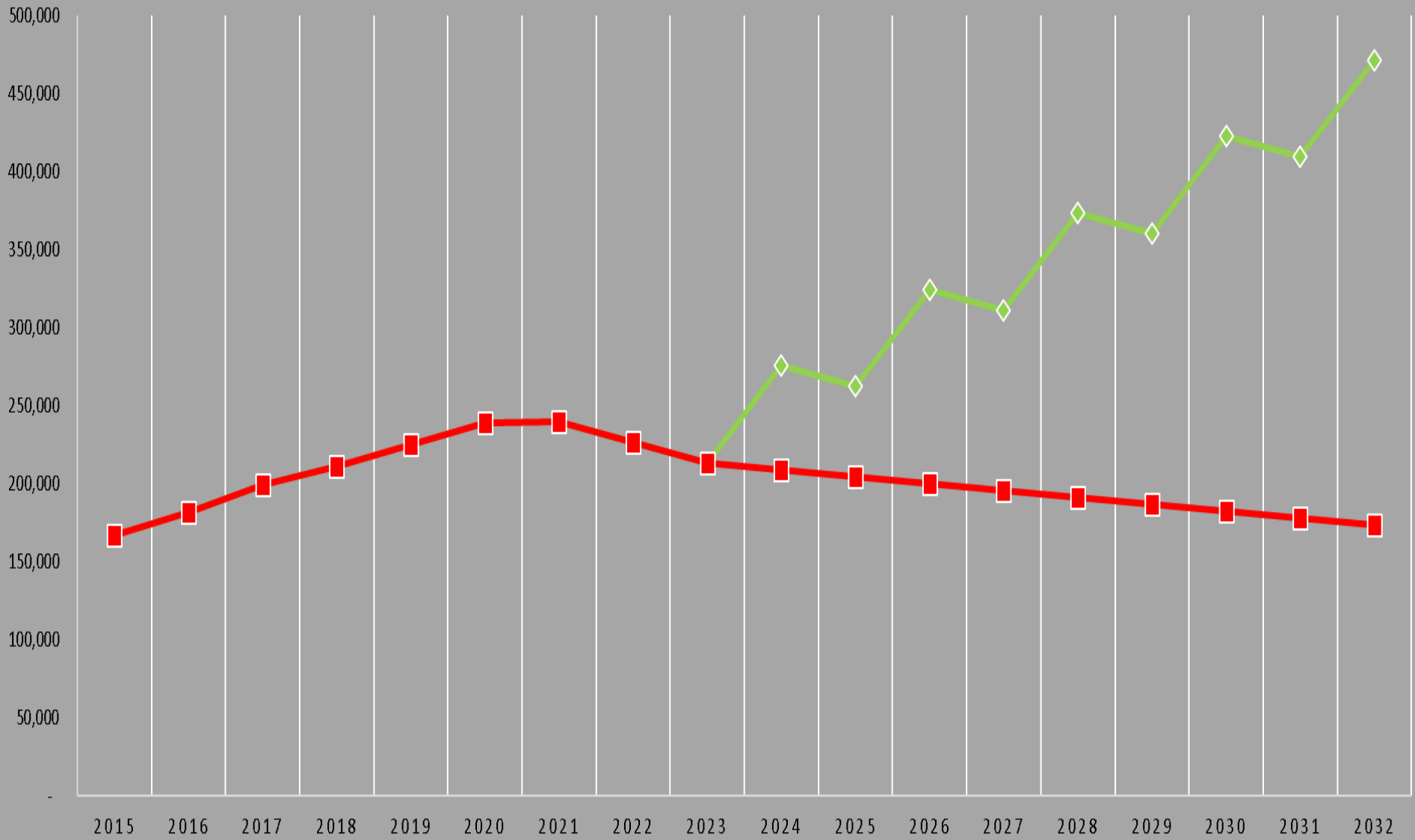
Benefits

- Increased Patrol Coverage Capacity
 - Rural/State Highways
 - More Calls for Service handled
 - Reduced response times
 - Offices on 24-hour coverage
 - Increased Workzone presence
- Increased proactive enforcement (Fatal 5)
 - Impaired enforcement
 - Speeding enforcement
 - Distracted Driving / Lane Safety
- Improved Division Diversity
 - Agency will strive to increase recruiting diversity to better match Oregon's demographics

PATROL TROOPER ROUTINE CONTACTS FORECAST

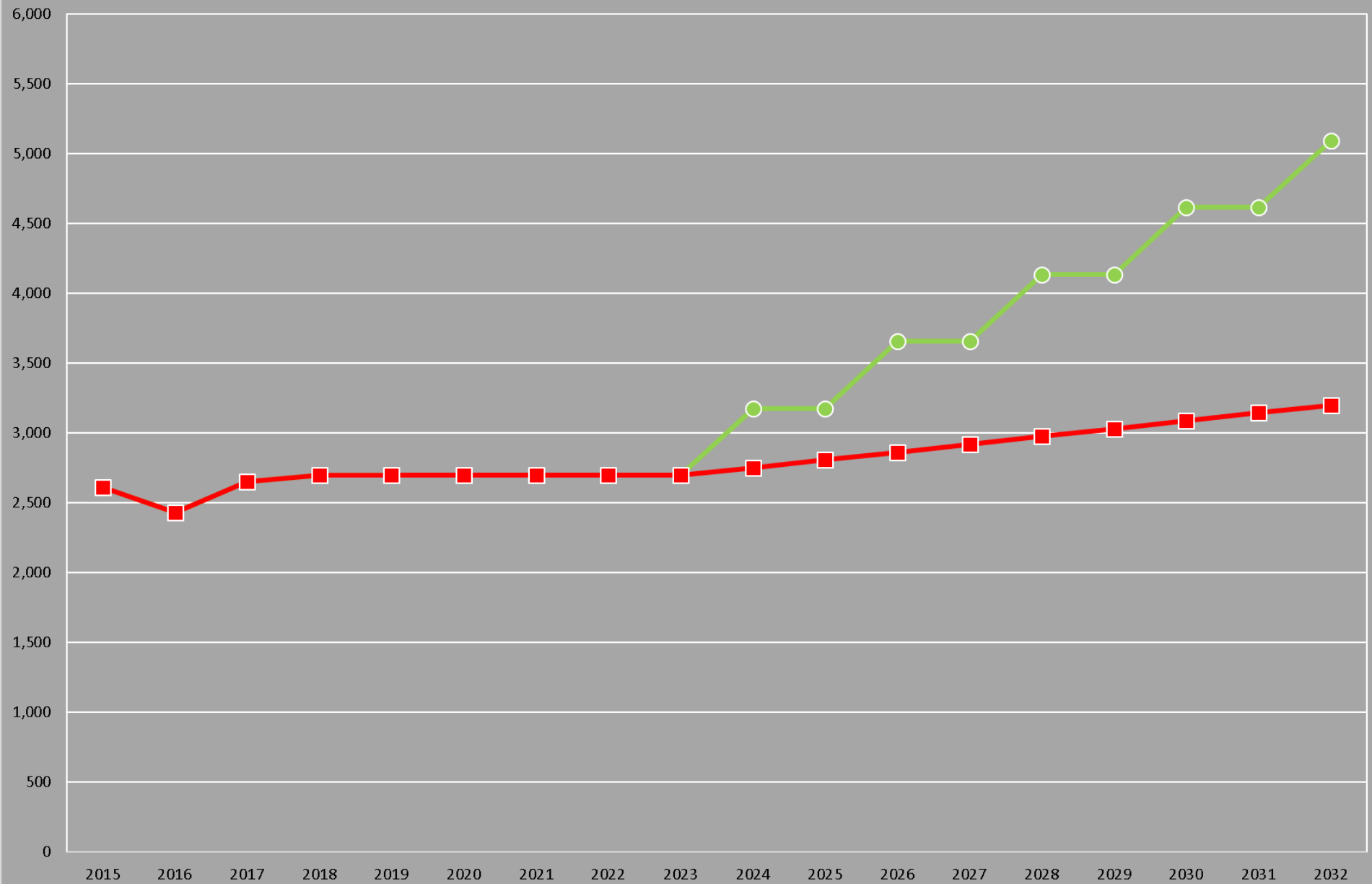
CURRENT HIRING AVERAGE VS. HB 2046 IMPLEMENTATION

◆ Patrol Trooper Routine Contacts (10-Year Plan Increase) ■ Patrol Trooper Routine Contacts (Current Ave Trooper Increase)



PATROL TROOPER IMPAIRED DRIVING STOPS FORECAST CURRENT HIRING AVERAGE VS. HB 2046 IMPLEMENTATION

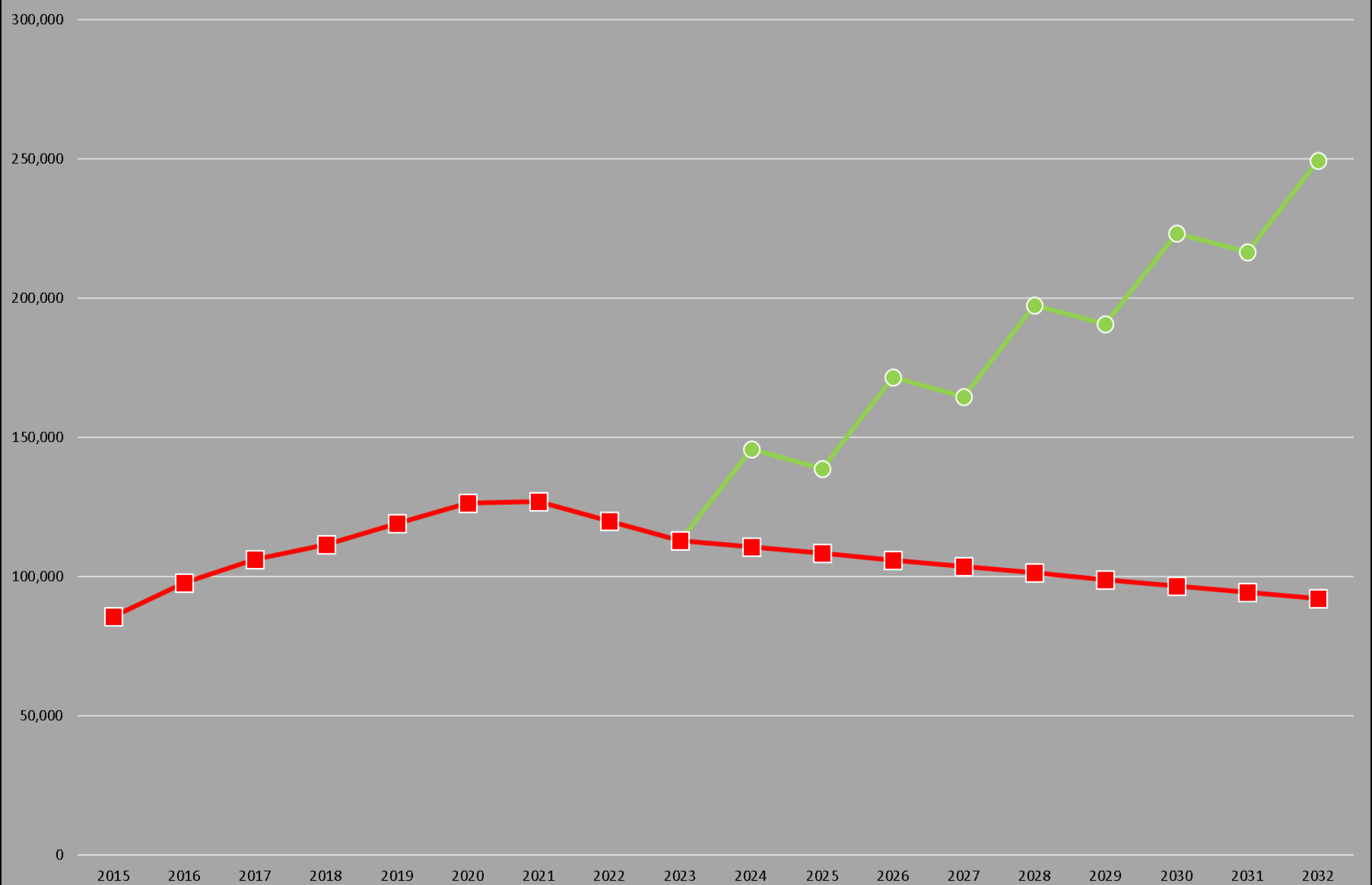
○ # of DUII (10-Year Plan Increase) ■ # of DUII (Current Ave Trooper Increase)



PATROL TROOPER SPEEDING STOPS FORECAST

CURRENT HIRING AVERAGE VS. HB 2046 IMPLEMENTATION

○ # of Speeding (10-Year Plan Increase) ■ # of Speeding (Current Ave Trooper Increase)



PATROL TROOPER LANE SAFETY STOPS FORECAST

CURRENT HIRING AVERAGE VS. HB 2046 IMPLEMENTATION

○ # of Lane Safety (10-Year Plan Increase) ■ # of Lane Safety (Current Ave Trooper Increase)

