



# Oregon

Tina Kotek, Governor

**Oregon State Police**

Headquarters

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Salem, Oregon 97317

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March 4, 2025

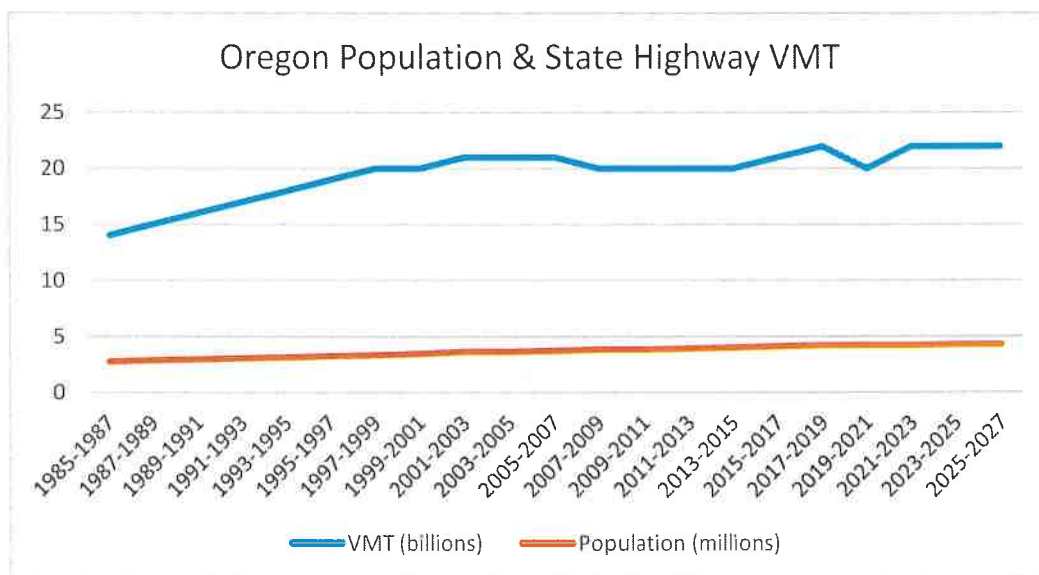
Representative Paul Evans, Co-Chair  
Senator Anthony Broadman, Co-Chair  
Joint Committee on Public Safety  
900 Court St NE  
H-174 State Capitol  
Salem, OR 97301

Members of the Joint Committee on Public Safety,

Below are the questions and responses from the March 3, 2025, Oregon State Police (OSP) House Bill 5029 informational meeting.

**1. What would be the number of troopers today if we maintained the 1985 staffing levels?  
(Representative Evans)**

In the 1985-1987 biennium, OSP was authorized 891 sworn FTE, with 547 sworn FTE assigned to Patrol Division. At the time, Oregon's population was approximately 2.65 million and state highway vehicle miles travelled (VMT) was approximately 13 million.



Source: US Census, ODOT vehicle miles traveled data



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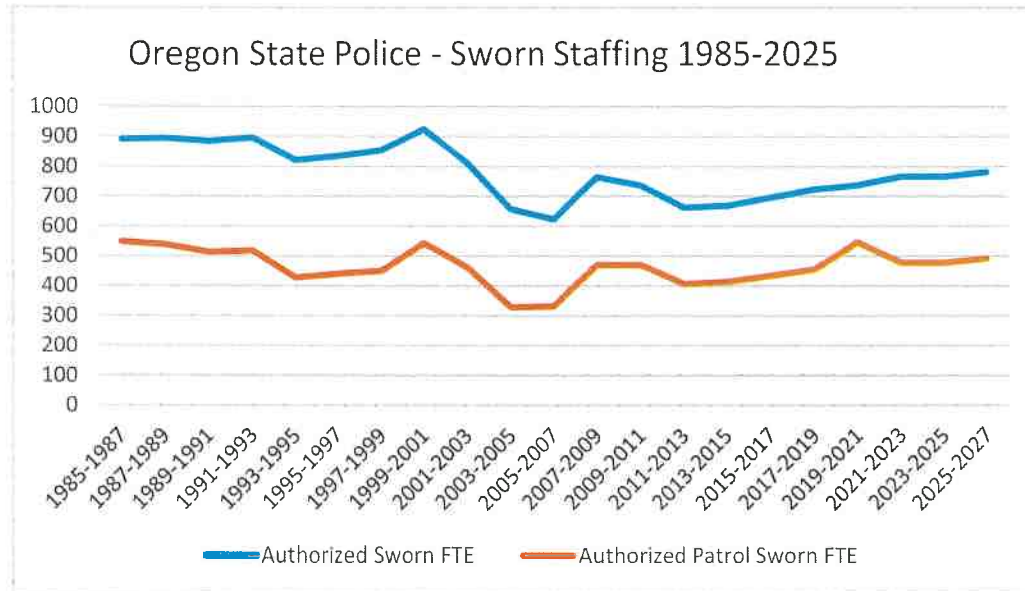
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40 years later, Oregon's population is currently estimated at 4.27 million (61% increase) and state highway VMT is approximately 22 million (70% increase). If OSP sworn staffing was tied to these metrics alone, total sworn staffing would be 1435-1515 FTE with approximately 881- 930 FTE in Patrol Division.

However, OSP continues to evaluate how best to allocate existing resources to meet the current needs of the state. This is further explained below in the other question from Representative Evans concerning mutual aid requests influencing Trooper FTE allocation around the state.

## 2. Challenges in patrol staffing levels and counties without public safety and OSP will help those areas, what are OSPs process for staffing areas throughout the state. (Representative Evans)

Patrol Division allocates Trooper FTE for patrol offices and worksites around the state, using several factors which have varying influence on the overall analysis.

- Higher influence on allocation
  - Calls for service
  - Crashes
  - Highway miles in the patrol zones
- Moderate influence on allocation
  - Duration of incidents – influenced by complexity and response times
  - Percentage of calls or crashes where no Trooper is available
- Lesser influence on allocation
  - Higher frequency of mutual aid requests from local law enforcement



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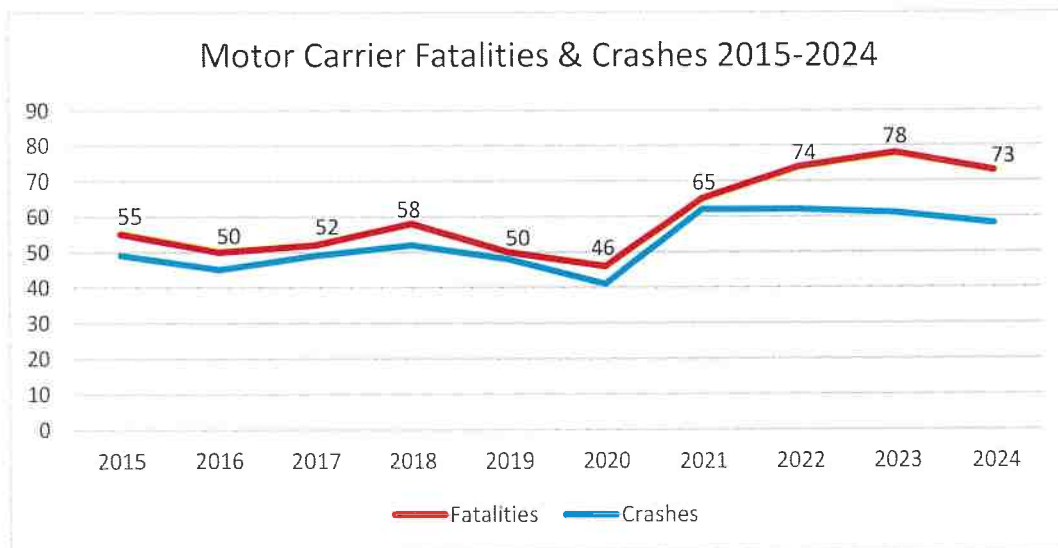
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3. **Travel on I-84 related to commercial vehicle crashes has increased. Do we have data or concerns related to safety, DUII, lack of sleep, etc. including the threat that those vehicles pose to traffic safety. (Representative Helfrich)**

Federal Motor Carrier Safety Administration (FMCSA) data from 2021 shows 83% of fatalities in CMV-involved fatal crashes were not occupants of the CMV, highlighting the size and kinetic energy differences between commercial vehicles and passenger vehicles.



Source: ODOT Motor Carrier Quick Facts



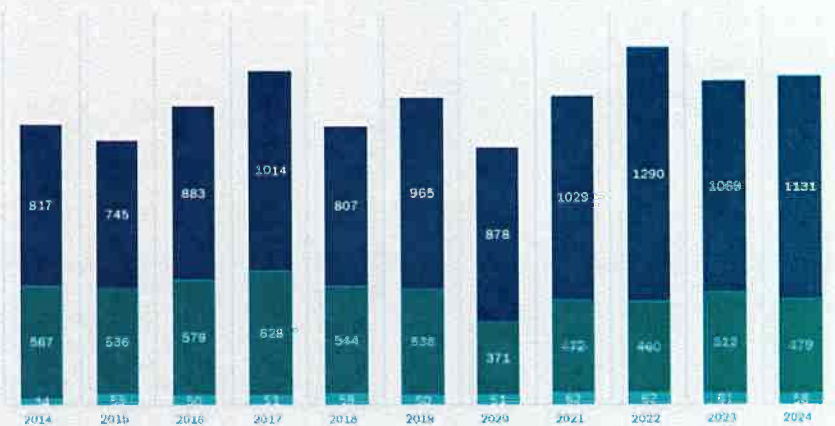
From ODOT Commerce & Compliance, this chart shows yearly CMV-involved crashes by outcome (tow only, injury, fatal):

## Crash Outcomes

Fatal Crash numbers have been steady for the past 4 years with initial CY 2024 number indicating a slight decrease from 61 to 58. The 2024 crash numbers are preliminary and could change as more crash reports are received.

### CRASH OUTCOMES

Fatal CMV Injury Tow Only

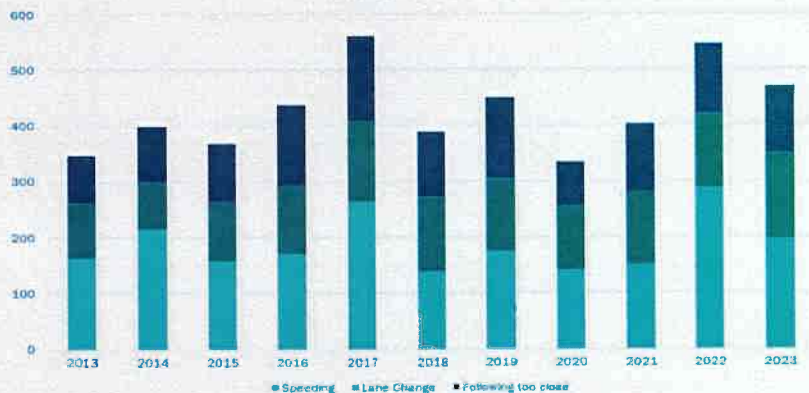


From ODOT Commerce & Compliance, this slide outline the common factors contributing to CMV crashes where the CMV was at fault:

## What do Oregon's Crash Records Show?

Year after year, driver behavior is the leading cause of truck-at-fault crashes in Oregon. The same three behaviors are perennially at the top of the list: speeding, failing to remain in lane, and following too close.

### Truck atfault Crashes

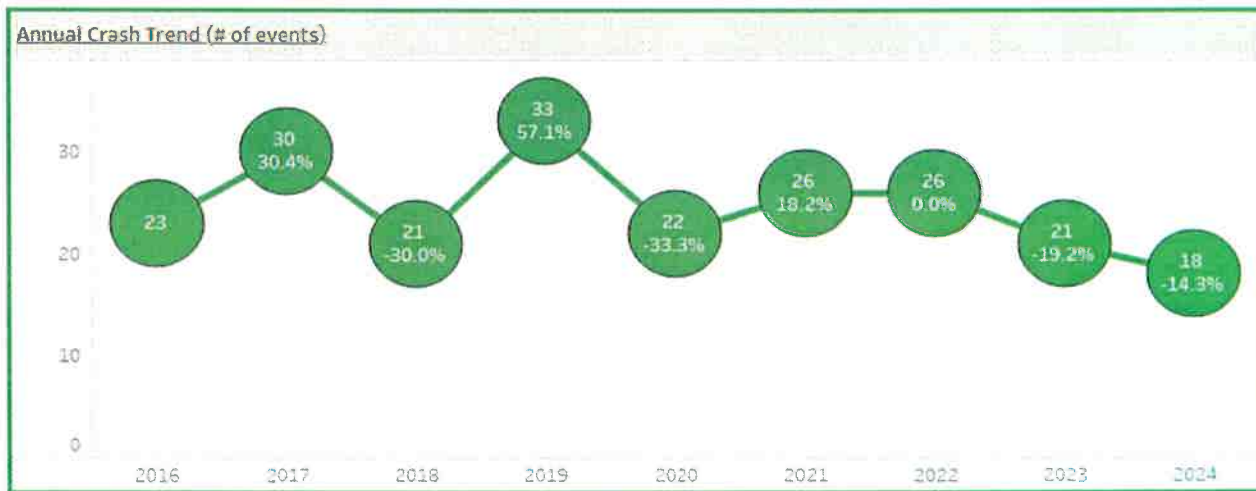




[2023 ODOT Motor Carrier Quick Facts](#) highlights CMV-involved crash data and driver factors. The first Top 10 list addresses driver factors in CMV-involved crashes where the truck driver was at fault. The second Top 10 addresses driver factors in CMV-involved crashes where the passenger vehicle driver was at fault.

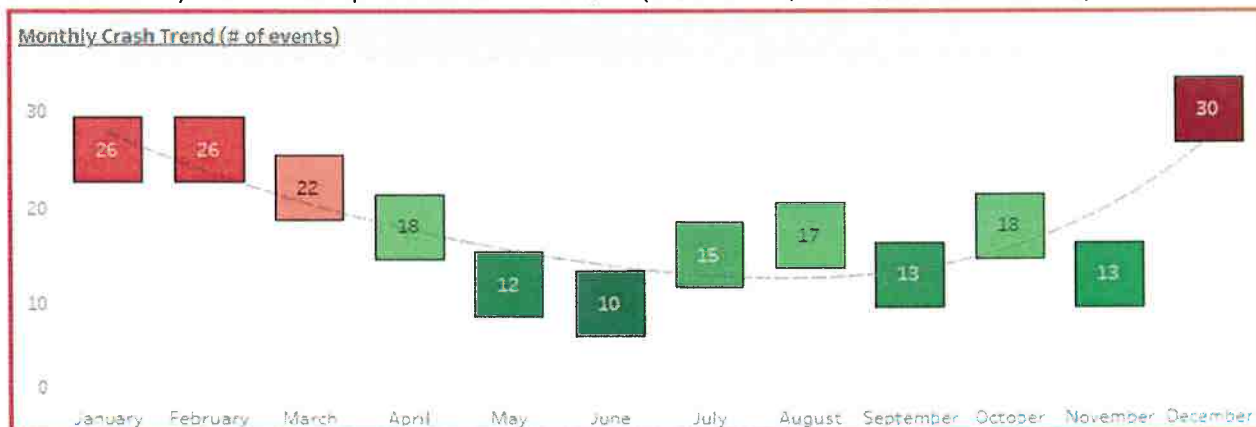
### Interstate 84 Information

CMV crashes by year – OSP patrolled section of I-84 (Multnomah, Hood River & Wasco Co) 2016-2024



Common driver factors for these crashes include speeding/too fast for conditions, improper lane change, following too closely, inattentive, and fatigue. Inclement weather is a significant factor, as you can see below in the monthly distribution of CMV crashes.

CMV crashes by month - OSP patrolled section of I-84 (Multnomah, Hood River & Wasco Co) 2016-2024





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Thank you for your questions, please let us know if there is any additional follow up or questions regarding the topics in this response.

Sincerely,

Casey Coddling, Superintendent

Oregon State Police