Oregon State Police

HB 2046
Patrol Troopers

Presented by: Travis Hampton, Superintendent
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.
Oregon State Police - Traffic/Patrol Division Sworn Staffing Level History vs. Oregon Population (Legislatively Approved/Budgeted)

- Sworn Staff
- Oregon Population (est.)
To Provide Premier Public Safety Services

2016 POPULATION TOTALS/2016 PATROL TROOPER TOTALS

- Vermont
- Louisiana
- Connecticut
- Delaware
- Wyoming
- New Jersey
- Rhode Island
- New Mexico
- Nebraska
- Kentucky
- New Hampshire
- Massachusetts
- West Virginia
- Missouri
- Oklahoma
- Alaska
- Pennsylvania
- Montana
- South Carolina
- North Dakota
- Illinois
- South Dakota
- Michigan
- New York
- California
- Kansas
- North Carolina
- Arkansas
- Colorado
- Virginia
- Nevada
- Alabama
- Ohio
- Maine
- Maryland
- Utah
- Washington
- Iowa
- Arizona
- Tennessee
- Minnesota
- Georgia
- Texas
- Mississippi
- Indiana
- Idaho
- Wisconsin
- Oregon
- Florida

Oklahoma: 21
Florida: 8
Fatal Five

- **Speed**
- **Occupant Safety**
- **Lane Safety**
- **Impaired Driving**
- **Distracted Driving**
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
Oregon State Police - Patrol Division Proposed Sworn Staffing Level vs. Oregon Population

- **Sworn Staff**
- **Oregon Population (est.)**
**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
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)
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

<table>
<thead>
<tr>
<th>Year</th>
<th><em>Fatalities on State Owned Highways</em></th>
<th>Estimated Costs of Fatalities <strong>($1,542,000)</strong></th>
<th><em>Serious Injuries on State Owned Highways</em></th>
<th>Estimated Costs of Serious Injuries <strong>($90,000)</strong></th>
<th>Total Economic Cost</th>
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<tr>
<td>2001</td>
<td>288</td>
<td>$444,096,000</td>
<td>833</td>
<td>$74,970,000</td>
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<td>2002</td>
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<td>2005</td>
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<td>$416,340,000</td>
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<td>2006</td>
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<td>2007</td>
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<td>602</td>
<td>$54,180,000</td>
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<td>$259,056,000</td>
<td>714</td>
<td>$64,260,000</td>
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<td>2012</td>
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<td>2013</td>
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<td>$260,598,000</td>
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<td>2014</td>
<td>198</td>
<td>$305,316,000</td>
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<td>$62,100,000</td>
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<td>2015</td>
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<td>$354,660,000</td>
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<td><strong>$5,720,820,000</strong></td>
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<td><strong>$1,147,680,000</strong></td>
<td><strong>$6,868,500,000</strong></td>
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*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
“It is usually impossible to know when you have prevented an accident.”
Mokokoma Mokhonoana
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
Cost of Fatalities on State Owned Highways vs. Forecasted Savings

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatalities</th>
<th>Forecasted</th>
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<td>247</td>
<td>$141</td>
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<tr>
<td>2016</td>
<td>252</td>
<td>$127</td>
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</table>
Average Total Cost of Fatalities on State Owned Highways vs. Forecasted Savings per Oregon Citizen

- Actual Total Fatality Costs per Citizen (2001 - 2016): $1,519
- Forecasted Total Fatality Costs (2001 - 2016) under HB 2046: $1,142 ($377 reduction in economic loss)
- Initial Trooper Hiring Cost of HB 2046 Plan per Citizen (total average): $11
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 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)