



OREGON

Commercial Vehicle Safety Plan

Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program

**Fiscal Years 2021 - 2023
Annual Update FY 2023**

Date of Approval: June 09, 2023

FINAL CVSP



**U.S. Department of Transportation
Federal Motor Carrier Safety Administration**

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to help reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CMV safety programs.

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.209, 350.211 and 350.213](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan or annual update each year to receive MCSAP funds.

The online CVSP tool (eCVSP) outlines the State's CMV safety objectives, strategies, activities and performance measures and is organized into the following five parts:

- Part 1: MCSAP Overview (FY 2021 - 2023)
- Part 2: Crash Reduction and National Program Elements (FY 2021 - 2023)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2021 - 2023)
- Part 4: Financial Information (FY 2023)
- Part 5: Certifications and Documents (FY 2023)

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit a 3-year plan or an Annual Update to a 3-year plan. As used within the eCVSP, the term 'State' means all the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

REMINDERS FOR FY 2023:

Multi-Year plans—All States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

Annual Updates for Multi-Year plans—States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will review the project plan submitted the previous year and indicate any updates for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If Yes is indicated selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. (Note: Trend Analysis information that supports your current activities is not editable.) Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "No" is selected, then no information in this section will be editable and the user should move forward to the next section.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2022 plans. States must carefully review and update this information to reflect FY 2023 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information that is added should detail major programmatic changes. Do not include minor modifications that reflect normal business operations (e.g., personnel changes).
- Add any updates to the narrative areas and indicate changes by preceding it with a heading (e.g., FY 2023 update). Include descriptions of the changes to your program, including how data tables were modified.
- The Trend Analysis areas in each section are only open for editing in Year 1 of a three-year plan. This data is not editable in Years 2 and 3.

Personally Identifiable Information - PII is information which, on its own or matched with other data, would permit identification of an individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational

records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

States are reminded **not** to include any PII in their CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Part 1 Section 2 - Mission/Goal Statement

Please review the description of your State's lead CMV agency's goals or mission. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

Briefly describe the mission or goal of the lead State commercial motor vehicle safety agency responsible for administering this Commercial Vehicle Safety Plan (CVSP) throughout the State.

NOTE: Please do not include information on any other FMCSA grant activities or expenses in the CVSP.

Mission Statement: The Oregon Department of Transportation provides a safe and reliable multimodal transportation system that connects people and helps Oregon's communities and economy to thrive.

Goal Statement: The goal of the Oregon Department of Transportation is to reduce truck and bus crashes by deploying a multi-faceted program of driver/vehicle inspections, traffic enforcement, compliance reviews, public education and awareness campaigns, data collection, and other safety related activities.

Part 1 Section 3 - MCSAP Structure Explanation

Please review your State's CMV enforcement program description. You must answer the questions about your grant activities. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

Answer the questions about your CVSP activities and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	Question
<input type="radio"/>	<input checked="" type="radio"/>	Are there initiatives involving "rural roads" included in this CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State voluntarily submit an annual Training Plan to the National Training Center (NTC)?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State include activities regarding Migrant Worker Transportation in Rural Areas in this CVSP?

The Commerce and Compliance Division (CCD) of the Oregon Department of Transportation (ODOT) is responsible for Oregon's Commercial Motor Vehicle (CMV) Safety Program. Oregon deploys a multi-faceted program of driver/vehicle inspections, traffic enforcement, compliance reviews, public education and awareness campaigns, data collection, and other safety related activities all aimed at reducing truck and bus crashes in Oregon.

CCD employs 31 Safety Compliance Specialists and 75 Motor Carrier Enforcement Officers. Safety Compliance Specialists are State Safety Investigators. Their primary job functions are to conduct motor carrier safety compliance reviews and truck/bus inspections. They are Level I certified truck inspectors and receive Hazardous Materials training. The primary duty of the Motor Carrier Enforcement Officers is to enforce CMV size and weight laws. However, these officers also maintain truck inspection certification to use along with their size and weight enforcement functions as they have prime opportunities to identify and inspect unsafe drivers and vehicles. Additionally, law enforcement agencies participate as partners in Oregon's MCSAP program. Officers assigned to this duty also receive inspection training and certification. Other key features of the state's crash reduction efforts:

ODOT prioritizes passenger carrier safety and has been innovative in conducting inspections while conforming to the Congressional prohibition against inspecting at scales along bus routes. Although Oregon has limited destination locations, ODOT staff do focus on...

- Periodic checks on river rafting operations transporting customers.
- In-season inspections of buses transporting skiers to and from resorts.
- Regular inspections of motor coaches at carrier terminals.

We are also exploring the feasibility of conducting a joint operation with the FMCSA to inspect buses transporting passengers from cruise ships.

- Oregon has three major freight routes that travel through both densely populated areas (primarily in the I-5 corridor) and rural areas (found in the I-84 and US-97 corridors). Many of Oregon's truck scales/inspection facilities are located in rural areas. In addition to scale facilities that are primarily staffed with ODOT personnel, the highways and other roadways are patrolled by Oregon State Police and various county sheriff and city police department partners. Oregon continues to utilize law enforcement agencies to conduct on-highway commercial motor vehicle/driver inspections in conjunction with traffic enforcement. Law enforcement agencies participate in the Ticketing Aggressive Cars and Trucks (TACT) campaign
- Oregon has a Safety Compliance Review Program utilizing AIM software. Data from all safety compliance reviews conducted by Compliance Specialists are uploaded to the Motor Carrier Management Information Systems (MCMIS). Interstate carriers receive a federal safety rating and intrastate carriers receive a state safety rating.

- Through ODOT's Hazardous Material Program, ODOT Compliance Specialists are trained to and routinely conduct HM security contact reviews in conjunction with compliance reviews. They also provide HM classes to inspectors. All HM compliance reviews result in a safety fitness rating. Hazardous Materials shipper reviews and audits of motor carrier docks are also conducted to determine compliance with the HM regulations by HM shippers.
- In a continuing effort to improve public safety, the Commerce and Compliance Division maintains a toll-free Hotline and online incident form. This allows the public to report unsafe operation and actions by motor carriers and their drivers.
- Oregon offers the web site OregonTruckingOnline.com to motor carriers. This site also allows motor carriers to review their own Oregon safety data and inspection records, as well as to conduct business and complete many state required reports online.
- In Oregon, inspection personnel and Compliance Specialists verify CDL status either through the Law Enforcement Data System, Commercial Driver License Information System, and/or Oregon DMV Mainframe. The latter is utilized for both in-state and out-of-state drivers who may have outstanding suspensions in Oregon. All CDL drivers are checked using the Problem Driver Pointer System via the National Driver Register.
- On an annual basis, through administrative rulemaking, the CCD re-adopts the North American Standard Out-Of-Service Criteria (Part I Driver, Part II Vehicle, Part III Hazardous Materials, and Part IV Administrative). Oregon Administrative Rules clearly state that "Drivers found to be disqualified in this State or any other jurisdiction, as specified in 49 CFR, Part 391.15 will be placed out-of-service until requalification is established.
- CCD works closely with ODOT's Transportation Safety Division to create public education and awareness campaigns employing various brochures and public service announcements. These efforts are directed at both CMV and non-CMV drivers. CCD staff participate in developing the State's Transportation Safety Action Plan (TSAP), also known as the State's Strategic Highway Safety Plan (SHSP)), as well as Oregon's Traffic Records Coordinating Committee (TRCC).
- To understand underlying factors and refine efforts to improve safety for all motorists, CCD attempts to determine the cause of all federal recordable CMV crashes. Crash analysts review facts contained in crash and police reports to determine the role of CMVs in each incident. Crashes determined to be caused by the actions of the CMV driver or the mechanical condition of the CMV are labeled as truck-at-fault (TAF) or bus-at-fault (BAF) crashes.

Part 1 Section 4 - MCSAP Structure

Please review your State's MCSAP structure information. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

Complete the following tables for the MCSAP lead agency, each subrecipient and non-funded agency conducting eligible CMV safety activities.

The tables below show the total number of personnel participating in MCSAP activities, including full time and part time personnel. This is the total number of non-duplicated individuals involved in all MCSAP activities within the CVSP. (The agency and subrecipient names entered in these tables will be used in the National Program Elements—Roadside Inspections area.)

The national program elements sub-categories represent the number of personnel involved in that specific area of enforcement. FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	ODOT CCD
Enter total number of personnel participating in MCSAP activities	91
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	91
Traffic Enforcement Activities	0
Investigations*	30
Public Education and Awareness	10
Data Collection and Reporting	5
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	OREGON CITY POLICE DEPARTMENT
Enter total number of personnel participating in MCSAP activities	0
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	CLACKAMAS COUNTY SHERIFF
Enter total number of personnel participating in MCSAP activities	8
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	8
Traffic Enforcement Activities	8
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	PORTLAND POLICE DEPARTMENT
Enter total number of personnel participating in MCSAP activities	3
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	3
Traffic Enforcement Activities	3
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	MULTNOMAH COUNTY SHERIFF
Enter total number of personnel participating in MCSAP activities	4
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	4
Traffic Enforcement Activities	4
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	WEST LINN POLICE DEPARTMENT
Enter total number of personnel participating in MCSAP activities	0
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	MARION COUNTY SHERIFF'S OFFICE
Enter total number of personnel participating in MCSAP activities	2
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	2
Traffic Enforcement Activities	2
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	BEAVERTON POLICE DEPARTMENT
Enter total number of personnel participating in MCSAP activities	1
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	1
Traffic Enforcement Activities	1
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	MOLALLA POLICE DEPARTMENT
Enter total number of personnel participating in MCSAP activities	1
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	1
Traffic Enforcement Activities	1
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	WASHINGTON COUNTY SHERIFF'S OFFICE
Enter total number of personnel participating in MCSAP activities	6
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	6
Traffic Enforcement Activities	6
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	COBURG POLICE DEPARTMENT
Enter total number of personnel participating in MCSAP activities	2
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	2
Traffic Enforcement Activities	2
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	BENTON COUNTY SHERIFF'S OFFICE
Enter total number of personnel participating in MCSAP activities	1
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	1
Traffic Enforcement Activities	1
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	EUGENE POLICE DEPARTMENT
Enter total number of personnel participating in MCSAP activities	0
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	11
Total # of MCSAP Participating Personnel:	28

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2021 - 2023 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

Note: For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the most recent five fiscal years using the Activity Dashboard on the A&I Online website. The Activity Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <https://ai.fmcsa.dot.gov>. A user id and password are required to access this system.

In addition, States can utilize other data sources available on the A&I Online website as well as internal State data sources. It is important to reference the data source used in developing problem statements, baselines and performance goals/objectives.

Part 2 Section 2 - CMV Crash Reduction

Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing commercial motor vehicle (CMV) related crashes.

Trend Analysis for 2015 - 2019

Instructions for all tables in this section:

Complete the tables below to document the State's past performance trend analysis over the past five measurement periods. All columns in the table must be completed.

- Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The Goal and Outcome columns relate to each other and allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the Goal column, enter the goal from the corresponding CVSP for the measurement period.
 - In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

ALL CMV CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). Other can include injury only or property damage crashes.

Goal measurement as defined by your State: Large Truck Fatal Crashes per 100M VMT

If you select 'Other' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2019	12/31/2019	50		0.0250
01/01/2018	12/31/2018	58		0.03
01/01/2017	12/31/2017	51		0.0270
01/01/2016	12/31/2016	50		0.0270
01/01/2015	12/31/2015	55		0.03

MOTORCOACH/PASSENGER CARRIER CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: Large Truck Fatal Crashes per 100M VMT

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2019	12/31/2019	0		0
01/01/2018	12/31/2018	0		0
01/01/2017	12/31/2017	1		0.0010
01/01/2016	12/31/2016	0		0
01/01/2015	12/31/2015	1		0.0010

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

Hazardous material is anything that is listed in the hazardous materials table or that meets the definition of any of the hazard classes as specified by Federal law. The Secretary of Transportation has determined that hazardous materials are those materials capable of posing an unreasonable risk to health, safety, and property when transported in commerce. The term hazardous material includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, and all other materials listed in the hazardous materials table.

For the purposes of the table below, HM crashes involve a release/spill of HM that is part of the manifested load. (This does not include fuel spilled from ruptured CMV fuel tanks as a result of the crash).

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g., large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: Large Truck Fatal Crashes per 100M VMT

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2019	12/31/2019	0		0
01/01/2018	12/31/2018	1		0.0010
01/01/2017	12/31/2017	1		0.0010
01/01/2016	12/31/2016	2		0.0010
01/01/2015	12/31/2015	0		0

Enter the data sources and capture dates of the data listed in each of the tables above.

Source: Oregon Department of Transportation Crash and Analysis Reporting Unit. Capture Date: June 26, 2020 Note: Some differences exist between Oregon's fatal crash data reflected in this plan and that found in FMCSA's A&I Crash Query Tool. It appears that at least some, if not all, the differences may be because FMCSA numbers include data from crashes involving vehicles over which ODOT has no authority (i.e., Government plated vehicles). Regardless, Oregon as the state-of-record believes its numbers to be the most accurate.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

During the years listed above, the Oregon Department of Transportation was not receiving funding from the MCSAP program, so no MCSAP specific goals were established. However, the Commerce and Compliance Division did set a goal of a 1% reduction in truck at fault crashes during each year listed above (bus & hazmat vehicles would be encompassed in that goal).

Narrative Overview for FY 2021 - 2023**Instructions:**

The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.

Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.

Crashes are a multi-variable problem, with several factors impacting CMV safety. These include:

- **Population Growth and Congestion:** Oregon has been experiencing a large influx of new residents for several years. According to Portland State University's Population Research Center, 41,100 new residents moved to Oregon between 2018 and 2019 alone. Predictions are that this trend will continue for several years, barring changes related to the COVID-19 pandemic. The expanding volume of vehicles (both CMV's and non-CMV's), along with the attendant miles traveled, have had an exponential effect on traffic congestion, particularly in larger metropolitan areas of the state, as well as on safety.
- **Extreme Weather:** Weather conditions vary from year to year. In bad weather years, Oregon experiences increased numbers of crashes, particularly at the higher elevations of I-5 and I-84. The impact of climate change may add to the frequency and severity of extreme and hazardous road conditions.
- **Construction Investment:** Oregon has been performing an unprecedented amount of road and bridge construction over the last few years, which will continue under the \$5.8 billion investment provided in state House Bill 2017. Our Safety and Mobility programs are under pressure to support motor carrier movement while meeting the needs of local communities where the priority is on "livability" needs such as traffic calming and bike and pedestrian infrastructure.
- **Driver Behavior:** As is the case throughout the country, driver behavior continues to be the primary cause of truck at fault crashes. Distracted driving (for passenger as well as CMVs) and a growing proportion of new CDL holders are just some of the challenges affecting driver competence and transportation safety.

Oregon's efforts to reduce truck crashes, serious injuries and fatalities must cope with these challenges, meaning our programs and collaboration with other ODOT divisions, partner agencies (e.g. Oregon State Police), the trucking industry and individual drivers must be continually reviewed and fostered in striving toward continual improvement.

Enter the data source and capture date:

Oregon Department of Transportation Crash and Analysis Reporting Unit. Capture Date: June 26, 2020

Projected Goal for FY 2021 - 2023:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal could be shown as 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2021	1
2022	1
2023	1

The goal for 2021 through 2023 is to reduce total truck at-fault crashes by 1% each year. Beyond these specific numerical goals, ODOT is focused on examining and reducing all CMV-involved crashes to improve the overall safety of the traveling public.

Program Activities for FY 2021 - 2023: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

FY 2023 Update - Work Zone Safety

Over the past five years, commercial motor vehicle crashes in work zones have only made up one percent of all CMV crashes in Oregon. Further, CMV crashes typically only account for roughly four percent of work zone crashes. The overwhelming number of crashes in these zones are caused by drivers of non-CMV vehicles who are not paying attention, speeding, or driving too fast for conditions. While the lead MCSAP agency has no jurisdiction over work zone safety, the Transportation Safety Office (TSO) within the Department of Driver and Motor Vehicle Services does and is actively working to decrease crashes, injuries and fatalities. In fact, that unit has currently launched a task force to seek out additional ways to make work zones safe. In addition to collecting and analyzing data regarding near-miss incidents, the force will involve traffic engineers who intend to address the following CMV specific concerns:

- Making sure work zones have space and time to stop & move vehicles;
- Design policies to benefit CMVs;
- Design to prevent queues at the back of work zones and, if there is a queue, provide a warning system; and,
- Trying to avoid situations where CMVs are fast approaching stopped traffic and rear-ending the queue.

Although the state does not appear to have a major problem with CMV crashes in work zones, Oregon is dynamically working to continuously improve safety in those zones and TSO will continue to monitor the crash situation. Further, TSO has an proactive work zone safety educational outreach program (see, Public Education and Outreach in Section 7).

FY 2022 Update - Chain Enforcement

Oregon has experienced significant winter storm events for several years, many of which led to serious and extended interstate closures as a direct result of crashes caused by a growing number of CMV drivers who are either unaware of Oregon's chain laws or deliberately refuse to chain up. Breaches of Oregon's chain laws are moving violations and enforcement action is taken when drivers fail to carry the correct number of chains for their combinations or when drivers fail to apply chains when mandatory use is posted.

To address this, Oregon will create a marketing and outreach strategy that will include billboard messaging, trucking association platforms and partnerships, roadside education and informational flyers informing industry of the newly increased penalty for failing to use chains when mandatory use is posted. Further, Motor Carrier Enforcement Officers will conduct 6 educational preseason chain checks when signs are posted. During the peak winter season, MCEOs will coordinate and conduct 6 regional operations during snow events with local law enforcement and the Oregon State Police aimed at ensuring chains are carried and used when required. Citations and warnings will be issued. Statewide, approximately 80 MCEOs will be assigned to these operations and 20 to 30 law enforcement partners are expected to participate.

Our research shows that the leading causes of truck-at-fault crashes are related to CMV driver behaviors, especially excess speed. As a result, our program places heavy emphasis on the driver. We ensure staff are trained to do full reviews of driver logs and have drug/alcohol detection training. While our staff are not able to directly affect the speed problem, we will work with law enforcement partners to conduct enforcement/inspection activities and to conduct educational outreach, both proven countermeasures to this type of traffic problem.

Oregon will continue focusing on year-round inspections. While a great deal of emphasis is placed along the state's three main truck routes (I-5, I-84 and Hwy 97), inspections are performed at ODOT's many scales along rural routes during the

day. In addition, an elite team known as “Shift4” often covers specific rural scales at night to inspect during special hours of service operations.

In addition to performing day to day inspections, special Hours of Service Operations will be conducted each year, running for 5 to 6 consecutive days each, involving 20 to 30 of the State’s top inspectors working around the clock staffing alternating weigh-stations in 13 key locations. Oregon State Police will be invited to join these operations and the Washington State Police will be given advanced notice when such operations are held. Although not always feasible, Washington and Oregon try to conduct one joint ‘hours of service’ focused operation each year.

In an effort to decrease crashes caused by bad weather—one of the main factors in CMV-involved crashes in Oregon—chain enforcement operations will take place during every major storm. Warnings will be sent to Variable Message Signs announcing bad weather conditions and the need for chains. Four to five ODOT Motor Carrier Enforcement Officers will participate on every shift and ticket drivers operating without chains. Officers will also work to keep trucks moving and not bunching up at chain-up-area choke points posing serious dangers to traffic coming up from behind.

Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required Standard Form - Performance Progress Reports (SF-PPRs).

Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.

The MCSAP Manager will utilize FMCSA’s approved quarterly reporting forms to report activity status, outcomes, and grant expenses no later than 30 days after the end of each federal fiscal quarter during the multiyear reporting cycle

Once all data is collected, CCD will compare each quarter’s crash numbers with those of the previous year’s during the corresponding quarter and adjust our activities accordingly. Since there is always a substantial time lag in the receipt of crash reports from motor carriers, quarterly comparisons will be analyzed and reported in the FMCSA’s approved annual report for Oregon.

Ongoing/non-quarterly monitoring efforts include:

- Results of every Special Hours of Service Operation will be monitored daily during the operation and a final tally will be recorded.
- Results of chain enforcement operations will be collected and reported to CCD headquarters after each major storm.

Part 2 Section 3 - Roadside Inspections

Please review the description of your State's overall inspection program and identify if changes are needed for the upcoming fiscal year. You must also update the projected roadside inspection goals for the upcoming fiscal year. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2021 - 2023. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Note: In completing this section, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.

Trend Analysis for 2015 - 2019

Inspection Types	2015	2016	2017	2018	2019
Level 1: Full	9439	6326	5873	4166	3658
Level 2: Walk-Around	17014	16055	17765	18395	16710
Level 3: Driver-Only	12369	10038	10420	8363	8400
Level 4: Special Inspections	0	5	0	0	0
Level 5: Vehicle-Only	697	426	340	413	464
Level 6: Radioactive Materials	0	0	0	0	0
Total	39519	32850	34398	31337	29232

Narrative Overview for FY 2021 - 2023**Overview:**

Describe components of the State's general Roadside and Fixed-Facility Inspection Program. Include the day-to-day routine for inspections and explain resource allocation decisions (i.e., number of FTE, where inspectors are working and why).

Enter the roadside inspection application name(s) (e.g., Aspen) used by the State.

Aspen

Enter a narrative of the State's overall inspection program, including a description of how the State will monitor its program to ensure effectiveness and consistency.

(FY 2023 Update)

Oregon continues working to recruit law enforcement agencies into the MCSAP truck inspection program as subrecipients. The overwhelming majority of agencies contacted advise that they do not have the staffing to commit to the program at this time. Further, a long-time stalwart partner, the Oregon City Police Department, just advised us that they are pulling their 5 inspectors out of the program because of short staffing and the need to address other law enforcement activities demanded by their citizens.

On the plus side, three new agencies recently signed IGAs to become sub-recipients and are expected to begin conducting inspections in FY 2023: Marion County Sheriff's Office, the Beaverton Police Department and the Molalla Police Department. However, they are only able to commit an officer or two each to the program. The Coburg Police Department currently has two officers certified to conduct inspections and has requested to become a subrecipient agency. An IGA is currently in process. Further, we are in discussions with the Washington County

Sheriff's Office. That agency has 4 officers certified and inspecting on a non-funded basis, two of whom will hopefully be assigned to the MCSAP program by FY2023.

ODOT is also working to replace a larger than expected number of its own employees who retired or left sooner than expected in FFY2022. Further retirements are expected in FFY2023. In addition to the loss of inspections currently being experienced, training new-hires in such volumes will negatively affect the production numbers of current veteran inspectors. However, it's expected that overall inspection numbers will start to climb as new employees become certified and begin conducting their own inspections.

(FY 2022 Update)

The number of non-funded law enforcement inspectors dropped from 392 to 28 in FY 2022. Agencies could not commit the time necessary for officers to gain certification per CVSA Operation Policy 4. FY 2022 projections are revised to account for this change.

Passenger Carriers Update:

While all Oregon motor carriers are eligible for terminal inspections, CCD concentrates on inspecting Over-the-Road (OTR) bus operators. The Division works to visit every Oregon OTR passenger carrier each year to inspect their buses. **Seasonal Bus Companies:** At the beginning of each season, local CCD Safety offices across the state conduct terminal inspections on the companies in their areas. **Year Round Bus Operators:** These inspections are centrally organized from Salem. Two carriers are selected each quarter and assigned to investigators in the appropriate region. Priority is given to carriers whose last visit is the farthest back in time. In all cases buses on the "ready line" are the focus.

ODOT staff (Safety Investigators and Motor Carrier Enforcement Officers) conduct all levels of inspections at stations throughout Oregon along major highways and rural routes. Hazardous materials inspections are also conducted at those locations. Safety Investigators not only perform inspections at scales, they also conduct Level V inspections at carriers' places of business during comprehensive reviews. Oregon State Police Troopers and officers from city and county law enforcement agencies throughout the state conduct roadside inspections, primarily Level 2s. Bus inspections are also conducted by Safety Investigators at motor carriers' terminals and destination locations.

Because of Oregon's ongoing emphasis on passenger safety, ODOT's terminal bus inspection program was developed to address the state's almost complete lack of destination locations. Essentially, Oregon has only two destinations that receive enough bus traffic to warrant an event. Additionally, with recent changes in bus traffic, the state has only one bus station, serviced by a single carrier, where motor coaches can be inspected.

A distinct advantage to terminal inspections is the ability to safely conduct full Level V inspections to evaluate the entire vehicle. Oregon's primary destination locations do not have safe Level 1 inspection areas. Whenever possible, terminal inspections are coordinated internally (without carrier knowledge) to coincide with upcoming destination events where unannounced Level II or III inspections will be performed. As a result, some buses benefit from 2 inspections in one year, thus providing a better picture of the motor carrier's true safety posture. Oregon's ongoing aim is to conduct terminal inspections with no more than 48 hours' notice to the carrier. In situations where more lead time becomes inevitable, Oregon will use State funds.

eRODS: Oregon inspectors are trained in the use of eRODS and instructed to use that software for all inspections. Inspectors walk drivers who do not understand how to use Webservices through the process to ensure as many successful data transfers are completed as possible. Oregon is currently in FMCSA's Green category but not at the goal of 85% yet. Inspectors will continue to insist each driver transmit via Webservices and help any driver encountering difficulties doing so. Inspection schools will stress the importance of this to students.

MCSAP Manager will utilize FMCSA's approved quarterly reporting program to monitor and report inspection activity.

The COVID-19 situation has negatively impacted Oregon's inspection program a great deal. After a substantial drop-off in numbers during April, 2020, ODOT and law enforcement staff have slowly been returning to inspections again. Some inspectors are still uncomfortable resuming those duties. Should future COVID-19 spikes hit the United States in FFY 2021, inspections numbers will undoubtedly be impacted. The situation is also making training difficult as attending classes often requires flying out of state. Most staff are uncomfortable flying during this crisis. Predicting the actual impact on overall production is not feasible at this time. The FFY2021 inspection projections below are based on the production trend currently being experienced this year.

Projected Goals for FY 2021 - 2023

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2021 - 2023. For FY 2023, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

To modify the names of the Lead or Subrecipient agencies, or the number of Subrecipient or Non-Funded Agencies, visit [Part 1, MCSAP Structure](#).

Note: Per the [MCSAP Comprehensive Policy](#), States are strongly encouraged to conduct at least 25 percent Level 1 inspections and 33 percent Level 3 inspections of the total inspections conducted. If the State opts to do less than these minimums, provide an explanation in space provided on the Summary tab.

MCSAP Lead Agency

Lead Agency is: ODOT CCD

Enter the total number of certified personnel in the Lead agency: 91

Projected Goals for FY 2023 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	2800	350	4	3154	19.90%
Level 2: Walk-Around	4900	550	25	5475	34.54%
Level 3: Driver-Only	7000	10	3	7013	44.24%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	100	10	100	210	1.32%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Lead Agency	14800	920	132	15852	

MCSAP subrecipient agency

Complete the following information for each MCSAP subrecipient agency. A separate table must be created for each subrecipient.

Subrecipient is: OREGON CITY POLICE
DEPARTMENT

Enter the total number of certified personnel in this funded agency: 0

Projected Goals for FY 2023 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around	0			0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Subrecipient is: CLACKAMAS COUNTY SHERIFF

Enter the total number of certified personnel in this funded agency: 5

Projected Goals for FY 2023 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	0.00%
Level 2: Walk-Around	192			192	100.00%
Level 3: Driver-Only				0	0.00%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only				0	0.00%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Funded Agencies	192	0	0	192	

Subrecipient is: PORTLAND POLICE DEPARTMENT

Enter the total number of certified personnel in this funded agency: 3

Projected Goals for FY 2023 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	0.00%
Level 2: Walk-Around	96			96	100.00%
Level 3: Driver-Only				0	0.00%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only				0	0.00%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Funded Agencies	96	0	0	96	

Subrecipient is: MULTNOMAH COUNTY SHERIFF

Enter the total number of certified personnel in this funded agency: 2

Projected Goals for FY 2023 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	0.00%
Level 2: Walk-Around	75			75	100.00%
Level 3: Driver-Only				0	0.00%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only				0	0.00%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Funded Agencies	75	0	0	75	

Subrecipient is: WEST LINN POLICE DEPARTMENT

Enter the total number of certified personnel in this funded agency: 0

Projected Goals for FY 2023 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around	0			0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Subrecipient is: MARION COUNTY SHERIFF'S OFFICE

Enter the total number of certified personnel in this funded agency: 2

Projected Goals for FY 2023 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	0.00%
Level 2: Walk-Around	150			150	100.00%
Level 3: Driver-Only				0	0.00%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only				0	0.00%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Funded Agencies	150	0	0	150	

Subrecipient is: BEAVERTON POLICE DEPARTMENT

Enter the total number of certified personnel in this funded agency: 1

Projected Goals for FY 2023 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	32			32	100.00%
Level 2: Walk-Around				0	0.00%
Level 3: Driver-Only				0	0.00%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only				0	0.00%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Funded Agencies	32	0	0	32	

Subrecipient is: MOLALLA POLICE DEPARTMENT

Enter the total number of certified personnel in this funded agency: 1

Projected Goals for FY 2023 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	0.00%
Level 2: Walk-Around	32			32	100.00%
Level 3: Driver-Only				0	0.00%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only				0	0.00%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Funded Agencies	32	0	0	32	

Subrecipient is: WASHINGTON COUNTY SHERIFF'S OFFICE

Enter the total number of certified personnel in this funded agency: 2

Projected Goals for FY 2023 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	0.00%
Level 2: Walk-Around	64			64	100.00%
Level 3: Driver-Only				0	0.00%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only				0	0.00%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Funded Agencies	64	0	0	64	

Subrecipient is: COBURG POLICE DEPARTMENT

Enter the total number of certified personnel in this funded agency: 2

Projected Goals for FY 2023 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	0.00%
Level 2: Walk-Around	64			64	100.00%
Level 3: Driver-Only				0	0.00%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only				0	0.00%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Funded Agencies	64	0	0	64	

BENTON COUNTY SHERIFF'S

Subrecipient is: OFFICE

Enter the total number of certified personnel in this funded agency: 0

Projected Goals for FY 2023 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Subrecipient is: EUGENE POLICE DEPARTMENT

Enter the total number of certified personnel in this funded agency: 0

Projected Goals for FY 2023 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	11
Enter the total number of non-funded certified officers:	26
Enter the total number of inspections projected for FY 2023:	900

Summary

Projected Goals for FY 2023 - Roadside Inspections Summary

Projected Goals for FY 2023 Summary for All Agencies					
MCSAP Lead Agency: ODOT CCD					
# certified personnel: 91					
Subrecipient Agencies: BEAVERTON POLICE DEPARTMENT, BENTON COUNTY SHERIFF'S OFFICE, CLACKAMAS COUNTY SHERIFF, COBURG POLICE DEPARTMENT, EUGENE POLICE DEPARTMENT, MARION COUNTY SHERIFF'S OFFICE, MOLALLA POLICE DEPARTMENT, MULTNOMAH COUNTY SHERIFF, OREGON CITY POLICE DEPARTMENT, PORTLAND POLICE DEPARTMENT, WASHINGTON COUNTY SHERIFF'S OFFICE, WEST LINN POLICE DEPARTMENT					
# certified personnel: 18					
Number of Non-Funded Agencies: 11					
# certified personnel: 26					
# projected inspections: 900					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	2832	350	4	3186	19.24%
Level 2: Walk-Around	5573	550	25	6148	37.13%
Level 3: Driver-Only	7000	10	3	7013	42.36%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	100	10	100	210	1.27%
Level 6: Radioactive Materials				0	0.00%
Total MCSAP Lead Agency & Subrecipients	15505	920	132	16557	

Note: If the minimum numbers for Level 1 and Level 3 inspections are less than described in the [MCSAP Comprehensive Policy](#), briefly explain why the minimum(s) will not be met.

FY2023 Update Level 3 inspection requirements are expected to substantially exceed the 33% goal. However, Level I inspections may not reach the 25% figure as the vast majority of Oregon inspectors are either law enforcement officers working roadside in often unsafe areas or Motor Carrier Enforcement Officers whose other duties preclude more than a few officers from being assigned Level I responsibilities. However, all these inspectors conduct substantial numbers of Level II inspections which address both mechanical and driver issues. The overwhelming majority of Oregon inspectors are law enforcement officers who must conduct inspections roadside, typically in spots unsafe to perform full Level 1 inspections. Instead, those officers conduct Level 2 inspections. Of course, Level 2's include inspection of the driver, so the focus on drivers is as prevalent as it would be with Level 3 inspections.

Note: The table below is created in Year 1. It cannot be edited in Years 2 or 3 and should be used only as a reference when updating your plan in Years 2 and 3.

Projected Goals for FY 2022 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	16000	384	11116	27500
Enter total number of certified personnel	100	12	392	504
Projected Goals for FY 2023 Roadside Inspections				
Enter total number of projected inspections	16000	384	11500	27884
Enter total number of certified personnel	100	12	392	504

Part 2 Section 4 - Investigations

Please review your State's investigation goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

☐ The State does not conduct investigations. If this box is checked, the tables and narrative are not required to be completed and won't be displayed.

Trend Analysis for 2015 - 2019

Investigative Types - Interstate	2015	2016	2017	2018	2019
Compliance Investigations	333	270	230	276	289
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	333	270	230	276	289
Total Security Contact Reviews	0	0	0	5	6
Total Terminal Investigations	0	0	0	0	0

Investigative Types - Intrastate	2015	2016	2017	2018	2019
Compliance Investigations	184	114	102	115	107
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	184	114	102	115	107
Total Security Contact Reviews	0	0	0	2	3
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2021 - 2023**Instructions:**

Describe the State's implementation of FMCSA's interventions model to the maximum extent possible for interstate carriers and any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort.

Projected Goals for FY 2021 - 2023

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2021 - 2023.

Projected Goals for FY 2021 - 2023 - Investigations						
Investigation Type	FY 2021		FY 2022		FY 2023	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	227	97	175	75	210	30
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0	0
Total Investigations	227	97	175	75	210	30
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

Add additional information as necessary to describe the carrier investigation estimates.

(Supplemental Memo Update - FY2023) Oregon is raising its interstate investigation goal by 20%, from 175 to 210. This may be somewhat aggressive in light of the severe staffing issues CCD has been facing(see, below), but Oregon has always strongly believed in the primacy of interstate comprehensive investigations and will work to do as many as possible. (FY2023 Update) Oregon is experiencing a greater loss of staff than originally anticipated. Retirements will continue to negatively affect the investigation program well into FFY2023 as CCD continues to replace departing employees and conduct extensive and ongoing training. Considering the time it will take for new employees to come aboard, complete prerequisite schools & certifications for the ISA course and then become certified investigators, it will be well into FFY2023 before they become productive at even a modest level. Further, veteran employees will have to take substantial time away from their own production goals to train the new employees. (FY 2022 Update) Original projections proved too aspirational and are now adjusted. Although COVID constrictions are finally easing, Oregon is experiencing an ongoing shortage of trained and experienced investigators. Further, the time required to vet and complete legitimate New Carrier Entrant Audits (regularly delayed by carriers failing to submit documents on time) is negatively impacting Comprehensive Investigations far more than anticipated. ---- Oregon has historically had an extremely robust carrier investigation program. Not only do investigators conduct thorough reviews, they also devote a great deal of time to educating the carriers they audit. Though time consuming, this is done to promote future compliance in a positive proactive fashion as opposed to simply handing carrier officials reports of their violations. Our investigation capacity has been impacted in recent years, however, by a wave of retirements which not only took away resources, but also require experienced investigators to spend time training new employees. The new people in turn take time to become fully proficient. Additionally, New Carrier Entrant audits will be added to our portfolio and will likely have an impact on the number of inspections and investigations. As a new challenge, the COVID-19 situation is slowing investigations as it takes more time and multiple attempts to get carriers to provide needed documents. Our goals for investigations reflect these constraints as well as our intention to rebuild over the coming years—though we expect some impacts will continue as over 30 percent of the agency's workforce is eligible for retirement. Oregon performs few Focused Reviews, and no Off-Site Reviews. This is because our investigators must investigate a carrier's full compliance posture and record all relevant violations in order to proceed with enforcement during subsequent reviews. Focused reviews are typically used when a carrier has been seen multiple times and only has one or two issues left that need to be followed up on.

Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.

When fully staffed, the Commerce and Compliance Division (CCD) of the Oregon Department of Transportation has 30 full time equivalent employees conducting investigations and truck inspections. Of this number, four staff member are Lead workers who identify carriers needing investigation and assign those to individual investigators.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress toward the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program, as well as outputs.

Oregon's 30 investigators will conduct comprehensive investigations as part of the state's efforts to reduce truck at fault crashes by 3% over the course of the 2021-2023 grant cycle. Depending on position and extra duties (i.e, New Hire training), investigators will be required to complete specific numbers of investigations per year. Investigator performance will be measured by whether goals are met. Investigations and NCE Audits will be tracked in the CCD database to monitor progress. Totals are available at all times. The division's four Lead workers carefully review all investigators' AIM documents for errors before closeouts/critiques are held with carriers and the finalized documents are uploaded to the FMCSA. The unit's two managers monitor both production and quality.

Part 2 Section 5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. You must answer the questions about your traffic enforcement activities in the Projected Goals area. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2015 - 2019**Instructions:**

Please refer to the [MCSAP Comprehensive Policy](#) for an explanation of FMCSA's traffic enforcement guidance. Complete the tables below to document the State's safety performance goals and outcomes over the past five measurement periods.

1. Insert the beginning and end dates of the measurement period being used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12-month period for which data is available).
2. Insert the total number CMV traffic enforcement stops with an inspection, CMV traffic enforcement stops without an inspection, and non-CMV stops in the tables below.
3. Insert the total number of written warnings and citations issued during the measurement period. The number of warnings and citations are combined in the last column.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2019	12/31/2019	11405	0
01/01/2018	12/31/2018	12787	0
01/01/2017	12/31/2017	12079	0
01/01/2016	12/31/2016	10281	0
01/01/2015	12/31/2015	10833	0

☒ The State does not conduct CMV traffic enforcement stops without an inspection. If this box is checked, the "CMV Traffic Enforcement Stops without an Inspection" table is not required to be completed and won't be displayed.

☒ The State does not conduct documented non-CMV traffic enforcement stops and was not reimbursed by the MCSAP grant (or used for State Share or MOE). If this box is checked, the "Non-CMV Traffic Enforcement Stops" table is not required to be completed and won't be displayed.

Enter the source and capture date of the data listed in the tables above.

Safetynet Capture Date: June 26, 2020

Narrative Overview for FY 2021 - 2023**Instructions:**

Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources. Please include number of officers, times of day and days of the week, specific corridors or general activity zones, etc. Traffic enforcement activities should include officers who are not assigned to a dedicated commercial vehicle enforcement unit, but who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the [MCSAP Comprehensive Policy](#).

(FY 2023 Update)

Oregon presently has 41 officers conducting CMV traffic enforcement stops accompanied by inspections. Sixteen of those are dedicated to crucial high crash areas along I-205 in the Portland area. Due to the struggles law enforcement agencies are experiencing with staffing and finding time for officers to conduct inspections, CCD has not been able to bring as many new officers into the program as desired, but is continuing to persevere. It's currently expected that two to four new agencies may join the program as compensated partners in early FY2023.

(FFY 2022 Update)

Oregon currently has 27 officers conducting CMV traffic enforcement stops accompanied by inspections. This number is a drop from the previous total of 392. Law Enforcement Agencies were unable to commit the time necessary for officers to gain certification per CVSA Operational Policy 4.

Oregon law enforcement agencies are not currently compensated via the MCSAP program. However, there are currently 404 officers across the state who conduct CMV traffic enforcement stops accompanied by an inspection. The stops are based on probable cause. Due to the huge budget shortfalls currently being experienced by all Oregon agencies, there is concern that officer positions may be eliminated to balance various law enforcement agency budgets. Should this happen, inspection numbers will inevitably decrease. Further, if there are future COVID-19 infection spikes in FFY 2021, it should be expected that inspection numbers will drop as a result. It is impossible to predict the effect on inspection numbers.

Law enforcement numbers are also subject to change based on how quickly officers can attend training and become re-certified. Oregon is striving to complete this as soon as possible in order to meet goals.

Note: (Citations & Warnings) ODOT did not have a system in place to track this data in previous years. The Agency is working to develop one now. **In 2021, Volpe was contacted to determine whether inspections with citations could be queried in SafetyNet. Oregon was advised that SafetyNet Cannot provide such a query.**

Projected Goals for FY 2021 - 2023

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2021 - 2023. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2014/2015 safety activities because no reimbursement will be requested. If you answer "No" and then click the SAVE button, the Planned Safety Activities table will no longer be displayed.

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2021	FY 2022	FY 2023
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	7000	1100	2000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection			
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV			
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	2000	1000	1000

Describe how the State will report on, measure and monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

Oregon law enforcement agencies conduct non-CMV traffic enforcement stops and CMV traffic enforcement stops without inspections. However, no MCSAP funds are anticipated to be used for such stops.

Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels, responsible agencies, and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Performance and Registration Information Systems Management (PRISM) is a condition for MCSAP eligibility in [49 CFR 350.207\(27\)](#). States must maintain, at a minimum, full PRISM participation. FMCSA defines "fully participating" in PRISM for the purpose of determining eligibility for MCSAP funding, as when a State's or Territory's International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM, Operations and Maintenance (O&M) costs are eligible expenses subject to FMCSA approval. For Innovative Technology Deployment (ITD), if the State has an approved ITD Program Plan/Top-Level Design (PP/TLD) that includes a project that requires ongoing O&M, this is an eligible expense so long as other MCSAP requirements have been met. O&M expenses must be included and described both in this section and in the Financial Information Part per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, please indicate that in the table below. Additionally, details must be in this section and in your Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core ITD Compliant	Yes
PRISM	Full Participation	Yes

Available data sources:

- [FMCSA ITD website](#)
- [PRISM Data and Activity Safety Hub \(DASH\) website](#)

Enter the agency name responsible for ITD in the State: Oregon Dept. of Transportation - CCD

Enter the agency name responsible for PRISM in the State: Oregon Department of Transportation - CCD

Narrative Overview for FY 2021 - 2023

Problem Statement Narrative and Projected Goal: Describe any challenges encountered in implementing, maintaining, or improving your PRISM and/or ITD program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

Program Activities for FY 2021 - 2023: Describe any activities that will be taken to implement, maintain or improve your PRISM and/or ITD programs.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress (e.g., including quarterly SF-PPR reporting).

CCD maintains monthly reports for all performance measures requested and includes capabilities for ad hoc reporting.

Quarterly PRISM reports will be submitted as required.

Part 2 Section 7 - Public Education and Outreach

Please review the description of your State's public education and outreach activities, projected goals and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2015 - 2019

In the table below, provide the number of public education and outreach activities conducted in the past 5 years.

Public Education and Outreach Activities	2015	2016	2017	2018	2019
Carrier Safety Talks	517	384	332	391	396
CMV Safety Belt Education and Outreach					
State Trucking Association Meetings	2	2	1	2	4
State-Sponsored Outreach Events	3	5	7	8	10
Local Educational Safety Events					
Teen Safety Events					

Narrative Overview for FY 2021 - 2023

Performance Objective: To increase the safety awareness of the motoring public, motor carriers and drivers through public education and outreach activities such as safety talks, safety demonstrations, etc.

Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safety initiatives. Include the number of personnel that will be participating in this effort.

The guiding philosophy of CCD's safety enhancement efforts is to achieve results through *education* first. While we take swift action to address non-compliance, we realize that sustained improvement arises from continually informing driver and carrier knowledge, understanding and practices.

In keeping with this philosophy, all Oregon investigators are trained to provide detailed educational outreach/training during every investigation. Not only do they discuss all relevant parts of the Federal Motor Carrier Safety Regulations (FMCSRs) in detail and answer all questions, they take each opportunity to provide carriers with the Oregon New Carrier Entrant package—which is also relevant for veteran carriers. A major portion of the package is devoted to all safety rules applicable to CMV carriers. This section is written in a plain, clear fashion and includes specific references to the relevant FMCSR cites.

Other key activities include:

- Upon request, CCD staff present CMV safety talks to large groups such as the Oregon Trucking Association, motor carriers, and other industry stakeholders focused on compliance.
- Meetings of the ODOT Motor Carrier Transportation Advisory Committee are held every other month. These meetings include representatives from various sectors of Oregon's trucking community, and are open to all interested parties.
- The Division also hosts regular Open Houses around the state where CCD Safety, Registration, and Motor Carrier Enforcement staff are on hand to answer industry questions regarding safety regulations, size and weight laws, registration issues, and over-dimension requirements.

Workzone Safety (FY 2023 Update)

Although Oregon's lead MCSAP agency does not have jurisdiction over Work Zone Safety, the Transportation Safety Office (TSO) within the Oregon Department of Driver and Motor Vehicle Services does have oversight and

is dynamic in its ongoing educational and awareness campaigns. That Division reaches out in many ways. Work Zone safety messages are placed on prominent billboards throughout the state in both English and Spanish. Similar messages are made available as web banners and Facebook ads. Posters, rack cards, mailers, vehicle decals and magnets have been developed, all emphasizing the importance of Work Zone Safety. Thirty second public service announcements are also placed on radio, T.V., and YouTube. Further, TSO has made Work Zone Safety part of its Youth Driver Education Program. This program is aimed at 15-17 yr olds and reaches approximately 1/3 of the teen population in Oregon.

Reporting of Human Trafficking (FY2023 Update)

Oregon now meets the Truckers Against Trafficking (TAT) Iowa MVE Model . As a full participant Oregon is:

- Stocking rest areas, weigh-stations, and ports of entry with TAT materials detailing how to report suspected human trafficking;
- Ensuring that every CDL issued (or renewed) is accompanied with a TAT wallet cards explaining how to report suspected human trafficking.
- Visiting bus terminals with *Busing On The Lookout* (BOTL) materials urging the companies to train employees how to identify and report suspected human trafficking;
- Visiting truck stops with TAT materials urging the entities to train employees how to identify and report suspected human trafficking;
- Providing MVE/CVE and/or law enforcement officers with TAT LE training via DVD/In-person classes; and,
- Implementing TAT awareness when participating in safety meetings held by bus and truck companies.

Oregon is currently holding anti-human trafficking outreach and education through a series of open houses and working to add anti-trafficking messages to ODOT's Tripcheck.com website which is accessed to all members of the public.

Projected Goals for FY 2021 - 2023

In the table below, indicate if the State intends to conduct the listed program activities, and the estimated number, based on the descriptions in the narrative above.

			Performance Goals		
Yes	No	Activity Type	FY 2021	FY 2022	FY 2023
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	324	300	300
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach			
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	4	4	4
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	4	4	4
<input type="radio"/>	<input checked="" type="radio"/>	Local Educational Safety Events			
<input type="radio"/>	<input checked="" type="radio"/>	Teen Safety Events			

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct monitoring of progress. States must report the quantity, duration and number of attendees in their quarterly SF-PPR reports.

Motor Carrier safety talks will be measured by the number of investigations conducted. State trucking association presentations will be reported along with the duration and number of attendees. At the conclusion of the CCD Open House events, carriers will be surveyed to determine if the forums were beneficial to carriers and whether attendees have content suggestions for future Open Houses.

Part 2 Section 8 - State Safety Data Quality (SSDQ)

Please review your State's SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. You must select 'yes' to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

SSDQ Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, select Yes. These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Data Quality Program	Current Compliance Level	Include O & M Costs?
SSDQ Performance	Good	Yes

Available data sources:

- [FMCSA SSDQ website](#)
- [FMCSA DataQs website](#)

Enter the agency name responsible for Data Quality: Oregon Department of Transportation

Enter the agency or agencies name responsible for DataQs: Oregon Department of Transportation

Enter the agency name responsible for the Crash Data Repository: Oregon Department of Transportation

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2021 - 2023.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2021	Goal for FY 2022	Goal for FY 2023
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Fair	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.

June 30, 2020

Narrative Overview for FY 2021 - 2023

Problem Statement Narrative: Describe any issues encountered for all SSDQ measures not rated as "Good/Green" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

(FY2023 Update)

Oregon's overall SSDQ rating stands at "Good." However, after being in the "good" category for well over a year, the *Crash Timeliness* factor has just slipped temporarily into "fair." This happened because several Oregon DMV offices across the state closed due to staffing shortages. This places an added burden on the remaining offices which must prioritize competing duties all experiencing huge volumes. Forwarding crash reports to ODOT's Crash Analysis Unit slipped in primacy. At this point, there is a backlog of reports that must be addressed as well as new incoming reports. The DMV formed a group to address this issue and is adopting a new policy of forwarding these reports via scanning rather than mail. Once the backlog is caught up, this process should be far more efficient.

(FY 2022 Update)

Oregon's rating for all SSDQ categories is now "Good."

Oregon's overall compliance level is "Good." However, the crash timeliness category is currently "Fair." ODOT is working to resolve this internal issue which results from delayed reporting by the DMV of accidents involving CMVs.

The Motor Carrier Crash Reports (MCCR) are required to be filed with the State of Oregon and are collected by the Department of Motor Vehicles (DMV) and forwarded to the ODOT Crash Analysis and Reporting unit. In the Oregon Commercial Vehicle Safety Plan we identify the goal to maintain Oregon's rating for Crash Reporting at a Good rating (90% and above). Oregon maintains an exemplary CMV crash database, but it can only be as accurate, complete and timely as the reports submitted by motor carriers, law enforcement agencies and DMV. The ODOT Crash Analysis and Reporting Unit continues to work with DMV to reduce the time it takes to process crash reports and forward them to the ODOT Crash Analysis and Reporting Unit. In the past 4 months Oregon has accelerated and maintained a 98% average measure in Crash Timeliness and is working hard to reach and then maintain the Good category.

Program Activities FY 2021 - 2023: Describe activities that will be taken to achieve or maintain a "Good/Green" rating in all measures including the overall SSDQ rating. Also, describe how your State provides resources to conduct DataQs operations within your State, and describe how elevated/appeals requests are handled.

(Update FY2023)

DataQs

Oregon has assigned two of its most experienced investigators to handle all DataQs submitted by motor carriers. Between them, they have approximately 45 years of truck inspection experience. One of these investigators is also the Division's Safety Training Coordinator responsible for scheduling and teaching truck inspection courses to Oregon trainees. On very rare occasions, a motor carrier may request to have its challenge elevated. In such cases, the FMCSA Division Administrator for Oregon is contacted and that person processes the DataQ.

CCD is working to have the Motor Carrier Crash Report form (required for federally reportable crashes) available on the Division's Trucking-On-Line website. Motor carriers will be able to complete the report on-line where it will then be forwarded to the Policy, Data and Analysis Division for inclusion in its crash database which, in turn, uploads to FMCSA.

Performance Measurements and Monitoring: Describe all performance measures that will be used to monitor data quality and DataQs performance and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Success will be reflected in a Timeliness rating of "Good."

Part 2 Section 9 - New Entrant Safety Audits

Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. You must complete the safety audit data questions for the current year. You must select "yes" to make changes.

- ☒ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP ([49 CFR 350.207](#).) A State may conduct intrastate New Entrant safety audits at the State's discretion if the intrastate safety audits do not negatively impact their interstate new entrant program. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

For the purpose of this section:

- Onsite safety audits** are conducted at the carrier's principal place of business.
- Offsite safety audit** is a desktop review of a single New Entrant motor carrier's basic safety management controls and can be conducted from any location other than a motor carrier's place of business. Offsite audits are conducted by States that have completed the FMCSA New Entrant training for offsite audits.
- Group audits** are neither an onsite nor offsite audit. Group audits are conducted on multiple carriers at an alternative location (i.e., hotel, border inspection station, State office, etc.).

Note: A State or a third party may conduct New Entrant safety audits. If a State authorizes a third party to conduct safety audits on its behalf, the State must verify the quality of the work conducted and remains solely responsible for the management and oversight of the New Entrant activities.

Yes	No	Question
<input checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input type="radio"/>	<input checked="" type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2015 - 2019

In the table below, provide the number of New Entrant safety audits conducted in the past 5 years.

New Entrant Safety Audits	2015	2016	2017	2018	2019
Interstate	0	0	0	0	0
Intrastate	0	0	0	0	0
Total Audits	0	0	0	0	0

Note: Intrastate safety audits will not be reflected in any FMCSA data systems—totals must be derived from State data sources.

Narrative Overview for FY 2021 - 2023

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency:

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website	
Date information retrieved from NEWS Dashboard to complete eCVSP	07/13/2022
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	669
Current Number of Past Dues	0

Program Goal: Reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing interstate new entrant carriers. At the State's discretion, intrastate motor carriers are reviewed to ensure they have effective safety management programs.

Program Objective: Meet the statutory time limit for processing and completing interstate safety audits of 120 days for Motor Carriers of Passengers and 12 months for all other Motor Carriers.

Projected Goals for FY 2021 - 2023

Summarize projected New Entrant safety audit activities in the table below.

Projected Goals for FY 2021 - 2023 - New Entrant Safety Audits						
	FY 2021		FY 2022		FY 2023	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	120	0	70	0	25	0
# of Safety Audits (Offsite)	615	0	380	0	375	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	735	0	450	0	400	0
# of Non-Audit Resolutions	0	0	200	0	200	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

FY2023 Update

As noted below, Oregon is in the process of creating a new unit singularly devoted to NCE Safety Audits and inspections. Recruitment and hiring is expected to be under way by FY2023. Once qualified applicants can be identified and hired, it will take time to get them through schools and training. Total audit numbers may decrease from FY2022 levels during this transition period, but should notably increase by FY2024. Regardless, Oregon will continue to keep any Safety Audits from going into a "past due" status during FY2023 by utilizing both new staff and veteran investigators to keep on top of the situation.

FY 2022 Updates For Remainder of FY 2022

Oregon is in the process of creating six (6) new Compliance Specialist 1 (CS-1) positions that do not currently exist. The primary mission of the new investigators will be NCE audits. Once trained, these employees will join the existing group of three CS-1s and together they will work to not only keep audits from going into a past-due status, but to address all carriers on the list who have been operating long enough for an audit. When not performing audits, the CS-1s will conduct vehicle inspections.

It will take time to identify, interview and hire qualified candidates for six positions. Other recruitments currently in progress are proving to be challenging to say the least. Suitable candidates are difficult to find due to the tight labor market. Once hired, these new employees must attend and pass several NTC schools and receive on-the-job training before attaining certification to conduct NCE audits. It is unlikely that these positions will be fully staffed and functional before the end of FFY2022. However, anyone hired will be put through a Level I school at the earliest opportunity in order to make them productive quickly while still working towards NCE certification.

(FY 2022 Update)

Oregon is now conducting NCE audits. Original projections proved too aspirational in light of Oregon's shortage of trained and experienced investigators. Further, the time required to vet and complete legitimate NCEs along with carrier delays in providing documents negatively impacted production more than anticipated.

NEWS reflects one (1) "Past Due" audit. This is misleading because a Comprehensive Review was completed on that carrier in May 2021 that resulted in an Unsatisfactory rating. Oregon is simply waiting for FMCSA to complete the release.

Since receiving MCSAP funding, Oregon has certified 22 investigators (Compliance Specialist 2s) to conduct NCE audits in addition to their core compliance review assignments. All currently perform NCE audits. One Compliance Specialist 1 devotes all investigation time to NCE audits. Two more candidates have just been hired as Compliance Specialist 1s. Once trained and certified, these employees will also devote their investigation time strictly to NCE audits. Four Lead workers monitor NEWS daily and make assignments to investigators statewide. This structure is designed to keep pace with NCE audit demands. Despite the rapidly multiplying NCE numbers, CCD has kept abreast of these audits without allowing any to go past due and will work to maintain that goal.

When Oregon first applied for the MCSAP grant, it was not conducting offsite safety audits in the NEWS system simply because no NCE audits were being performed at that time. The first table above (1st question) was therefor marked "no." Oregon is now conducting off site interstate safety audits using NEWS and will continue to do so.

Currently, Oregon is not receiving MCSAP funding and not conducting NE Audits. If FFY2021 funding is granted, CCD will develop an NE program. Beginning October 1, 2020, the division will arrange training and begin performing audits soon thereafter. We intend to train all our investigators to perform these with the objective of completing audits before their expiration dates. It's unclear at the time of this writing what effect the COVID-19 pandemic will have on this training. CCD has approximately 30 investigators needing the training. In normal times, Oregon would host one large class to train everyone. However, with distancing requirements and air travel concerns, training may involve several classes. The number of new interstate entrants in Oregon has been growing exponentially over the last two years (53%). This makes estimating how many audits will need to be performed extremely difficult. Further, much depends on the status of the audit list when FMCSA staff turn the program over to the CCD unit in FFY2021. If the state inherits a large number of overdue audits, it may hamper CCD's ability to keep ahead of the volume depending on the pace of future growth. However, it's hoped that the flexibility of offsite NESAs and farm certification letters will help the Division keep on top of the work load.

Activity Plan for FY 2021 - 2023: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

All Oregon investigators will be required to conduct New Entrant Safety Audits. Group audits are not currently planned.

Performance Measurement Plan: Describe how you will measure progress toward meeting the objective, such as quantifiable and measurable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks to be reported on in the quarterly progress report, or as annual outputs.

Performance of NE Audits will be measured by how many audits are completed by each investigator quarterly and annually.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the MCSAP CVSP Planning Memorandum and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2021 - 2023).

Part 3 Section 1 - Enforcement of Federal OOS Orders during Roadside Activities

Please review your State's Federal OOS catch rate during roadside enforcement activities, projected goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an Imminent Hazard (IH) or UNSAT/UNFIT OOS order. In this part, States will indicate their catch rate is at least 85 percent by using the check box or completing the problem statement portion below.

Check this box if:

☐ As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal IH or UNSAT/UNFIT OOS order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.

Narrative Overview for FY 2021 - 2023

Enter your State's OOS Catch Rate percentage if below 85 percent: 84%

Projected Goals for FY 2021 - 2023: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2021	85
2022	85
2023	85

(FY 2023 Update & Supplemental Goal)

Oregon continued to maintain its OOS Catch Rate of 100% throughout most of FY2022, but dropped to 92.86% in August when a law enforcement officer missed a carrier operating under a federal OOS order. Investigating the cause, CCD discovered the agency involved still uses paper inspection reports and had had difficulty gaining access to the Portal. The access issue is now cured and we are currently working to transition that agency to ASPEN. Oregon's present goal is to exceed the 15% improvement ideal and return to its 100% catch rate.

(FY 2022 Update)

Oregon has maintained an OOS Catch Rate in 2021 of 100%.

Oregon's catch rate for 2019 fell only marginally short of 85%. The majority of inspections are conducted by ODOT inspectors who have access to various databases that alert them to OOS carriers. However, law enforcement inspectors have not had such access. This is primarily where the occasional miss occurs. Oregon has been in the process of providing access to Query Central access for those officers via FMCSA's Portal. Officers now have access and will soon receive training with an implementation date of October 1, 2020.

Program Activities for FY 2021 - 2023: Describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside. Include how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

The rollout of FMCSA Portal access to law enforcement officers will continue so all those inspectors will be able to identify OOS carriers during inspections. Further, officers will receive training on how to identify carriers operating under federal out-of-service orders. Commerce and Compliance staff will monitor reports of any missed catches and follow up with the investigator involved.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

The number of inspections performed on OOS carrier vehicles will be compared to the number of vehicles caught and placed out-of-service for violating the federal OOS order. CCD staff will monitor results and follow up with inspectors who fail to catch out-of-service carriers operating at time of inspection.

Part 3 Section 2 - Passenger Carrier Enforcement

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

☒ As evidenced by the trend analysis data, the State has not identified a significant passenger transportation safety problem. Therefore, the State will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) pertaining to passenger transportation by CMVs in a manner consistent with the [MCSAP Comprehensive Policy](#) as described either below or in the roadside inspection section.

Part 3 Section 3 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2020 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2020 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2020 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2020 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Part 3 Section 4 - State Specific Objectives – Future

Please review your State specific objectives and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the MCSAP CVSP Planning Memorandum as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.

Describe any State-specific objective(s) identified for FY 2021 - 2023. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

Law Enforcement Enhancement in High Crash Corridors.

Narrative Overview for FY 2021 - 2023

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

Oregon has been working with law enforcement and researchers at Oregon State University to study the effect of law enforcement presence on truck at fault crashes along the high truck crash corridor of I-205 which runs south and east of Portland. The first phase documented a direct correlation between the presence of law enforcement and a reduction in crashes. The second phase of the study was to determine the rate on the investment in enforcement activities. In other words: How much time and staffing should we and our law enforcement partners devote in order to optimize the benefit of their presence on crash reduction? We are continuing with this research in collaboration with law enforcement to focus on the high truck crash corridor of I-205. If we continue to see positive results, we will look for opportunities to expand this to other high crash corridors. Our success will depend upon our partners, their staffing capacity and ability to work with us.

Projected Goals for FY 2021 - 2023:

Enter performance goal.

The goal of the Motor carrier Safety program is to reduce truck at fault crashes. The study has proven to be effective on the I-205 corridor, resulting in a reduction of truck at fault crashes when law enforcement conduct inspections on commercial motor vehicles stopped for traffic violations such as speeding, reckless driving and improper lane changes. CCD would like to duplicate these same results on additional high-risk corridors in Oregon, resulting in lower truck at fault crashes.

Program Activities for FY 2021 - 2023: Describe the activities that will be implemented including level of effort.

Oregon will: Continue to study and utilize the research gleaned from the results of this program; seek to expand its law enforcement presence along other data supported high truck at fault crash corridors; and, conduct outreach to law enforcement in chosen corridor to add partners that can perform stops and inspections at the optimum level identified by the research. Should outcomes and resources allow, Oregon will seek to add at least one

law enforcement partner to high crash portions of the State's three main truck routes (I-5, I-84, and US-97).

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

The research, and any follow-on actions, will be measured by comparing rates of truck at fault crashes on targeted routes at varying levels of law enforcement presence and activity.

State Objective #2

Enter the title of your State-Identified Objective.

Human Trafficking Education & Awareness

Narrative Overview for FY 2021 - 2023

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

The Oregon Department of Human Services (DHS) identified 750 victims of human trafficking in Oregon during 2019. According to ABC affiliate KDRV, Oregon police encounter 3-5 victims of human trafficking per week (80% women & 50% children). The I-5 corridor is a mainline route for human trafficking and Portland reportedly has the second highest incidence of forced child prostitution in the United States.

Projected Goals for FY 2021 - 2023:

Enter performance goal.

ODOT will focus efforts on educational outreach to all ODOT personnel who have a roadside presence, including motor carrier, highway maintenance, project delivery and contracted staff. ODOT will also make this outreach available to our law enforcement partners throughout the state. The purpose of this outreach is to educate individuals who work roadside to recognize the indicators of human trafficking and proper protocols for reporting in order to reduce the number of victims in Oregon.

Program Activities for FY 2021 - 2023: Describe the activities that will be implemented including level of effort.

ODOT will plan and coordinate two Truckers Against Trafficking (TAT) educational presentations to be held throughout the state and varied locations each year. Trainings may be conducted in person or via webinar depending on COVID-19 restrictions. CCD will communicate the value of the TAT training through its internal newsletter, outreach to law enforcement and providing information during our industry outreach venues. All Port of Entries will have TAT information readily available to all drivers.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

ODOT will conduct two TAT presentations each year, ensuring presentations are conducted at varied locations for greatest outreach opportunity. CCD will monitor and record the number of TAT training presentations completed each year along with capturing data on attendees. Ensure 100% of all CCD Safety and Enforcement new-hires receive TAT training within 1 year of hire date in order to assist in the identification of potential traffickers and immediate contact of proper authorities.

Part 4 - Financial Information

Part 4 Section 1 - Overview

The Spending Plan is an explanation of each budget component, and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives, and explain how costs are calculated. The Spending Plan must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [2 CFR part 1201](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

Before any cost is billed to or recovered from a Federal award, it must be allowable ([2 CFR §200.403](#), [2 CFR §200 Subpart E – Cost Principles](#)), reasonable and necessary ([2 CFR §200.403](#) and [2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA regulations and directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable and Necessary** costs are those which a prudent person would deem to be judicious under the circumstances.
- **Allocable** costs are those that are charged to a funding source (e.g., a Federal award) based upon the benefit received by the funding source. Benefit received must be tangible and measurable.
 - For example, a Federal project that uses 5,000 square feet of a rented 20,000 square foot facility may charge 25 percent of the total rental cost.

Instructions

The Spending Plan should include costs for FY 2023 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

The Spending Plan data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. The budget category tables use 95 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

On Screen Messages

The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

- Calculation of Federal and State Shares

Total Project Costs are determined for each line based upon user-entered data and a specific budget category formula. Federal and State shares are then calculated by the system based upon the Total Project Costs and are added to each line item.

The system calculates a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share values will not be recalculated by the system and should be reviewed and updated by users as necessary.

States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

An error is shown on line items where Total Project Costs does not equal the sum of the Federal and State shares. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

Territories must ensure that Total Project Costs equal Federal share for each line in order to proceed.

- **MOE Expenditures**

States may enter MOE on individual line items in the Spending Plan tables. The Personnel, Fringe Benefits, Equipment, Supplies, and Other Costs budget activity areas include edit checks on each line item preventing MOE costs from exceeding allowable amounts.

- If "Percentage of Time on MCSAP grant" equals 100%, then MOE must equal \$0.00.
- If "Percentage of Time on MCSAP grant" equals 0%, then MOE may equal up to Total Project Costs as expected at 100%.
- If "Percentage of Time on MCSAP grant" > 0% AND < 100%, then the MOE maximum value cannot exceed "100% Total Project Costs" minus "system-calculated Total Project Costs".

An error is shown on line items where MOE expenditures are too high. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

The Travel and Contractual budget activity areas do not include edit checks for MOE costs on each line item. States should review all entries to ensure costs reflect estimated expenditures.

- **Financial Summary**

The Financial Summary is a summary of all budget categories. The system provides warnings to the States on this page if the projected State Spending Plan totals are outside FMCSA's estimated funding amounts. States should review any warning messages that appear on this page and address them prior to submitting the eCVSP for FMCSA review.

The system will confirm that:

- Overtime value does not exceed 15% of the MCSAP Award Amount.
- Planned MOE Costs equal or exceed the MOE Baseline amount.
- States' planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' planned Total Project Costs are within \$5 of the Federal share.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$6,111,217.00	\$321,643.00	\$6,432,860.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$964,929.00
MOE Baseline:	\$2,040,035.14

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project.

Note: Do not include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Salary and Overtime project costs must be separated when reporting to FMCSA, regardless of the Lead MCSAP Agency or Subrecipient pay structure.

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the CVSP. Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all your personnel costs.

The percent of each person's time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.

Note: Reimbursement requests must be based upon documented time and effort reports. Those same time and effort reports may be used to estimate salary expenses for a future period. For example, a MCSAP officer's time and effort reports for the previous year show that he/she spent 35 percent of his/her time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer's salary to this project. For more information on this item see [2 CFR §200.430](#).

In the salary column, enter the salary for each position.

Total Project Costs equal the Number of Staff x Percentage of Time on MCSAP grant x Salary for both Personnel and Overtime (OT).

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 15 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 15 percent limitation as provided in the MCP. Any deviation from the 15 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount):	\$964,929.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Compliance Spec 3	8	20.0000	\$91,440.00	\$146,304.00	\$138,988.80	\$7,315.20	\$585,216.00
Analyst 8600500	1	100.0000	\$59,652.00	\$59,652.00	\$56,669.40	\$2,982.60	\$0.00
MCEO 1	62	10.0000	\$62,496.00	\$387,475.20	\$368,101.44	\$19,373.76	\$0.00
MCEO 2	13	10.0000	\$72,108.00	\$93,740.40	\$89,053.38	\$4,687.02	\$0.00
Facility Analyst 8600714	1	50.0000	\$86,746.00	\$43,373.00	\$41,204.35	\$2,168.65	\$0.00
IFTA/IRP Manager 2201020	1	25.0000	\$64,764.00	\$16,191.00	\$15,381.45	\$809.55	\$0.00
Reg. Program Coordinator 8600109	1	25.0000	\$72,048.00	\$18,012.00	\$17,111.40	\$900.60	\$0.00
Vehicle Regs Analyst 8600748	1	10.0000	\$55,251.00	\$5,525.10	\$5,248.85	\$276.25	\$0.00
Training Coordinator 8600051	1	30.0000	\$83,185.00	\$24,955.50	\$23,707.73	\$1,247.77	\$0.00
Budget & Fiscal Coordinator 8600575	1	30.0000	\$105,192.00	\$31,557.60	\$29,979.72	\$1,577.88	\$0.00
Technical Coordinator 1719082	1	10.0000	\$66,830.00	\$6,683.00	\$6,348.85	\$334.15	\$0.00
MC Services Section Manager 8600779	1	5.0000	\$100,272.00	\$5,013.60	\$4,762.92	\$250.68	\$0.00
Compliance Spec 2	24	39.0000	\$72,048.00	\$674,369.28	\$640,650.82	\$33,718.46	\$1,054,782.72
Principle Exec Manager E	1	0.0000	\$110,352.00	\$0.00	\$0.00	\$0.00	\$55,176.00
Principle Exec Manager D	2	0.0000	\$110,352.00	\$0.00	\$0.00	\$0.00	\$220,704.00
Compliance Spec 1	3	20.0000	\$65,508.00	\$39,304.80	\$37,339.56	\$1,965.24	\$157,219.20
Compliance Specialist 1	6	100.0000	\$54,660.00	\$327,960.00	\$311,562.00	\$16,398.00	\$0.00
Program Analyst 4 2123071	1	50.0000	\$96,180.00	\$48,090.00	\$45,685.50	\$2,404.50	\$0.00
Subtotal: Salary				\$1,928,206.48	\$1,831,796.17	\$96,410.31	\$2,073,097.92
Overtime Project Costs							
Compliance Spec 3	8	39.0000	\$7,600.00	\$23,712.00	\$22,526.40	\$1,185.60	\$37,088.00
Compliance Spec 2	24	46.0000	\$6,700.00	\$73,968.00	\$70,269.60	\$3,698.40	\$86,832.00
MCEO1	62	15.0000	\$5,200.00	\$48,360.00	\$45,942.00	\$2,418.00	\$0.00
MCEO 2	13	15.0000	\$6,000.00	\$11,700.00	\$11,115.00	\$585.00	\$0.00
Misc Analysts	1	10.0000	\$25,000.00	\$2,500.00	\$2,375.00	\$125.00	\$0.00
Subtotal: Overtime				\$160,240.00	\$152,228.00	\$8,012.00	\$123,920.00
TOTAL: Personnel				\$2,088,446.48	\$1,984,024.17	\$104,422.31	\$2,197,017.92
Accounting Method:	Cash						

Enter a detailed explanation of how the personnel costs were derived and allocated to the MCSAP project.

44 safety staff work full-time on and exclusively on MCSAP activities.

The two managers provide administration of Oregon's Motor Carrier Safety Action Plan (100%) Their time is coded to MOE.

38 Compliance Specialists perform compliance reviews, motor vehicle inspections, educational presentation and training and safety audits (100%). Six Compliance Specialist (6 of the 38) were added to the program to do safety audits. Salaries are being split between the 95/5 and MOE as listed in the chart above. Three compliance specialists investigate non-compliance. and suspensions as warranted. These cases involve such matters as: safety compliance reviews, non-compliance with Oregon's chain laws, failure to file motor carrier crash reports, and drivers jumping an out-of-service order, preparing Notices and Final Orders to communicate outcomes to carriers and impose penalties.

One Administrative Specialist provides support to the compliance specialists and managers (100%).

In addition to the 44 Safety staff, 75 Motor Carrier Enforcement Officers receive commercial motor vehicle inspection training and each perform 120 inspections annually as well as chain enforcement operations (approximately 10% of their duties). When receiving inspection training, performing vehicle inspections or chain enforcement operations actual payroll and benefit costs are charged to the Safety program. Indirect rates are not used.

Six positions provide financial and clerical support and supervision. The amount of time spent on MCSAP ranges from 10% to 100%. They will charge their time to MSCAP only when doing MCSAP related activities.

Facility Analyst - This position monitors the Greenlight system and troubleshoots issues for a resolution path via software or hardware. Position works closely with intelligent technology system personnel to track WIM/LPR inventory, asset performance and lifecycle. (50%)

Training Coordinator - Provide staff and industry education and training in commercial vehicle safety through various manuals, onboarding, and new carrier education. (30%)

Budget Fiscal Coordinator - This position is fiscally responsible for the MCSAP grant including payment disbursement, invoicing, tracking the spending rates, allocating funds under the contract and preparing budgetary report forms and financial plans related to MCSAP expenditures. (30%)

MC Services Section Manager - This position oversees the Motor Carrier Registration programs which includes system oversight for the PRISM program. This position is ultimately responsible for the administration of transponders, suspension and reinstatement of non-compliant carriers. (5%)

Principle Exec Manager E - Oversees the Motor Carrier Safety Compliance and Enforcement programs. Responsible for oversight of safety compliance managers and programmatic performance to ensure federal regulatory compliance goals are met. Oversees \$6 million in funding from MCSAP and HP grant process. Oversees certification of CVSA truck inspectors and motor carrier compliance investigators. Oversight of WIM/LPR strategy throughout Oregon for motor carrier safety e-screening. Oversight of enforcement staff participating in MCSAP funds through chain enforcement and CVSA truck inspections. (50%)

Program Analyst 4-ITD Prog Manager - Responsible for the execution and tactical implementation of multiple processes and projects within the MCSAP Program which impacts the state's commercial motor vehicle safety and vehicle registration. (50%)

Four positions will provide support for PRISM as described below. Their estimated percentages of time to be devoted to PRISM are listed below along with the position title and summary of PRISM duties.

Vehicle Regs Analyst - Identify unsafe motor carriers using International Registration Plan and Motor Carrier Safety Improvement Processes. Manage and maintain motor carrier responsible for safety (MCRS) data for vehicles that operate under long-term leases. (10%)

IFTA/IRP Manager - Deny, suspend, or revoke commercial vehicle registrations for motor carriers determined to be unfit to operate safely. Rescind commercial vehicle registration suspensions or revocations when a motor carrier regains compliance with FMCSA. (25%)

Reg. Program Coordinator - Evaluate program reports used to identify chameleon carriers. Request records consolidation for suspected chameleon carriers. (25%)

Technical Coordinator - Ensure IRP systems and PRISM web services are operational for staff to identify unsafe motor carriers through system testing and monitoring tools. Review and approve quarterly reports. (10%)

Overtime was calculated using the formula provided in the eCVSP. The number of staff times the percentage of their time on the MCSAP grant times 'Salary' plus MOE. Number of staff was taken from the chart and narrative. The 32 Compliance Specialists are working 100% on MCSAP activities, either charging to the 95/5 or MOE as listed in the chart. An estimate of the amount of overtime percentage was used for the MCEOs based on historical observations with it being charged to the 95/5 and none to the MOE. The Misc Analysts had little historical information and was based on management estimates of time spent on MCSAP activities. Salaries for each of the positions was based on the high monthly salary of each of the position classifications listed in the overtime section. The totals were reviewed by CCD staff and passed the reasonableness test.

These positions support the mission of the Commerce and Compliance Division of the Oregon Department of Transportation to promote a safe, efficient and responsible commercial transportation industry.

These positions also support four of the five national program element activities:

- a) Driver/vehicle inspections.
- b) Compliance reviews
- c) Public education and awareness
- d) Data collection

Note: The fifth nation program element activity, traffic enforcement, is supported by our city, county, and state law enforcement partners.

Detailed job descriptions are available for each of these positions. They describe the duties that are performed and the estimated % of time that is spent on each of these duties.

Total Salary Costs \$4,249,384.28

Part 4 Section 3 - Fringe Benefits

*Fringe costs are benefits paid to employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-Federal grantees that use the **accrual basis** of accounting may have a separate line item for leave, and is entered as the projected leave expected to be accrued by the personnel listed within Part 4.2 – Personnel. Reference [2 CFR §200.431\(b\)](#).*

Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate. If using an approved rate by the applicant's Federal cognizant agency for indirect costs, a copy of the indirect cost rate agreement must be provided in the "My Documents" section in eCVSP and through grants.gov. For more information on this item see [2 CFR §200.431](#).

Show how the fringe benefit amount is calculated (i.e., actual fringe rate, rate approved by HHS Statewide Cost Allocation or cognizant agency, or an aggregated rate). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

Actual Fringe Rate: a fringe rate approved by your cognizant agency or a fixed rate applied uniformly to each position.

Aggregated Rate: a fringe rate based on actual costs and not a fixed rate (e.g. fringe costs may vary by employee position/classification).

Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc. For more information on this item see the [Fringe Benefits Job Aid below](#).

Fringe costs method: Aggregated Rate - documentation added to 'My Documents' to describe rate calculation

Total Project Costs equal the Fringe Benefit Rate x Percentage of Time on MCSAP grant x Base Amount divided by 100.

Fringe Benefit Rate: The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.

Base Amount: The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Compliance Spec 2	59.5800	39.0000	\$1,729,152.00	\$401,789.21	\$381,699.75	\$20,089.46	\$628,439.54
Compliance Spec 3	59.1800	20.0000	\$731,520.00	\$86,582.70	\$82,253.57	\$4,329.13	\$346,330.80
Analyst 8600500	65.9000	100.0000	\$59,652.00	\$39,310.66	\$37,345.13	\$1,965.53	\$0.00
MCEO 1	73.1300	10.0000	\$3,874,752.00	\$283,360.61	\$269,192.58	\$14,168.03	\$0.00
MCEO 2	66.1300	10.0000	\$937,404.00	\$61,990.52	\$58,890.99	\$3,099.53	\$0.00
Facility Analyst 8600714	53.0100	50.0000	\$86,746.00	\$22,992.02	\$21,842.42	\$1,149.60	\$0.00
IFTA/IRP Manager 2201020	59.9200	25.0000	\$86,496.00	\$12,957.10	\$12,309.25	\$647.85	\$0.00
Reg Program Coordinator 8600109	65.5800	25.0000	\$72,048.00	\$11,812.26	\$11,221.65	\$590.61	\$0.00
Vehicle Regs Analyst 8600748	81.5400	10.0000	\$49,140.00	\$4,006.87	\$3,806.53	\$200.34	\$0.00
Training Program Coordinator 8600051	64.1400	30.0000	\$83,185.00	\$16,006.45	\$15,206.13	\$800.32	\$0.00
Budget & Fiscal Coordinator 8600575	43.5000	30.0000	\$105,192.00	\$13,727.55	\$13,041.17	\$686.38	\$0.00
Technical Coordinator 1719082	44.7300	10.0000	\$66,830.00	\$2,989.30	\$2,839.84	\$149.46	\$0.00
MC Services Section Manager 8600779	59.1300	5.0000	\$100,272.00	\$2,964.54	\$2,816.31	\$148.23	\$0.00
Principle Exec Manager D	46.2500	0.0000	\$220,704.00	\$0.00	\$0.00	\$0.00	\$102,075.60
Principle Exec Manager E	56.5000	0.0000	\$110,352.00	\$0.00	\$0.00	\$0.00	\$31,174.44
Compliance Spec 1	61.8300	20.0000	\$65,508.00	\$8,100.71	\$7,695.67	\$405.04	\$26,098.36
Compliance Spec 1	61.8300	100.0000	\$327,960.00	\$202,777.66	\$192,638.78	\$10,138.88	\$0.00
Program Analyst 4	47.6200	50.0000	\$96,180.00	\$22,900.45	\$21,755.43	\$1,145.02	\$0.00
TOTAL: Fringe Benefits				\$1,194,268.61	\$1,134,555.20	\$59,713.41	\$1,134,118.74

Enter a detailed explanation of how the fringe benefit costs were derived and allocated to the MCSAP project.

43 Safety staff work full-time on MCSAP activities. In addition to the Safety staff, 75 Motor Carrier Enforcement Officers each perform 120 inspections annually. Nine positions will provide support for data collection, financial and Clerical support, and supervision. Six Compliance Specialist were added to the program to do Safety Audits. The division utilized IIJA funding to create an ITD Program Manager. The manager will oversee the PPTLD and work with divisional Program Managers to assist them in their pursuits of grants that support the ITD goals.

These positions support the mission of the Commerce and Compliance Division of the Oregon Department of Transportation to promote a safe, efficient and responsible commercial transportation industry.

These positions also support the four of the five national program elements activities:

- a) Driver/vehicle inspections.
- b) Compliance reviews
- c) Public education and awareness
- d) Data collection

Note: The fifth nation program element activity, traffic enforcement, is supported by our city, county, and state law enforcement partners.

The Fringe rates listed in the table are only for budgeting purposes. Fringe benefits will be charged based on the per employee costs and includes:

Public Employees Retirement Benefits (PERS), 29.96%

Social Security, 7.65%

Medical/Dental/Life Insurance* 5.89%-49.93%

*varies per employee depending on ranges of \$800 -\$2,400 per month for medical costs and monthly salary.

The average per employee per month is \$1,680 for medical.

The specific amount for Medical, PERS, and Social Security for each officer will be included in each voucher. Mass Transit Tax is excluded.

Total Fringe Benefits = \$2,328,387.35

Part 4 Section 4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, airfare, lodging, meals, transportation, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

Travel costs are funds for field work or for travel to professional meetings.

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.474](#).

Total Project Costs should be determined by State users, and manually input in the table below. There is no system calculation for this budget category.

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Special Operations (4)	5	20	100.0000	\$14,500.00	\$13,775.00	\$725.00	\$3,000.00
HM Refresher Training (4)	1	20	100.0000	\$3,500.00	\$3,325.00	\$175.00	\$0.00
HM Training	1	10	100.0000	\$2,450.00	\$2,327.50	\$122.50	\$0.00
Inspection Training	12	10	100.0000	\$24,400.00	\$23,180.00	\$1,220.00	\$5,000.00
Inspection Training Refresher	100	2	100.0000	\$30,000.00	\$28,500.00	\$1,500.00	\$5,000.00
Misc. MCSAP Related Travel	6	5	100.0000	\$9,450.00	\$8,977.50	\$472.50	\$0.00
Misc. Travel (CRs, SAs, Inspections, Crew Meetings)	25	24	100.0000	\$80,000.00	\$76,000.00	\$4,000.00	\$25,000.00
Chain Enforcement	40	12	100.0000	\$84,000.00	\$79,800.00	\$4,200.00	\$0.00
North American Inspectors Championship	2	5	100.0000	\$1,750.00	\$1,662.50	\$87.50	\$0.00
Annual MCSAP Conference	5	5	100.0000	\$1,750.00	\$1,662.50	\$87.50	\$0.00
CVSA/FMCSA Data Quality & Systems Training	2	5	100.0000	\$1,750.00	\$1,662.50	\$87.50	\$0.00
TOTAL: Travel				\$253,550.00	\$240,872.50	\$12,677.50	\$38,000.00

Enter a detailed explanation of how the travel costs were derived and allocated to the MCSAP project.

Travel costs (lodging, air and ground travel, and meals and per diem) are for field work, professional meetings, safety training, and related travel. Training costs were calculated using the ODOT Financial Services Travel Desk Reference and based on the ODOT training schedule. All travel related expenditure follow the rules set down by federal and state statutes, Oregon Revised Statutes, Oregon Accounting Rules, Oregon Account Manual, ODOT administrative Policies, and ODOT Financial and Accounting Standards Manual are available for review.

HM Refresher Training: All Oregon HM inspectors receive refresher training once per year to keep their HM skills sharp and identify any knowledge gaps. The trainings are often combined with an HM operation to promote instant hands on refresher practice. see table below

Special Operations: Oregon holds special hours of service and hazardous material operations throughout the state. Hours of Service operations involve multiple scales along highways stretching across the entire state. Staff must travel to the various inspections sites to conduct these operations because local staffing resources are insufficient. Further, HM operations are held in areas where maximum HM traffic is found. This requires travel by some or all of the inspectors involved depending on their individual duty stations.see table below

HM Training: All CCD Safety Enforcement investigators must become certified in HM in order to conduct HM inspections roadside and as a NTC prerequisite to attending the ISA course and/or the New Entrant Safety Audit (NESA) Course. Hazmat training is not jus limited to FMCSA.NTC courses, bt could include other hazmeat traings such as those offered by CVSA and other groups. Some Motor Carrier Enforcement Officers also become certified in order to increase Oregon's HM inspection capabilities statewide. see table below

Inspection Training: All CCD Safety Enforcement investigators, Motor Carrier Enforcement Officers and various Law Enforcement officers require this training to ensure Oregon has an excellent inspection program that covers the entire state. Further, CCD investigators must be Level I certified as a prerequisite to attending ISA and NESA courses. Inspection traing couldalso include additional or advanced training courses. see table below

Inspection Training refresher: CCD refresher training is conducted all across Oregon to continuously add to inspectors' knowledge bases and to revisit past learning to verify that inspectors understand regulations and procedures correctly and are applying them uniformly see table below

North American Inspectors Championship: Each jurisdiction is invited to send its best inspector to compete against other top inspectors from jurisdictions all across North America. NAIC competitors also receive training on the latest commercial motor vehicle safety trends, technologies, standards and inspection procedures while sharing insights, ideas, techniques and experiences with other inspectors. see table below

Annual MCSAP Conference: see table below

CVSA/FMCSA Data Quality: see table below

Misc MCSAP-Related Travel: Attendees must travel to these meetings to learn FMCSA' plan for the relevant grant period and requirements expected of the states during the upcoming grant period. see table below

Misc. Travel (CRs, SAs, Inspections, Crew Meetings, etc.): Investigations (CRs, NCEs, etc.) and inspections take place all over Oregon. In order to investigate motor carriers, investigators often must travel long distances in order to physically interact with carrier officials. Staff are located all over the state and crew meetings may involve their travelling to a central point to attend crew meetings. see table below

Chain Enforcement Operations: Per Diem and Lodging for Enforcement Office on travel status while performing chain enforcement operations.

	# of Staff	# of Days	Per Diem	Lodging	Airfare	Total	95/5	Moe
HM Refresher Training	1	20	\$ 1,200	\$ 2,300		\$ 3,500	\$ 3,500	
Special Operations	5	20	6,000	\$ 11,500		17,500	14,500	3,000
HM Training	1	10	600	\$ 1,150	\$ 700	2,450	2,450	-
Inspection Training	12	10	7,200	\$ 13,800	\$ 8,400	29,400	24,400	5,000
Inspection Training Refresher	100	2	12,000	\$ 23,000		35,000	30,000	5,000
Misc MCSAP Meetings & Conferences	6	5	1,800	\$ 3,450	\$ 4,200	9,450	9,450	-
Chain Enforcement	40	12	28,800	\$ 55,200		84,000	84,000	-
North American Inspectors Championship	2	5	600	\$ 1,150		1,750	1,750	-
Annual MCSAP Conference	2	5	600	\$ 1,150		1,750	1,750	-
CVSA/FMCSA Data Quality and Systems Training	2	5	600	\$ 1,150		1,750	1,750	-
Misc Travel	25	24	36,000	\$ 69,000		105,000	80,000	25,000
			\$ 95,400	\$ 182,850	\$ 13,300	\$ 291,550	\$ 253,550	\$ 38,000
Lodging	\$ 115							
Meals	\$ 60							
Airfare	\$ 700							

Total Travel Costs \$291,550.00

Part 4 Section 5 - Equipment

Equipment is tangible or intangible personal property. It includes information technology systems having a useful life of more than one year, and a per-unit acquisition cost that equals or exceeds the lesser of the capitalization level established by the non-Federal entity (i.e., the State) for financial statement purposes, or \$5,000.

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the threshold amount. See [§200.12](#) Capital assets, [§200.20](#) Computing devices, [§200.48](#) General purpose equipment, [§200.58](#) Information technology systems, [§200.89](#) Special purpose equipment, and [§200.94](#) Supplies.

Show the total cost of equipment and the percentage of time dedicated for MCSAP related activities that the equipment will be billed to MCSAP. For example, you intend to purchase a server for \$5,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$1,000. If the equipment you are purchasing will be capitalized (depreciated), you may only show the depreciable amount, and not the total cost ([2 CFR §200.436](#) and [2 CFR §200.439](#)). If vehicles or large IT purchases are listed here, the applicant must disclose their agency's capitalization policy.

Provide a description of the equipment requested. Include the quantity, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP grant.

Total Project Costs equal the Number of Items x Full Cost per Item x Percentage of Time on MCSAP grant.

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Vehicles (i.e., vans, pickups, or passenger cars)	4	\$33,051.64	100	\$132,206.56	\$125,596.23	\$6,610.33	\$0.00
TOTAL: Equipment				\$132,206.56	\$125,596.23	\$6,610.33	\$0.00
Equipment threshold is greater than \$5,000.							

Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.

These vehicles will be used to transport staff and equipment for the purposes of doing truck inspections, compliance reviews, safety audit, and miscellaneous meetings in support of the Motor Carrier Safety Action Plan.

Fleet Services has developed a Fleet Condition Model to determine the condition of fleet equipment. This model, including business input from equipment users, is used as a factor in establishing the Biennial Fleet replacement Plan. The Fleet Replacement Plan is contingent on budget authorization and revenue availability.

Prior to the beginning of each biennium, Fleet services distributes the fleet replacement recommendations to the user. For light fleet the standard is 8 years/130,000 miles. The user then takes this information and incorporates ODOT business need into the process and produces a revised user recommended replacement plan. The Region, branch or section managers prioritize and return the requested information to Fleet services.

Fleet services then completes an evaluation of the proposed replacement for each piece of equipment and offers recommendations. The evaluation will consider historical costs, operating cost per mile/hour, mileage, age, equipment condition, utilization information, and available funding. Fleet services notifies the appropriate manager, identifying all equipment that will be submitted for replacement. The Evaluation information and recommendation for replacement is included in the notification. A meeting is scheduled to discuss the evaluation recommendations and obtain consensus with the region, branch or section. The final replacement plan will match funds available for biennial equipment purchases.

The Department of Administration Services negotiates a contract with automotive dealerships to supply the State of Oregon with various models of vehicles. The model depends on the intended use of the vehicle. ODOT follows the contract and obtains vehicles at that contract price. ODOT then adds various equipment to each vehicle (tire chains, first aid kits, fire extinguisher, load securement nets as needed, etc.) depending again on intended use. The \$33,051.64 cost per vehicle is the price that Oregon's Department of Administrative Services negotiated with vendors.

Total Equipment Cost \$132,206.56

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in §200.33 Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also §200.20 Computing devices and §200.33 Equipment.

Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

Provide a description of each unit/item requested, including the quantity of each unit/item, the unit of measurement for the unit/item, the cost of each unit/item, and the percentage of time on MCSAP grant.

Total Project Costs equal the Number of Units x Cost per Unit x Percentage of Time on MCSAP grant.

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Other Services & Supplies	12 Monthly	\$3,750.00	100.0000	\$45,000.00	\$42,750.00	\$2,250.00	\$0.00
Portable Printer/Scanner All-in-One Units	6 Each	\$380.00	100.0000	\$2,280.00	\$2,166.00	\$114.00	\$0.00
Offices Supplies	12 Monthly	\$5,250.00	100.0000	\$63,000.00	\$59,850.00	\$3,150.00	\$0.00
Laptops	10 Each	\$2,410.00	100.0000	\$24,100.00	\$22,895.00	\$1,205.00	\$0.00
TOTAL: Supplies				\$134,380.00	\$127,661.00	\$6,719.00	\$0.00

Enter a detailed explanation of how the supply costs were derived and allocated to the MCSAP project.

Office supplies for the 36 full time Safety staff average \$9,000 per month (\$300 per month/ per FTE). (items that are used up in the course of business) including but not limited to the following: batteries, bottled water, highlighters, pens, pencils, paper, Post-it notes, Staples, Stationery, toner. Office Supplies also includes, mail services, printing services, postage, and copier leases. Estimates were based on historical average expenses from 2019 and 2020. Office supplies are 100% used in support of MCSAP eligible activities.

Laptops ODOT has a 4 year replacement policy on computers and laptops. Computers and laptops are 100% used in support of MCSAP Activities.

Other Services and Supplies includes Port-a-Potties placed at remote scales for driver's use, safety supplies, and uniforms.

Portable printers will be used for MCSAP activities only. Because these printers are portable and used in the field, they have a short useful life before they break-down. ODOT does not have a standard replacement plan for them. They are replaced as-needed.

Per internal ODOT policy, water is made available to personnel working in the field as per policy. FASM 1.031 which is attached. Also, if, after testing by qualified experts, building water is deemed unsafe for human consumption, the Department can provide bottled water per policy FASM 1.03.2 which is attached.

Total Supply Costs \$134,380

Part 4 Section 7 - Contractual and Subaward

This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) for details.

Subaward – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.92](#) and [2 CFR §200.330](#)).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.93](#)).

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate 'unknown' in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as "contractual services" with no description will not be considered meeting the requirement for completing this section.

The Unique Entity Identifier (UEI) is the new, non-proprietary identifier that replaces the DUNS number. All contractors and subrecipients must be registered in the System for Award Management (SAM.gov). The UEI will be requested in and assigned by SAM.gov. Enter the UEI number of each entity in the space provided in the table.

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.

Operations and Maintenance-If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

Please describe the activities these costs will be using to support (i.e., ITD, PRISM, SSDQ or other services.)

Contractual and Subaward Project Costs							
Legal Name	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
West Linn Police	CV20015438	Contract	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
Description of Services: Traffic Enforcement with Truck Inspection							
Clackamas County Sheriff's Office	CV20015444	Contract	100.0000	\$25,000.00	\$23,750.00	\$1,250.00	\$0.00
Description of Services: Traffic Enforcement with Truck Inspection							
Oregon City Police	CV20015415	Contract	100.0000	\$40,000.00	\$38,000.00	\$2,000.00	\$0.00
Description of Services: Traffic Enforcement with Truck Inspection							
Multnomah County Sheriff's Department	CV20015468	Contract	100.0000	\$40,000.00	\$38,000.00	\$2,000.00	\$0.00
Description of Services: Traffic Enforcement with Truck Inspection							
City of Portland Police Bureau	CV20015419	Contract	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
Description of Services: Traffic Enforcement with Truck Inspection							
Beaverton Police Department	CV20015367	Subrecipient	100.0000	\$21,000.00	\$19,950.00	\$1,050.00	\$0.00
Description of Services: Truck Inspection and Traffic Enforcement							
Molalla Police Department	CV20010178	Subrecipient	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
Description of Services: Truck Inspection with Traffic Enforcement							
Sandy Police Department	CV20010098	Subrecipient	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
Description of Services: Truck Inspection with Traffic Enforcement							
Deschutes County Sheriff	CV20015450	Subrecipient	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
Description of Services: Truck Inspection with Traffic Enforcement							
Jackson County Sheriff	CV20007233	Subrecipient	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
Description of Services: Truck Inspection with Traffic Enforcement							
Marion County Sheriff	CV20004748	Subrecipient	100.0000	\$34,000.00	\$32,300.00	\$1,700.00	\$0.00
Description of Services: Truck Inspection with Traffic Enforcement							
Washington County Sheriff	CV20007149	Subrecipient	100.0000	\$40,000.00	\$38,000.00	\$2,000.00	\$0.00
Description of Services: Truck Inspection with Traffic Enforcement							
Coburg Police Department	CV20008317	Subrecipient	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
Description of Services: Truck Inspection with Traffic Enforcement							
Benton County Sheriff's Office	CV10046307	Subrecipient	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
Description of Services: Truck Inspections with Traffic Enforcement							
Eugene Police Department	CV20009903	Subrecipient	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
Description of Services: Truck Inspections with Traffic Enforcement							
TOTAL: Contractual and Subaward				\$209,000.00	\$198,550.00	\$10,450.00	\$0.00

Enter a detailed explanation of how the contractual and subaward costs were derived and allocated to the MCSAP project.

The dollar amounts listed for each sub-grantee is a "not to exceed" amount and is not a guarantee of payment. Payment is directly affected by the number of inspections performed and the actual cost to perform those inspections by each of the following sub-grantees on an individual basis. The contracted amounts estimated by each subrecipient are based on one hour per inspection multiplied by the number of officers that are truck inspection certified multiplied by the hourly rate for each officer. The \$10,000 amounts in the above table are placeholders for the subrecipients who ODOT is negotiating with but who have not signed a final contract. Each certified truck inspector is required to do 32 truck inspections annually to remain certified and perform special operations (seat belt enforcement, ticket aggressive cars and trucks (TACT) etc) as directed and approved by ODOT.

Clackamas County Sheriff's Office is under contract with ODOT to perform safety inspections within the course of conducting a valid traffic stop. The safety inspection shall comply with the North American Standard Inspection Procedures. The contracts will be amended to add reimbursement for level 1 truck inspection training related costs.

West Linn Police Department is under contract with ODOT to perform safety inspections within the course of conducting a valid traffic stop. The safety inspection shall comply with the North American Standard Inspection Procedures. The contracts will be amended to add reimbursement for level 1 truck inspection training related costs.

Oregon City Police Department is under contract with ODOT to perform safety inspections within the course of conducting a valid traffic stop. The safety inspection shall comply with the North American Standard Inspection Procedures. The contracts will be amended to add reimbursement for level 1 truck inspection training related costs.

Multnomah County Sheriff's Office is under contract with ODOT to perform safety inspections within the course of conducting a valid traffic stop. The safety inspection shall comply with the North American Standard Inspection Procedures. The contracts will be amended to add reimbursement for level 1 truck inspection training related costs.

City of Portland Police Bureau is under contract with ODOT to perform safety inspections within the course of conducting a valid traffic stop. The safety inspection shall comply with the North American Standard Inspection Procedures. The contracts will be amended to add reimbursement for level 1 truck inspection training related costs.

City of Beaverton Police Department is under contract with ODOT to perform safety inspections within the course of conducting a valid traffic stop. The safety inspection shall comply with the North American Standard Inspection Procedures. The contracts will be amended to add reimbursement for level 1 truck inspection training related costs.

City of Molalla Police Department is under contract with ODOT to perform safety inspections within the course of conducting a valid traffic stop. The safety inspection shall comply with the North American Standard Inspection Procedures. The contracts will be amended to add reimbursement for level 1 truck inspection training related costs.

City of Sandy Police Department is under contract with ODOT to perform safety inspections within the course of conducting a valid traffic stop. The safety inspection shall comply with the North American Standard Inspection Procedures. The contracts will be amended to add reimbursement for level 1 truck inspection training related costs.

Deschutes County Sheriff's office is under contract with ODOT to perform safety inspections within the course of conducting a valid traffic stop. The safety inspection shall comply with the North American Standard Inspection Procedures. The contracts will be amended to add reimbursement for level 1 truck inspection training related costs.

Jackson County Sheriff's office is under contract with ODOT to perform safety inspections within the course of conducting a valid traffic stop. The safety inspection shall comply with the North American Standard Inspection Procedures. The contracts will be amended to add reimbursement for level 1 truck inspection training related costs.

Marion County Sheriff's office is under contract with ODOT to perform safety inspections within the course of conducting a valid traffic stop. The safety inspection shall comply with the North American Standard Inspection Procedures. The contracts will be amended to add reimbursement for level 1 truck inspection training related costs.

Washington County Sheriff's office is under contract with ODOT to perform safety inspections within the course of conducting a valid traffic stop. The safety inspection shall comply with the North American Standard Inspection Procedures. The contracts will be amended to add reimbursement for level 1 truck inspection training related costs.

Coburg Police Department is under contract with ODOT to perform safety inspections within the course of conducting a valid traffic stop. The safety inspection shall comply with the North American Standard Inspection Procedures. The contracts will be amended to add reimbursement for level 1 truck inspection training related costs.

Benton County Sheriff's Office is under contract with ODOT to perform safety inspections within the course of conducting a valid traffic stop. The safety inspection shall comply with the North American Standard Inspection Procedures. The contracts will be amended to add reimbursement for level 1 truck inspection training related costs.

Eugene Police Department is under contract with ODOT to perform safety inspections within the course of conducting a valid traffic stop. The safety inspection shall comply with the North American Standard Inspection Procedures. The contracts will be ammended to add reimbursement for level 1 truck inspection training related costs.

Total Contractual and Subaward \$209,000.00

Part 4 Section 8 - Other Costs

Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs (typically non-tangible) may include utilities, leased property or equipment, fuel for vehicles, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.

Operations and Maintenance—If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M. Sufficient detail must be provided in the narrative that explains what components of the specific program are being addressed by the O&M costs.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, the cost per unit/item, and the percentage of time dedicated to the MCSAP grant for each Other Cost listed. Show the cost of the Other Costs and the portion of the total cost that will be billed to MCSAP. For example, you intend to purchase air cards for \$2,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$400.

Total Project Costs equal the Number of Units x Cost per Item x Percentage of Time on MCSAP grant.

Indirect Costs

Information on Indirect Costs ([2 CFR §200.56](#)) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the “My Documents” area in the eCVSP tool and through Grants.gov. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base ([2 CFR §200.68](#)).

- **Cost Basis** — is the accumulated direct costs (normally either total direct salaries and wages or total direct costs exclusive of any extraordinary or distorting expenditures) used to distribute indirect costs to individual Federal awards. The direct cost base selected should result in each Federal award bearing a fair share of the indirect costs in reasonable relation to the benefits received from the costs.
- **Approved Rate** — is the rate in the approved Indirect Cost Rate Agreement.
- **Eligible Indirect Expenses** — means after direct costs have been determined and assigned directly to Federal awards and other activities as appropriate. Indirect costs are those remaining to be allocated to benefitted cost objectives. A cost may not be allocated to a Federal award as an indirect cost if any other cost incurred for the same purpose, in like circumstances, has been assigned to a Federal award as a direct cost.
- **Total Indirect Costs** equal Approved Rate x Eligible Indirect Expenses divided by 100.

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Telephone	12 Monthly	\$2,100.00	0.0000	\$0.00	\$0.00	\$0.00	\$25,200.00
Employee Recruitment	1 Monthly	\$1,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$1,000.00
Facilities Rent	12 Monthly	\$9,583.00	0.0000	\$0.00	\$0.00	\$0.00	\$114,996.00
Facilities Utilities	12 Monthly	\$3,167.00	0.0000	\$0.00	\$0.00	\$0.00	\$38,004.00
Facilities Maintenance	12 Monthly	\$4,592.58	75.0000	\$41,333.22	\$39,266.56	\$2,066.66	\$13,777.74
Fleet Insurance, Overhead, Maintenance	12 Monthly	\$2,167.00	0.0000	\$0.00	\$0.00	\$0.00	\$26,004.00
Fleet Fuel	12 Monthly	\$3,083.00	0.0000	\$0.00	\$0.00	\$0.00	\$36,996.00
Weigh in Motion O & M	1 Annual	\$2,360,331.69	95.0000	\$2,242,315.10	\$2,130,199.35	\$112,115.75	\$118,016.59
Dues & Subscriptions/Publications	12 Monthly	\$4,400.00	95.0000	\$50,160.00	\$47,652.00	\$2,508.00	\$2,640.00
Legal Services - DOJ	12 Monthly	\$500.00	95.0000	\$5,700.00	\$5,415.00	\$285.00	\$300.00
IFTA Dues	1 Annual	\$17,000.00	100.0000	\$17,000.00	\$16,150.00	\$850.00	\$0.00
CVSA Dues	1 Annual	\$12,900.00	100.0000	\$12,900.00	\$12,255.00	\$645.00	\$0.00
Employee Training, Exclude Travel	12 12	\$2,000.00	90.0000	\$21,600.00	\$20,520.00	\$1,080.00	\$2,400.00
Professional Services	12 Month	\$2,500.00	100.0000	\$30,000.00	\$28,500.00	\$1,500.00	\$0.00
TOTAL: Other Costs				\$2,421,008.32	\$2,299,957.91	\$121,050.41	\$379,334.33

Enter a detailed explanation of how the 'other' costs were derived and allocated to the MCSAP project.

Telephone expenses are billed to individual phone numbers. These costs include laptops, air cards, cell phones, and landlines.

Employee Recruitment expenses are billed at the position level and would only be charge when related to recruiting for one of the 41 Safety positions.

Facilities Rent is based on square footage calculations and charged to the prorated share charged to the Safety program. It is not included in an indirect rate.

Facilities Building maintenance and utilities are billed specifically to each building. There is one central safety office, 6 truck inspection buildings and several remote office locations. These buildings are directly related to MCSAP activities and therefore are considered direct and are not in the MCTD Indirect rate. Most of the building costs are charged to the MOE and not federal funds 85/15

Fleet Fuel charges are billed to each individual vehicle. Vehicle maintenance costs are billed to each individual vehicle as well. There are also charges for Fleet Administration and Insurance. Fleet Administration and insurance costs are allocated by the ODOT Central Services Cost Allocation Group and are reviewed and approved by Federal Highway Administration.

Weigh in Motion O & M – ITD and PRISM Operation and Maintenance costs including IT fiber optic maintenance, WIM system components including controller, sensors, antennas systems, AVI systems, LPR, Tire anomaly system, transponder components and all other items directly related to collected and validating roadside data for PRISM. Replacement and repair of equipment, as well as associated costs for replacement of failed equipment to be included. This would include staff/contractor costs for operation & maintenance of equipment (Salary and benefits, travel/means, utilities, WIM parts and office expenses, materials, telephone, legal services, training and transponders).

ODOT's roadside pre-screening systems for Motor Carrier Safety are known as Oregon Greenlight systems and are linked at our mainline weigh stations throughout the state. We have 21 green light sites and 3 additional virtual weigh in motion sites, all of which collect data on the motor carrier for PRISM use and safety compliance prescreening. These sites were installed in the early 90's and are quickly approaching end of life as we are seeing many errors and failures with the sensors, AVI antennas, and LPR cameras. Through an internal audit of our systems, it was determined that many of the components were out of code regulations, roadside cabinets were leaking with cabling issues and software coding language was needing to be re-written to a supported format that could convert to fiber and direct server access. At the same time of the audit, our contract with IRD was expiring and we completed the procurement process for a vendor contract. Intelligent Imaging Systems was awarded the new contract to support our systems, contingent upon capability with current roadside equipment, pilot equipment to be paid for with state funds. The intent, replace items that are failing first, then move to those that are near end of life while not sacrificing the data collection on carriers.

MCSAP funds can be utilized for operation and maintenance of data collection systems, ie. weigh in motion/virtual WIM and LPR, if the equipment is already in place. We are not adding any WIM sites, only replacing failing or failed equipment to maintain functionality with MCSAP funds. The internal audit showed significant inconsistencies in the data between the Greenlight systems and the static scales. The O&M will address the failing systems, bringing them back within acceptable tolerance and to the performance level accuracy of original install. These failing components will be replaced as roadside maintenance projects occur, taking advantage of cost savings through project work outside of the scope of MCSAP funds while benefiting through project management to keep operation and maintenance of screening equipment low, thus seeking the cost benefit for the MCSAP funds. Sites that fail outside of a project window will be replaced as stand alone repair work.

Some examples of publications include publishing the Oregon's annual CVSP Handbook. The handbook is distributed to every certified inspector. Approximately 1,000 copies are produced at a cost of \$1.50 each. The New Carrier Education material is also published. This material contains safety information that goes to every new Oregon domiciled motor carrier. Roughly \$3,600 is spent annually on new Carrier Education material. Other examples of publications include printing Snow Chain Guidelines for Trucks, purchasing FMCSR Pocket Books for inspector training classes and purchasing Out-of-Services Criteria for the hundreds of Oregon certified inspectors.

Legal Fees: Department of Justice costs related to MCSAP legislative changes and legal sufficiency related to Weigh in Motion and other MCSAP related contracts/agreements..

Annual IFTA Dues

Annual CVSA Dues

Employee Training Excluding Travel includes, but is not limited to, professional development membership fees, employee development tuition and registration, education and training supplies, professional development - books and publications

Professional Services consultant costs, other legal services and hearings fees, interpretive services, MCSAP studies performed university or colleges.

During CRs, roadside chain enforcement and investigations, if violations of the Federal Motor Carrier Safety Regulations (FMCSR), and/or Hazardous Materials Regulations (HMR), and/or other safety related violations are discovered enforcement action may be taken to encourage and maintain compliance and reduce accidents. An enforcement action is meant to correct noncompliance, deter future violations, and/or penalize violators. Enforcement action (civil forfeiture) is more effective in improving the regulatory compliance of motor carriers that are in substantial noncompliance than those that are in marginal compliance. Enforcement is also more effective on motor carriers with higher-than-average crash rates.

CCD's civil enforcement department the Complaint Resolution Unit, initiates civil enforcement proceedings against motor carriers based on information presented by investigators, and inspectors as described above. These civil cases provide the motor carrier/individual with the right to hearing on any alleged violation. Hearings are conducted before an Administrative Law Judge (ALJ) with the Department of Administrative Hearings. CCD is represented by lay representatives, and may require the assistance of the Department of Justice, in making legal arguments, and interpretation.

With the application for the MCSAP grant, CCD implemented a federally approved Title VI program that includes access to interpreter services for LEP communities and individuals doing business with the division. This includes interpreter access to MCSAP approved program expenditures including PRISM, Compliance Reviews, NCE Safety Audits, Inspection, and Chain Enforcement Cases.

Total Other Costs \$2,733,723.53

Part 4 Section 9 - Comprehensive Spending Plan

The Comprehensive Spending Plan is auto-populated from all line items in the tables and is in read-only format. Changes to the Comprehensive Spending Plan will only be reflected by updating the individual budget category table(s).

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$6,111,217.00	\$321,643.00	\$6,432,860.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$964,929.00
MOE Baseline:	\$2,040,035.14

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Compliance Spec 3	\$138,988.80	\$7,315.20	\$146,304.00	\$585,216.00
Analyst 8600500	\$56,669.40	\$2,982.60	\$59,652.00	\$0.00
MCEO 1	\$368,101.44	\$19,373.76	\$387,475.20	\$0.00
MCEO 2	\$89,053.38	\$4,687.02	\$93,740.40	\$0.00
Facility Analyst 8600714	\$41,204.35	\$2,168.65	\$43,373.00	\$0.00
IFTA/IRP Manager 2201020	\$15,381.45	\$809.55	\$16,191.00	\$0.00
Reg. Program Coordinator 8600109	\$17,111.40	\$900.60	\$18,012.00	\$0.00
Vehicle Regs Analyst 8600748	\$5,248.85	\$276.25	\$5,525.10	\$0.00
Training Coordinator 8600051	\$23,707.73	\$1,247.77	\$24,955.50	\$0.00
Budget & Fiscal Coordinator 8600575	\$29,979.72	\$1,577.88	\$31,557.60	\$0.00
Technical Coordinator 1719082	\$6,348.85	\$334.15	\$6,683.00	\$0.00
MC Services Section Manager 8600779	\$4,762.92	\$250.68	\$5,013.60	\$0.00
Compliance Spec 2	\$640,650.82	\$33,718.46	\$674,369.28	\$1,054,782.72
Principle Exec Manager E	\$0.00	\$0.00	\$0.00	\$55,176.00
Principle Exec Manager D	\$0.00	\$0.00	\$0.00	\$220,704.00
Compliance Spec 1	\$37,339.56	\$1,965.24	\$39,304.80	\$157,219.20
Compliance Specialist 1	\$311,562.00	\$16,398.00	\$327,960.00	\$0.00
Program Analyst 4 2123071	\$45,685.50	\$2,404.50	\$48,090.00	\$0.00
Salary Subtotal	\$1,831,796.17	\$96,410.31	\$1,928,206.48	\$2,073,097.92
Compliance Spec 3	\$22,526.40	\$1,185.60	\$23,712.00	\$37,088.00
Compliance Spec 2	\$70,269.60	\$3,698.40	\$73,968.00	\$86,832.00
MCEO1	\$45,942.00	\$2,418.00	\$48,360.00	\$0.00
MCEO 2	\$11,115.00	\$585.00	\$11,700.00	\$0.00
Misc Analysts	\$2,375.00	\$125.00	\$2,500.00	\$0.00
Overtime subtotal	\$152,228.00	\$8,012.00	\$160,240.00	\$123,920.00
Personnel total	\$1,984,024.17	\$104,422.31	\$2,088,446.48	\$2,197,017.92

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Compliance Spec 2	\$381,699.75	\$20,089.46	\$401,789.21	\$628,439.54
Compliance Spec 3	\$82,253.57	\$4,329.13	\$86,582.70	\$346,330.80
Analyst 8600500	\$37,345.13	\$1,965.53	\$39,310.66	\$0.00
MCEO 1	\$269,192.58	\$14,168.03	\$283,360.61	\$0.00
MCEO 2	\$58,890.99	\$3,099.53	\$61,990.52	\$0.00
Facility Analyst 8600714	\$21,842.42	\$1,149.60	\$22,992.02	\$0.00
IFTA/IRP Manager 2201020	\$12,309.25	\$647.85	\$12,957.10	\$0.00
Reg Program Coordinator 8600109	\$11,221.65	\$590.61	\$11,812.26	\$0.00
Vehicle Regs Analyst 8600748	\$3,806.53	\$200.34	\$4,006.87	\$0.00
Training Program Coordinator 8600051	\$15,206.13	\$800.32	\$16,006.45	\$0.00
Budget & Fiscal Coordinator 8600575	\$13,041.17	\$686.38	\$13,727.55	\$0.00
Technical Coordinator 1719082	\$2,839.84	\$149.46	\$2,989.30	\$0.00
MC Services Section Manager 8600779	\$2,816.31	\$148.23	\$2,964.54	\$0.00
Principle Exec Manager D	\$0.00	\$0.00	\$0.00	\$102,075.60
Principle Exec Manager E	\$0.00	\$0.00	\$0.00	\$31,174.44
Compliance Spec 1	\$7,695.67	\$405.04	\$8,100.71	\$26,098.36
Compliance Spec 1	\$192,638.78	\$10,138.88	\$202,777.66	\$0.00
Program Analyst 4	\$21,755.43	\$1,145.02	\$22,900.45	\$0.00
Fringe Benefits total	\$1,134,555.20	\$59,713.41	\$1,194,268.61	\$1,134,118.74

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Special Operations (4)	\$13,775.00	\$725.00	\$14,500.00	\$3,000.00
HM Refresher Training (4)	\$3,325.00	\$175.00	\$3,500.00	\$0.00
HM Training	\$2,327.50	\$122.50	\$2,450.00	\$0.00
Inspection Training	\$23,180.00	\$1,220.00	\$24,400.00	\$5,000.00
Inspection Training Refresher	\$28,500.00	\$1,500.00	\$30,000.00	\$5,000.00
Misc. MCSAP Related Travel	\$8,977.50	\$472.50	\$9,450.00	\$0.00
Misc. Travel (CRs, SAs, Inspections, Crew Meetings)	\$76,000.00	\$4,000.00	\$80,000.00	\$25,000.00
Chain Enforcement	\$79,800.00	\$4,200.00	\$84,000.00	\$0.00
North American Inspectors Championship	\$1,662.50	\$87.50	\$1,750.00	\$0.00
Annual MCSAP Conference	\$1,662.50	\$87.50	\$1,750.00	\$0.00
CVSA/FMCSA Data Quality & Systems Training	\$1,662.50	\$87.50	\$1,750.00	\$0.00
Travel total	\$240,872.50	\$12,677.50	\$253,550.00	\$38,000.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Vehicles (i.e., vans, pickups, or passenger cars)	\$125,596.23	\$6,610.33	\$132,206.56	\$0.00
Equipment total	\$125,596.23	\$6,610.33	\$132,206.56	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Other Services & Supplies	\$42,750.00	\$2,250.00	\$45,000.00	\$0.00
Portable Printer/Scanner All-in-One Units	\$2,166.00	\$114.00	\$2,280.00	\$0.00
Offices Supplies	\$59,850.00	\$3,150.00	\$63,000.00	\$0.00
Laptops	\$22,895.00	\$1,205.00	\$24,100.00	\$0.00
Supplies total	\$127,661.00	\$6,719.00	\$134,380.00	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
West Linn Police	\$950.00	\$50.00	\$1,000.00	\$0.00
Clackamas County Sheriff's Office	\$23,750.00	\$1,250.00	\$25,000.00	\$0.00
Oregon City Police	\$38,000.00	\$2,000.00	\$40,000.00	\$0.00
Multnomah County Sheriff's Department	\$38,000.00	\$2,000.00	\$40,000.00	\$0.00
City of Portland Police Bureau	\$950.00	\$50.00	\$1,000.00	\$0.00
Beaverton Police Department	\$19,950.00	\$1,050.00	\$21,000.00	\$0.00
Molalla Police Department	\$950.00	\$50.00	\$1,000.00	\$0.00
Sandy Police Department	\$950.00	\$50.00	\$1,000.00	\$0.00
Deschutes County Sheriff	\$950.00	\$50.00	\$1,000.00	\$0.00
Jackson County Sheriff	\$950.00	\$50.00	\$1,000.00	\$0.00
Marion County Sheriff	\$32,300.00	\$1,700.00	\$34,000.00	\$0.00
Washington County Sheriff	\$38,000.00	\$2,000.00	\$40,000.00	\$0.00
Coburg Police Department	\$950.00	\$50.00	\$1,000.00	\$0.00
Benton County Sheriff's Office	\$950.00	\$50.00	\$1,000.00	\$0.00
Eugene Police Department	\$950.00	\$50.00	\$1,000.00	\$0.00
Contractual and Subaward total	\$198,550.00	\$10,450.00	\$209,000.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Telephone	\$0.00	\$0.00	\$0.00	\$25,200.00
Employee Recruitment	\$0.00	\$0.00	\$0.00	\$1,000.00
Facilities Rent	\$0.00	\$0.00	\$0.00	\$114,996.00
Facilities Utilities	\$0.00	\$0.00	\$0.00	\$38,004.00
Facilities Maintenance	\$39,266.56	\$2,066.66	\$41,333.22	\$13,777.74
Fleet Insurance, Overhead, Maintenance	\$0.00	\$0.00	\$0.00	\$26,004.00
Fleet Fuel	\$0.00	\$0.00	\$0.00	\$36,996.00
Weigh in Motion O & M	\$2,130,199.35	\$112,115.75	\$2,242,315.10	\$118,016.59
Dues & Subscriptions/Publications	\$47,652.00	\$2,508.00	\$50,160.00	\$2,640.00
Legal Services - DOJ	\$5,415.00	\$285.00	\$5,700.00	\$300.00
IFTA Dues	\$16,150.00	\$850.00	\$17,000.00	\$0.00
CVSA Dues	\$12,255.00	\$645.00	\$12,900.00	\$0.00
Employee Training, Exclude Travel	\$20,520.00	\$1,080.00	\$21,600.00	\$2,400.00
Professional Services	\$28,500.00	\$1,500.00	\$30,000.00	\$0.00
Other Costs total	\$2,299,957.91	\$121,050.41	\$2,421,008.32	\$379,334.33

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$6,111,217.01	\$321,642.96	\$6,432,859.97	\$3,748,470.99
Total Costs Budgeted	\$6,111,217.01	\$321,642.96	\$6,432,859.97	\$3,748,470.99

Part 4 Section 10 - Financial Summary

The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov. Changes to the Financial Summary will only be reflected by updating the individual budget category table(s).

- The system will confirm that percentages for Federal and State shares are correct for Total Project Costs. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that Planned MOE Costs equal or exceed FMCSA funding limitation. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that the Overtime value does not exceed the FMCSA funding limitation. The edit check is performed on the **"Overtime subtotal"** line.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$6,111,217.00	\$321,643.00	\$6,432,860.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$964,929.00
MOE Baseline:	\$2,040,035.14

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$1,831,796.17	\$96,410.31	\$1,928,206.48	\$2,073,097.92
Overtime Subtotal	\$152,228.00	\$8,012.00	\$160,240.00	\$123,920.00
Personnel Total	\$1,984,024.17	\$104,422.31	\$2,088,446.48	\$2,197,017.92
Fringe Benefits Total	\$1,134,555.20	\$59,713.41	\$1,194,268.61	\$1,134,118.74
Travel Total	\$240,872.50	\$12,677.50	\$253,550.00	\$38,000.00
Equipment Total	\$125,596.23	\$6,610.33	\$132,206.56	\$0.00
Supplies Total	\$127,661.00	\$6,719.00	\$134,380.00	\$0.00
Contractual and Subaward Total	\$198,550.00	\$10,450.00	\$209,000.00	\$0.00
Other Costs Total	\$2,299,957.91	\$121,050.41	\$2,421,008.32	\$379,334.33
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$6,111,217.01	\$321,642.96	\$6,432,859.97	\$3,748,470.99
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$6,111,217.01	\$321,642.96	\$6,432,859.97	\$3,748,470.99

Part 5 - Certifications and Documents

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP. The submission of the CVSP serves as official notice and certification of compliance with these requirements. State or States means all of the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

If the person submitting the CVSP does not have authority to certify these documents electronically, then the State must continue to upload the signed/certified form(s) through the "My Documents" area on the State's Dashboard page.

Part 5 Section 1 - State Certification

The State Certification will not be considered complete until the four questions and certification declaration are answered. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of the person certifying the declaration for your State?
2. What is this person's title?
3. Who is your Governor's highway safety representative?
4. What is this person's title?

The State affirmatively accepts the State certification declaration written below by selecting 'yes'.

- ☐ Yes
- ☐ Yes, uploaded certification document
- ☒ No

State Certification declaration:

I, [name], [title], on behalf of the State of OREGON, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

Part 5 Section 2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

You must answer all three questions and indicate your acceptance of the certification declaration. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of your certifying State official? Amy Ramsdell
2. What is the title of your certifying State official? Administrator Commerce and Compliance Division
3. What are the phone # and email address of your State official? Phone: (971)718-1617
Amy.J.RAMSDELL@odot.oregon.gov

The State affirmatively accepts the compatibility certification declaration written below by selecting 'yes'.

- ☐ Yes
- ☒ Yes, uploaded certification document
- ☐ No

I, Amy Ramsdell, certify that the State has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the State's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program. For the purpose of this certification, Compatible means State laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.
See, uploaded documents.

Part 5 Section 3 - New Laws/Legislation/Policy Impacting CMV Safety

Has the State adopted/enacted any new or updated laws (i.e., statutes) impacting CMV safety since the last CVSP or annual update was submitted?

☐ Yes ☒ No

Has the State adopted/enacted any new administrative actions or policies impacting CMV safety since the last CVSP?

☐ Yes ☒ No

FY 2023 Certification of MCSAP Conformance (State Certification)

I, Amy Ramsdell, Commerce and Compliance Division Administrator, on behalf of the State of Oregon, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

1. The State has designated the Oregon Department of Transportation as the Lead State Agency to administer the Commercial Vehicle Safety Plan (CVSP) throughout the State for the grant sought and the Commerce and Compliance Division to perform defined functions under the CVSP.
2. The State has assumed responsibility for and adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government.
3. The State will cooperate in the enforcement of financial responsibility requirements under 49 C.F.R. part 387.
4. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C §§ 13902 and 31134 by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.
5. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved.
6. The Lead State Agency and any subrecipient of MCSAP funds have the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
7. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
8. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
9. The State will maintain the maintenance of effort required under 49 C.F.R. § 350.225.
10. The State requires that all reports required in the CVSP be available to FMCSA upon request, meets the reporting requirements, and uses the forms for recordkeeping, inspections, and investigations that FMCSA prescribes.
11. The State implements performance-based activities, including deployment and maintenance of technology, to enhance the efficiency and effectiveness of CMV safety programs.

12. The State dedicates sufficient resources to a program to ensure that accurate, complete, and timely motor carrier safety data are collected and reported, and to ensure the State's participation in a national motor carrier safety data correction system prescribed by FMCSA.
13. The State will ensure that the Lead State Agency will coordinate the CVSP, data collection, and information systems with the State highway safety improvement program under 23 U.S.C. § 148(c).
14. The State will ensure participation in information technology and data systems as required by FMCSA for jurisdictions receiving MCSAP funding.
15. The State will ensure that information is exchanged with other States in a timely manner.
16. The laws of the State provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
17. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.
18. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
19. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).
20. The State will address activities in support of the national program elements listed in 49 C.F.R. § 350.203.
21. The State will ensure that detection of criminal activities and CMV size and weight enforcement activities described in 49 C.F.R. § 350.227(b) funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
22. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.
23. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.
24. The State has in effect a requirement that registrants of CMVS demonstrate their knowledge of the applicable FMCSRs, HMRs, or compatible State laws, regulations, standards, and orders on CMV safety.

25. The State will transmit to its roadside inspectors at the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 C.F.R. §§ 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.
26. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. § 31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.
27. The State will fully participate in the performance and registration information systems management program under 49 U.S.C. § 31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
28. The State will ensure that it cooperates in the enforcement of hazardous materials safety permits issued under subpart E of part 385 of this subchapter by verifying possession of the permit when required while conducting vehicle inspections and investigations, as applicable.
29. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.
30. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 C.F.R. subpart D.

Date 07/25/2022

Signature  Amy R. McELL (Jul 25, 2022 16:29 PDT)

Annual Review of Laws, Regulations, Policies and Compatibility Certification

I, **Amy Ramsdell**, on behalf of the State of **Oregon** have the authority to make the following certification on behalf of the State. I certify that the State has conducted the annual review required by 49 C.F.R. section 350.303 of its laws, regulations, standards, and orders on commercial motor vehicle (CMV) safety and that the State's safety laws, regulations, standards, and orders on CMV safety are compatible with the Federal Motor Carrier Safety Regulations (49 C.F.R. parts 390, 391, 392, 393, 395, 396, and 397) and the Hazardous Material Regulations (49 C.F.R. parts 107 (subparts F and G only), 171-173, 177, 178, and 180), except as may be determined by the Administrator to be inapplicable to a State enforcement program.

For the purpose of this certification, *compatible* means State laws, regulations, standards, and orders on CMV safety that:


- (1) As applicable to interstate commerce not involving the movement of hazardous materials:
 - (i) Are identical to or have the same effect as the FMCSRs; or
 - (ii) If in addition to or more stringent than the FMCSRs, have a safety benefit, do not unreasonably frustrate the Federal goal of uniformity, and do not cause an unreasonable burden on interstate commerce when enforced;
- (2) As applicable to intrastate commerce not involving the movement of hazardous materials:
 - (i) Are identical to or have the same effect as the FMCSRs; or
 - (ii) Fall within the limited variances from the FMCSRs allowed under 49 C.F.R. sections 350.305 or 350.307; and
- (3) As applicable to interstate and intrastate commerce involving the movement of hazardous materials, are identical to the HMRs.

If there are any exceptions that should be noted to the above certification, include an explanation below.

Oregon currently has three statutes that do not comply with the FMCSA compatibility guidelines. ORS 825.017(13) exempts vehicles used by charitable organizations – ORS 820.020(5)(b) exempts vehicles being used by for-hire carriers to transport ministers of religions, inmates of hospitals, and individuals engaged in charitable work – ORS 825.960's penalty for violating out-of-service orders does not match the FMCSA's penalty structure.

The Commerce and Compliance Division is pursuing a legislative concept request with the Oregon Department of Transportation in the cases of ORS 825.017(13) and ORS 820.020(5)(b). No decision has been made at this time.

The Commerce and Compliance Division will adopt the FMCSA's penalty structure April 1, 2023 and amend ORS 825.960 accordingly.

Signature of Certifying Official:  Amy R. Russell (Jul 25, 2022 16:29 PDT)

Title of Certifying Official: ODOT Commerce and Compliance Division Administrator

Date of Certification: 07/25/2022

CHAPTER: INTERNAL CONTROLS		NUMBER: 1.3.1	REFERENCE: OAM 10.40.00 – Internal Control Expenditures; OAM 10.40.10.PO – Non-travel Meals and Refreshments; FASM 1.0 – Management’s Responsibilities; FASM 1.3 – Meals and Refreshments provided at Department Sponsored Functions; FASM 3.1 – Payment of Vendor Invoices; FASM 7.1 – General Travel Rules and Travel Claim Processing; FASM 15.5 – Small Purchase Order Transaction System Card	
EFFECTIVE DATE: January 27, 2021	SUPERSEDES: January 28, 2019	REVIEW DATE: January 2024	PAGE NUMBER: Page 1 of 3	
SUBJECT: EMERGENCY SUSTENANCE			APPROVED SIGNATURE: /s/ Tracy Wroblewski Chief Financial Officer	

PURPOSE:

This standard provides the policy for the purchase and payment of emergency sustenance with state funds.

STANDARD:

The Department responds to emergency incidents in accordance with its mission for the State of Oregon. These incidents may require the use of Department personnel and equipment resources for a long period of time. These incidents usually stretch the staffing resources of the Department and often do not offer reasonable opportunity for meal periods for those employees involved. For [extreme emergency incidents](#), the Department may authorize the use of state funds for the purchase of [emergency sustenance](#) for Department employees directly involved in emergency incidents.

This financial standard does not authorize the purchase of food for Department employees for those situations that may only require the extension of an employee’s shift for only a couple of hours. However, since a long period of time is not a definable threshold, the discretion for this determination rests with the approval authority authorizing emergency sustenance purchases. This financial standard does not eliminate the payment of any collective bargaining meal allowance when emergency sustenance is provided.

WATER

Employees are expected to come to work prepared with the proper amount of water to keep hydrated. On occasion, because of emergency response or severe weather conditions, supplying bottled water may be appropriate for the well being of Department employees or members of the public. The purchase of bottled water in individual serving-sized containers is permitted for emergency activities to ensure that adequate drinkable water is available. When possible, the cost for purchasing bottled water or restocking bottled water supplies should be charged against the emergency event and those costs recovered.

Business offices may purchase and store bottled water for emergency situations. For example, Highway maintenance staff may pre-stage bottled water in Department vehicles for use during emergencies. Front-line managers are granted the authority to purchase and approve the payment of bottled water for emergency situations. The use of the bottled water should not be for general consumption by Department employees, but must be used for emergency circumstances or extreme weather conditions. Managers are responsible for ensuring the use of the pre-staged bottled water is used for emergency situations or extreme weather conditions only.

Highway maintenance crews are also authorized to purchase ice and rehydration drinks to provide adequate hydration for summertime operations such as paving, crack sealing, thermoplastic installation, etc., when there are extreme temperatures or the crews are expected to work longer than normal hours but not for normal routine day to day work activities. Examples of rehydration drinks managers may purchase are:

- bottled water
- individual Gatorade type bottled drinks
- Gatorade type concentrate for use in large drink dispensers (e.g., five gallon cooler)

Purchasing rehydration drinks contributes to the health and safety of Department employees by replacing electrolytes in the body lost while working in high temperature environments during summertime operations. If managers choose to use Gatorade type concentrates, they have the responsibility of ensuring the adequate cleaning and sanitizing of the large drink dispensers.

EMERGENCY SUSTENANCE

State funds are authorized for the payment of emergency sustenance for Department employees during extreme emergency incidents, including meals ready to eat (MREs). The following examples are provided as guidance to assist the approval authorities in determining if the use of state funds for emergency sustenance is appropriate.

Example 1:

A forest fire closes Highway 58 at 4 p.m. Crews responded from Regions 2 and 4. The Region 4 crew had been working a regular shift patching the roads and was at about hour 9 of a scheduled 10-hour shift when they were directed to report to Highway 58 for traffic control. The responding crews work well into the night with no relief. Emergency sustenance would be allowable.

Example 2:

There is a severe automobile accident on Interstate 5 late in the work day at approximately 5:00 p.m. Department response is required for incident traffic control and managing detour routes. The employees involved cannot be relieved from their duties due to staffing constraints. Department crews work with other responders on the incident until 11:00 p.m. Emergency sustenance would be allowable.

Example 3:

There is a minor automobile accident on Interstate 5 late in the work day at approximately 5:00 p.m. Department response is required for incident traffic control and managing detour routes. The employees involved cannot be relieved from their duties due to staffing constraints. Department crew(s) are involved working with other responders on the incident until 7:00 p.m. The approval authority determined that the employees did not participate for a long period of time and emergency sustenance would not be allowed.

Approval, Documentation and Payment

The approval level for the authorization of emergency sustenance is outlined as follows:

Division

Highway Division – Regions

Approval Authority

Division/Assistant Administrator, Region Manager, Area Manager, Region Maintenance Operations Manager, District Manager, or designee

Highway Division – All other Branches

Division/Assistant Administrator, Branch Manager, or designee

All other Divisions

Director, Assistant Director, Chief Administrative Officer, Division Administrator, Branch Manager or designee

The approval authority for authorizing emergency sustenance may not be delegated except for periods of vacation or illness. For example, if the district manager is on approved vacation leave, he/she may delegate this authority to the assistant district manager for the approved leave period only. Initial approval from the approval authority to purchase emergency sustenance may be verbal; however, the approval authority must formalize the authorization using the [Authorization to Provide Emergency Sustenance](#) form.

The original signed form must be attached to the payment documents as supporting documentation. Payment documents must clearly indicate the food purchase was for emergency sustenance. This annotation will assist in distinguishing between those circumstances of the Department paying for food and/or refreshments at Department sponsored functions.

Payment for emergency sustenance may be accomplished through the invoice payment process, use of SPOTS cards or through the normal expense reimbursement process. Individuals purchasing the emergency sustenance can receive reimbursement once authorized by the appropriate individual.

PROCEDURE:

RESPONSIBILITY

Director
Assistant Director
Chief Administrative Officer
Division Administrator
Assistant Administrator
Branch Manager
Highway Region Manager
Highway Area Manager
Region Maintenance Operations Manager
District Manager, or designee

ACTION

- Establish and communicated internal processes for the approval of emergency sustenance.
- Approve requests for emergency sustenance for those incidents that meet the intent of this financial standard.
- If approved, document the approval using the [Authorization to Provide Emergency Sustenance form](#).
- Ensure the *Authorization to Provide Emergency Sustenance* form is attached as supporting documentation on payment/reimbursement documents.

CHAPTER: INTERNAL CONTROLS		NUMBER: 1.3.2	REFERENCE: OAM 10.40.00 – Internal Control Expenditures; FASM 1.3.1 – Emergency Sustenance; FASM 3.1 – Payment of Vendor Invoices; FASM 15.5 – Small Purchase Order Transaction System Card; FASM 15.5.1 – SPOTS Purchasing Card Activity Log	
EFFECTIVE DATE: June 1, 2021	SUPERSEDES: May 31, 2019	REVIEW DATE: May 2024	PAGE NUMBER: Page 1 of 2	
SUBJECT: PAYMENT FOR WATER PROVIDED AT DEPARTMENT FACILITIES		APPROVED SIGNATURE: /s/Tracy Wroblewski Chief Financial Officer		

PURPOSE:

This standard provides the policy on when bottled water and/or water service for facilities may be paid with state funds.

STANDARD:

State funds are authorized for the purchase of bottled water and/or water service for facilities when one of the following situations is true:

- The water at a facility being used by ODOT has been tested by Facilities Management in conjunction with the Department of Environmental Quality (DEQ) and found to be [unsafe for drinking](#). Retesting of the water is required when there is a change made at the facility to improve the quality of the water to a safe drinking water standard, such as when a new well is drilled or new water pipes installed. The decision to retest will be determined by the Facilities Management in consultation with local authorities.
- Permanent water is unavailable - Examples are when the facility does not have water service or is a temporary facility without water used in support of Department operations.
- Water is temporarily unavailable - A temporary situation when the facilities water supply is lost. Examples include a municipality or water district declaring a water emergency for an extended period of time. Any temporary situation requiring the need to purchase water must include written documentation sufficient to support the justification of purchasing bottled water and/or water service.

Payment for bottled water or water service may be made through the invoice payment process or with a SPOTS card as appropriate. The requirements for purchasing water for emergency operational situations are contained in Financial Standard 1.3.1 – [Emergency Sustenance](#).

RESPONSIBILITIES:

RESPONSIBILITY

ACTION

Director
Assistant Director
Chief Administrative Officer
Division Administrator
Branch Manager
Highway Region Managers

- Coordinate with Facilities Management Supervisor for DEQ water testing.
- Coordinate with Facilities Management Supervisor for retesting when a change to the facility is made to improve the quality of the water.
- Notify Facilities Management Supervisor of those circumstances when a facility has temporary water unavailability.
- Notify Facilities Management Supervisor when a facility has water availability restored.

Facilities Management

- Coordinate the DEQ water testing.
- Coordinate for retesting when a change to the facility is made to improve the quality of water.
- Maintain the master list of Department facilities where the water is found to be unsafe per DEQ standards or the facility does not have water availability.
- Maintain the master list of Department facilities experiencing temporary water unavailability.
- Keep the Financial Policy and Compliance Manager updated with the list of facilities with unsafe water, no water availability and temporary water unavailability and provide updates to the list as changes occur.

Financial Policy and Compliance
Manager

- Coordinate with Facilities Management on the list of facilities with unsafe water, no water availability and temporary water unavailability.
- Provide an updated list of facilities with unsafe water, no water availability and temporary water unavailability to the Central Authorization Section, SPOTS Card Program Coordinator and SPOTS Card Program Activity Log Reviewer.