

eCVSP

OREGON

Commercial Vehicle Safety Plan

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

**Fiscal Years 2024 - 2026
Annual Update FY 2025**

Date of Approval: March 02, 2026

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Federal Motor Carrier Safety Administration (FMCSA) 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 crashes and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved crashes, 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 FMCSA by the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. The State must submit a multi-year 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 2024 - 2026)
- Part 2: Crash Reduction and National Program Elements (FY 2024 - 2026)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2024 - 2026)
- Part 4: Financial Information (FY 2025)
- Part 5: Certifications and Documents (FY 2025)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete 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 either a 3-year plan or an Annual Update. 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 2025:

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 if any updates are needed for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If "**Yes**" is selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "**No**" is selected, the information in this section will not be editable and the user should move forward to the next section.
- Trend Analysis information that supports your current activities is not editable in Year 2 or 3 of an Annual Update plan.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2024 plans. States must carefully review and update this information to reflect FY 2025 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading "**FY 2025 Update**". Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

Answer the questions about your CVSP initiatives and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. For questions answered "Yes", describe your State's initiatives and indicate if more details are provided in other CVSP sections. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	CVSP Initiative Questions
<input checked="" type="radio"/>	<input type="radio"/>	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are initiatives involving rural roads included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding human trafficking/smuggling included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are activities regarding drug interdiction included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are initiatives regarding work zone safety included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

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, new carrier entrant safety audits, public education and awareness campaigns, data collection, and other safety related activities all aimed at reducing truck and bus crashes in Oregon.

CCD employs 37 Safety Compliance Specialists and 74 Motor Carrier Enforcement Officers. Safety Compliance Specialists are State Safety Investigators. Their primary job functions are to conduct motor carrier safety compliance reviews, new entrant safety audits 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 because 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:

- Terminal bus inspections often in conjunction with periodic reviews conducted by FMCSA investigators.
- Department of Defense destination inspections.
- Destination Ski Resorts, Ports, and other locations when feasible.
- 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.

- 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. Oregon also conducts New Carrier Entrant Safety Audits.
- 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.
- 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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 activity area.

- **Driver and Vehicle Inspections** includes the number of personnel conducting inspection activities.
- **Traffic enforcement activities** includes the number personnel conducting CMV and Non-CMV traffic enforcement activities.
- **Investigations** includes the number of personnel conducting Investigations, Compliance Reviews, and New Entrant Safety Audits.
- **Public Education and Awareness** includes the number of personnel conducting public education and awareness on CMV topics.
- **Data Collection and Reporting** includes the number of personnel responsible for collecting, processing, analyzing and reporting State data including inspections and crashes, uploading data via SafetyNet and SAFER, and monitoring the quality of data timeliness, accuracy, and completeness.

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	101
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	99
Traffic Enforcement Activities	50
Investigations*	40
Public Education and Awareness	1
Data Collection and Reporting	14
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	YAMHILL COUNTY SHERIFF
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	9
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	9
Traffic Enforcement Activities	9
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 BUREAU
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	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:	MILWAUKEE 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:	OREGON STATE POLICE
Enter total number of personnel participating in MCSAP activities	15
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	15
Traffic Enforcement Activities	15
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:	HUBBARD 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:	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:	COBURG 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	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:	TALENT 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:	HARNEY COUNTY SHERIFF
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:	DESCHUTES COUNTY SHERIFF
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:	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	

Subrecipient Information	
Agency Name:	UNKNOWN ENFORCEMENT AGENCY
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:	UNKNOWN ENFORCEMENT AGENCY
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:	EAGLE POINT PD
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:	18
Total # of MCSAP Participating Personnel:	192

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 2024 - 2026 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures from the **Analysis & Information Online** (A&I Online) website, <https://ai.fmcsa.dot.gov/Grants>. Portal credentials are required to access this website.

- **MCSAP Performance Dashboard** – States can use this information to inform CVSPs and other activities with the goal of reducing crashes, injuries, and fatalities involving CMVs.

It provides a snapshot of MCSAP performance in four areas: Crash Overview, National Program Element goals, Enforcement Measures, and Funding Utilization.

- **Activity Dashboard** – This dashboard assists States in monitoring MCSAP activities identified in CVSPs and in preparing MCSAP quarterly reports. The reports are viewable by fiscal year and quarter. The most recent five fiscal years are available.

Reports are available in three areas: Crash Reduction, Out-of-Service (OOS) report, and National Program Elements (which includes reports on Roadside Inspections, Investigations, State Safety DQ, Safety Audits, Border Enforcement, and Traffic Enforcement).

- States can utilize other data reports available on A&I Online located in the Crash Statistics, Enforcement Programs, and Data Quality modules.
- States can also use internal State data sources.

It is important to always reference data source information used in developing problem statements, baseline information, objectives, and performance goals within the CVSP.

Part 2 Section 2 - CMV Crash Reduction

Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

FMCSA's primary mission is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing CMV-related crashes.

Performance data plays an important role in ensuring MCSAP-funded work across the country is actively and effectively promoting positive CMV safety outcomes. States can use the MCSAP Performance Dashboard to develop CVSPs, and to inform and inspire strategic conversations with FMCSA in the pursuit of our shared safety mission. Crash metrics are included in the Crash Overview section and represent the performance measures most commonly identified by the States.

States can use this data to identify State trends in key crash measures, and compare your State with nationwide and regional data.

Trend Analysis for 2018 - 2022

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 **Number of 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 **eCVSP Goal column**, enter the goal from the corresponding CVSP for the measurement period.
 - In the **Actual 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: Other

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

Large Truck Fatalities per 1M VMT

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	65	0.0248	0.0310
01/01/2020	12/31/2020	51	0.0248	0.0250
01/01/2019	12/31/2019	50	0.0297	0.0250
01/01/2018	12/31/2018	58	0.0267	0.03
01/01/2017	12/31/2017	51		0.0270

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: N/A

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
 Large Bus Fatalities per 1M VMT

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	0	0	0
01/01/2020	12/31/2020	0	0	0
01/01/2019	12/31/2019	0	0	0
01/01/2018	12/31/2018	0	0	0
01/01/2017	12/31/2017	1	0	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: N/A

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
 HM Fatalities with Release/Spill per 1M VMT

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	0		0
01/01/2020	12/31/2020	0		0
01/01/2019	12/31/2019	0		0
01/01/2018	12/31/2018	1		0.0010
01/01/2017	12/31/2017	0		0.0010

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: October, 2022 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.

As is the case across most of the country, Oregon has been experiencing escalating levels of truck crashes and fatalities post covid. Driver behavior continues to be the overwhelming reason. Oregon's primary and ongoing problem in this realm is that almost all law enforcement agencies are short-staffed. Existing officers are stretched thin by other duties and competing grant obligations. As a result, ODOT has had great difficulty in attracting and retaining law enforcement partners.

Narrative Overview for FY 2024 - 2026**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:** Although starting to show some signs of slowing in 2022, Oregon experienced a steady influx of new residents beginning in 1960 and continuing unabated until 2022. According to Portland State University's Population Research Center, 41,100 new residents moved to Oregon between 2018 and 2019 alone. In 2021, the Oregonian newspaper reported that the state's population growth of 10.6% between 2010 and 2020 was one of the fastest growing rates in the country. 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 continues to experience a large amount of growth and development including road construction. It's anticipated that continued construction and coordination as Infrastructure Investment and Jobs Act and other large-scale projects are implemented going forward. 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. Speeding, failing to remain in lane and following too close along with 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, law enforcement partners, the trucking industry and individual drivers must be continually reviewed and fostered while striving toward continual improvement.

Enter the data source and capture date:

Oregon Department of Transportation Crash and Analysis Reporting Unit. Capture Date: October, 2022

Projected Goal for FY 2024 - 2026:

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 would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

Fiscal Year	Annual Crash Reduction Goals
2024	1
2025	1
2026	1

The goal for 2024 through 2026 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. Oregon did reduce its truck at fault crash rate for 2019-2021 by almost 10% - dropping from a high of .389 per 1M VMT (2019) to .351 per 1M VMT (2021).

Program Activities for FY 2024 - 2026: 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.

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, this is a regular topic of conversation at CCD public outreach events. Further, investigators have been instructed to discuss the U.S.-wide speeding problem during investigations. We work with law enforcement partners to conduct enforcement/inspection activities and to conduct educational outreach, both proven countermeasures to this type of traffic problem. Intergovernmental Agreements with our eight law enforcement partners require that all inspection stops in designated high-crash areas be accompanied by either citations or warnings.

Oregon will continue focusing on year-round inspections utilizing its current 91 certified ODOT inspectors, 43 certified law enforcement officers, and 4 certified county weighmaster inspectors. 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. In addition, an elite team known as “Shift4” often covers specific rural scales at night to inspect during special hours of service operations. ODOT will continue to seek more law enforcement partners as their staffing allows.

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.

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 hazardous weather conditions and the requirement for tire chain use. ODOT Motor Carrier Enforcement Officers will conduct enforcement operations, writing violations for drivers operating without the proper number of chains based on their configurations. Officers will assist our Highway partners to keep trucks moving to prevent backups at chain-up area choke-points posing serious dangers to approaching traffic.

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 multi-year 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2024 - 2026. 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 the Trend Analysis table, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.

Trend Analysis for 2018 - 2022

Inspection Types	2018	2019	2020	2021	2022
Level 1: Full	4166	3658	3077	3861	4170
Level 2: Walk-Around	18395	16710	7949	7183	6366
Level 3: Driver-Only	8363	8400	3716	6873	9147
Level 4: Special Inspections	0	0	0	0	0
Level 5: Vehicle-Only	413	464	196	132	160
Level 6: Radioactive Materials	0	0	0	0	0
Total	31337	29232	14938	18049	19843

Narrative Overview for FY 2024 - 2026

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., SafeSpect) used by the State.

Update for FY 2025: As of July 2024, all Oregon inspectors are now using SafeSpect. Aspen - Expected to soon change to SafeSpect.

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.

Update for FY 2025

Recruiting new law enforcement agencies as subrecipients continues to be a challenge. Recently, an IGA with Talent PD was established and another IGA is in process with Hubbard PD. Both agencies had one officer each attending training during the last two weeks of July 2024. Hubbard PD and Yamhill County Sheriff’s Office each sent an officer to that same training although compensated agreements are not yet in place. The Oregon State Police became compensated partners in FY2024. They currently have 15 officers certified and are interested in adding more as staffing allows. On the other hand, The Beaverton PD and the Benton County Sheriff’s Office left the program early in FY2024 to focus on other priorities and the Marion County Sheriff’s Office (MCSO) is dropping out of the compensated program because of Title VI requirement conflicts. Nevertheless, MCSO believes that inspections are important and intends to continue inspecting on some uncompensated level.

Working with local law enforcement, ODOT developed a Drug Recognition training course. Classes are being conducted in various locations throughout Oregon by law enforcement officers together with ODOT trainers. The process of training all ODOT staff will be completed by the end of FFY 2024.

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. Oregon continually seeks to add more law enforcement partners, but ongoing staffing shortages in most such agencies keep them from joining the program despite wanting to do so. 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.

While all Oregon passenger 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 such companies in their respective areas. Year Round Bus Operators: These inspections are centrally organized from Salem. Two carriers are selected each quarter and assigned to investigators in the applicable region. Priority is given to carriers whose last visit was the furthest back in time. In all cases, buses on the "ready line" are the focus.

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 with a 96.2% transfer rate. 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.

Projected Goals for FY 2024 - 2026

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2024 - 2026. For FY 2025, 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: 99

Projected Goals for FY 2025 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	4100	400	10	4510	19.57%
Level 2: Walk-Around	6000	700	5	6705	29.09%
Level 3: Driver-Only	11600	15	1	11616	50.40%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	100	12	105	217	0.94%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Lead Agency	21800	1127	121	23048	

MCSAP subrecipient agency

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

Subrecipient is: YAMHILL COUNTY SHERIFF

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

Projected Goals for FY 2025 - 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 Subrecipients	0	0	0	0	

Subrecipient is: CLACKAMAS COUNTY SHERIFF'

Enter the total number of certified personnel in this funded agency: 8

Projected Goals for FY 2025 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	0.00%
Level 2: Walk-Around	256			256	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 Subrecipients	256	0	0	256	

Subrecipient is: PORTLAND POLICE BUREAU

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

Projected Goals for FY 2025 - 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 Subrecipients	64	0	0	64	

Subrecipient is: MULTNOMAH COUNTY SHERIFF

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

Projected Goals for FY 2025 - 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 Subrecipients	96	0	0	96	

MILWAUKEE POLICE

Subrecipient is: DEPARTMENT

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

Projected Goals for FY 2025 - 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 Subrecipients	0	0	0	0	

Subrecipient is: OREGON STATE POLICE

Enter the total number of certified personnel in this funded agency: 13

Projected Goals for FY 2025 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	160			160	38.46%
Level 2: Walk-Around	160			160	38.46%
Level 3: Driver-Only	96			96	23.08%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only				0	0.00%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Subrecipients	416	0	0	416	

Subrecipient is: HUBBARD POLICE DEPARTMENT

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

Projected Goals for FY 2025 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	0			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 Subrecipients	0	0	0	0	

Subrecipient is: MOLALLA POLICE DEPARTMENT

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

Projected Goals for FY 2025 - 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 Subrecipients	32	0	0	32	

Subrecipient is: COBURG POLICE DEPARTMENT

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

Projected Goals for FY 2025 - 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 Subrecipients	32	0	0	32	

Subrecipient is: WASHINGTON COUNTY SHERIFF'S OFFICE

Enter the total number of certified personnel in this funded agency: 6

Projected Goals for FY 2025 - 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 Subrecipients	192	0	0	192	

Subrecipient is: TALENT POLICE DEPARTMENT

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

Projected Goals for FY 2025 - 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 Subrecipients	0	0	0	0	

Subrecipient is: HARNEY COUNTY SHERIFF

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

Projected Goals for FY 2025 - 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 Subrecipients	0	0	0	0	

Subrecipient is: DESCHUTES COUNTY SHERIFF

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

Projected Goals for FY 2025 - 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 Subrecipients	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 2025 - 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 Subrecipients	0	0	0	0	

UNKNOWN ENFORCEMENT

Subrecipient is: AGENCY

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

Projected Goals for FY 2025 - 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 Subrecipients	0	0	0	0	

UNKNOWN ENFORCEMENT

Subrecipient is: AGENCY

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

Projected Goals for FY 2025 - 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 Subrecipients	0	0	0	0	

Subrecipient is: EAGLE POINT PD

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

Projected Goals for FY 2025 - 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 Subrecipients	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	18
Enter the total number of non-funded certified officers:	19
Enter the total number of inspections projected for FY 2025:	450

Summary

Projected Goals for FY 2025 - Roadside Inspections Summary

Projected Goals for FY 2025 Summary for All Agencies					
MCSAP Lead Agency: ODOT CCD					
# certified personnel: 99					
Subrecipient Agencies: OREGON STATE POLICE, CLACKAMAS COUNTY SHERIFF', COBURG POLICE DEPARTMENT, DESCHUTES COUNTY SHERIFF, EAGLE POINT PD, EUGENE POLICE DEPARTMENT, HARNEY COUNTY SHERIFF, HUBBARD POLICE DEPARTMENT, MILWAUKEE POLICE DEPARTMENT, MOLALLA POLICE DEPARTMENT, MULTNOMAH COUNTY SHERIFF, PORTLAND POLICE BUREAU, TALENT POLICE DEPARTMENT, UNKNOWN ENFORCEMENT AGENCY, UNKNOWN ENFORCEMENT AGENCY, WASHINGTON COUNTY SHERIFF'S OFFICE, YAMHILL COUNTY SHERIFF					
# certified personnel: 34					
Number of Non-Funded Agencies: 18					
# certified personnel: 19					
# projected inspections: 450					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	4260	400	10	4670	19.35%
Level 2: Walk-Around	6832	700	5	7537	31.23%
Level 3: Driver-Only	11696	15	1	11712	48.53%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	100	12	105	217	0.90%
Level 6: Radioactive Materials				0	0.00%
Total MCSAP Lead Agency & Subrecipients	22888	1127	121	24136	

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.

Level 3 inspection requirements are expected to substantially exceed the 33% goal. However, Level I inspections may not quite 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.

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 2025 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	15000	800	450	16250
Enter total number of certified personnel	100	43	22	165
Projected Goals for FY 2026 Roadside Inspections				
Enter total number of projected inspections	15000	800	450	16250
Enter total number of certified personnel	100	43	22	165

Part 2 Section 4 - Investigations

Please review your State’s investigation goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 2018 - 2022

Investigative Types - Interstate	2018	2019	2020	2021	2022
Compliance Investigations	276	289	301	200	166
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	276	289	301	200	166
Total Security Contact Reviews	5	6	6	5	2
Total Terminal Investigations	0	0	0	0	0

Investigative Types - Intrastate	2018	2019	2020	2021	2022
Compliance Investigations	115	107	92	40	33
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	115	107	92	40	33
Total Security Contact Reviews	0	0	3	4	0
Total Terminal Investigations	2	3	0	0	0

Narrative Overview for FY 2024 - 2026

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 2024 - 2026

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2024 - 2026.

Projected Goals for FY 2024 - 2026 - Investigations						
Investigation Type	FY 2024		FY 2025		FY 2026	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	252	30	302	30	302	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	252	30	302	30	302	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.

Oregon’s investigational capacity has been severely impacted in recent years by a wave of retirements which caused the Division to lose many veteran investigators and required remaining investigators to take a great deal of time away from their own work to train new employees. While still rebuilding, we have now filled our current openings and are intensely training new hires. As a result, Oregon is increasing its 2024 interstate investigation goal by 20% over 2023’s projections and will continue raising the goal by an additional 20% for 2025. Further retirements are on the horizon as 30% of ODOT’s workforce is eligible for retirement. This may make these goals too aggressive, but the state’s has always believed in the primacy of these investigations and will work to do as many as possible.

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

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 members are Lead workers who identify carriers needing investigation and assign those to individual investigators.

Oregon performs very 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 only used when a carrier has been seen multiple times and only has one or two issues left requiring follow up. While our emphasis on the more involved and time consuming Comprehensive Reviews increases the challenge of meeting production goals, it ensures that motor carriers receive a complete understanding of all their compliance shortfalls and receive detailed instruction on how to cure them.

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 has 30 investigators conducting comprehensive investigations as part of the state's efforts to reduce truck at fault crashes by 3% over the course of the 2024-2026 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Traffic enforcement means documented enforcement activities by 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 2018 - 2022

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		
01/01/2022	12/31/2022	1818	0
01/01/2021	12/31/2021	1868	0
01/01/2020	12/31/2020	3998	0
01/01/2019	12/31/2019	11405	0
01/01/2018	12/31/2018	12787	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.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2022	12/31/2022	787	787
01/01/2021	12/31/2021	680	680
01/01/2020	12/31/2020	397	397
01/01/2019	12/31/2019		
01/01/2018	12/31/2018		

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: July 19, 2023 CMV Traffic Enforcement without an Inspection data was obtained on 10/2/23 from Enforcer - This data is only a reflection of ODOT's chain enforcement operations. Only CMV's without chains were stopped and subject to enforcement.

Narrative Overview for FY 2024 - 2026

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](#).

Update FFY 2025

Oregon continues struggling to attract and keep law enforcement sub-recipients. As a result, forecasting inspection counts is difficult because the number of agencies and officers in the program fluctuates throughout the year. At the time of this writing, ODOT has 9 sub-recipients, but will be losing at least one of those agencies by the end of FFY2024.

The projected "CMV with Inspection" numbers below are now corrected and revised downward for FFY2025 and FFY2026. The figure used for FFY2024 was far too aggressive and, in part, based on faulty statistics generated when some partners coded inspection forms incorrectly for long periods of time. The problem was discovered and addressed during FFY2024.

The Oregon Department of Transportation has limited ability to address traffic enforcement. The Agency presently has 9 sub-recipient law enforcement partners (33 officers total) conducting CMV traffic enforcement stops accompanied by inspections. The Oregon State Police has assigned 6 officers to truck inspection duties. Stops are based on probable cause stemming from observed traffic violations. Officers conduct stops in high crash zones identified by ODOT and other local high crash areas identified by the agencies themselves. Officers perform stops/inspections as their workdays allow and on overtime.

It has been an almost insurmountable challenge to attract and retain law enforcement partners due to the ongoing staffing shortages being experienced by all agencies. Oregon lost a key partner (the Oregon City Police Department) in 2023 and will lose two more by the end of FFY2023. Those agencies have determined that they need to reassign officers to other duties considered to be of higher priority by their citizenry. ODOT will continue attempting to attract more agencies to the program.

During snow conditions, an important part of Oregon's traffic enforcement efforts is that of chain enforcement. The frequency and duration of these operations depends on weather conditions that vary each year. Warnings and citations are issued during these operations.

Projected Goals for FY 2024 - 2026

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2024 - 2026. 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.

			Performance Goals		
Yes	No	Traffic Enforcement Activities	FY 2024	FY 2025	FY 2026
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	2000	200	200
<input checked="" type="radio"/>	<input type="radio"/>	CMV Non-Inspection	750	750	750
<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)	825	825	825

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 monitors and measures its law enforcement partners' progress utilizing the FMCSA SAFER data base. CCD also compares reimbursement requests submitted by compensated agencies against the SafetyNet database. The results are reviewed and reported in ODOT's quarterly and annual eCVSP reports.

Traffic enforcement in the form of chain enforcement operations results in warning and citations. These statistics are collected by CCD personnel and reported in ODOT's quarterly and annual eCVSP reports. Forecasting chain enforcement numbers is difficult in that operations are completely dependant on weather conditions that change from year to year.

Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels with the ITD and PRISM programs, responsible agencies, and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

This section covers two of FMCSA's safety technology programs:

- Innovative Technology Deployment (ITD)
- Performance and Registration Information Systems Management (PRISM)

Please complete the information below to indicate your State's participation level in each program, along with specific information about how MCSAP Operations and Maintenance (O&M) funding is used to support each of these safety technology programs. **All O&M expenses for both ITD and PRISM must be included and described both in this section and in the appropriate section of Part 4, Financial Information.**

Innovative Technology Deployment (ITD)

The ITD program is a key component of the FMCSA's drive to improve commercial motor vehicle safety. The ITD program empowers States to apply cutting-edge technology to share data more effectively and improve roadway safety.

With the enhanced funding provided to each State as part of the Infrastructure Investment and Jobs Act (IIJA), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

- Is widely available not requiring any product development
- Can be fully deployed and operational within the period of performance
- Has a direct impact on CMV safety based on verified performance data
- Is outlined in a State's approved ITD Program Plan/Top Level Design (PP/TLD) if required

If there is a need for any technology development as part of a MCSAP project, and if the time to fully implement the technology exceeds the MCSAP period of performance, then the HP-ITD grant would be the appropriate source for federal funding. All ITD technology projects proposed will be reviewed by the ITD Program Office for eligibility determination.

ITD O&M is defined as costs associated with deployment projects that maintain and repair real property, or a system, based on its current status and abilities. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support deployment activities, as defined previously in the MCSAP Comprehensive Policy (MCP) section 5.2.

Performance and Registration Information Systems Management (PRISM)

FMCSA's PRISM program is a partnership with State CMV registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal Out-of-Service (OOS) order. PRISM is a key component to FMCSA's mission to reduce the number of CMV crashes, injuries and fatalities in a rapidly expanding interstate motor carrier population. PRISM provides States a safety mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions. States may fund new PRISM system development, deployment, as well as Operations and Maintenance. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM O&M are costs associated with projects that improve CMV safety, maintain and/or advance PRISM levels. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support PRISM deployment activities. All PRISM technology projects proposed will be reviewed by the PRISM Program Manager for eligibility determination.

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, specific details must be included both in this section and in your Part 4 Spending Plan.

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

Available data sources:

- The [Innovative Technology Deployment \(ITD\) website](#) is a centralized repository for information that States should utilize to plan and implement effective ITD programs. ITD users can log in to query information from SAFER and other FMCSA systems, as well as access resources including recordings of previous webinars, conference materials, and web infrastructure technical specifications.
- The [PRISM Data and Safety Hub \(DASH\)](#) is an online workspace where State partners can log in to access reports, submit data, get materials to help implement PRISM and obtain information on the Level Up initiative.

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 2024 - 2026

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

Update for FY 2025

CCD’s ITD efforts fall into two primary categories. Activities related to CVIEW, and Weigh-in-Motion (WIM) program.

Oregon’s CIEW efforts are incorporated into the PRISM work and CCD only bills MCSAP for payroll related items as described in the financial section.

Oregon maintains ITD Core Compliance and continues to evaluate opportunities to Level Up. PRISM - CCD’s efforts to Level-Up to Enhanced and/or Expanded Participation levels have been stalled by the shortcomings of the Division’s use and reliance on a Mainframe system and failure to secure an HP grant from the FMCSA to replace the that system. The outdated technology of our legacy systems presents scalability concerns, limited opportunities for data exchange, integration complexity, and an inability to print unique barcodes on vehicle cab cards (Enhanced Participation requirement 12). Despite system shortcomings preventing Enhanced/Expanded Participation certification, CCD has adopted processes to identify reincarnated carriers (Enhanced Participation requirement 9), to deny registration to reincarnated carriers (Enhanced Participation requirement 10) and transmit 950 suspension status codes to SAFER (Enhanced Requirement 11). CCD also applies Expanded PRISM requirements 1-6 to IRP vehicles with gross vehicle weights between 8,000 and 26,000 pounds. CCD’s ITD efforts fall into two primary categories: activities related to CVIEW and the Weigh-in-Motion (WIM) program. Oregon’s CVIEW efforts are incorporated into the PRISM work and CCD only bills MCSAP for payroll related items as described in the financial section.

Oregon’s WIM systems have provided an effective means of data collection for pavement research and facility design, traffic monitoring, safety and weight enforcement for over 20 years. With an aging architecture that has been operational for decades, ODOT must continually replace equipment to ensure continued operation of existing infrastructure. Oregon works closely with its local FMCSA division office to monitor and track which grant cycle is billed for specific replacement expenses. Further, each phase of infrastructure replacement is tracked. MCSAP funds are only used to maintain existing functionality.

Program Activities for FY 2024 - 2026: Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.

Update for FY2025

ITD program staff will establish a schedule of ITD compliance checks for preventive or corrective maintenance and programmatic reviews to focus on determining if any updates are needed to maintain or improve ITD programs. PRISM - CCD has launched a project to invest in modernizing the Division's technological infrastructure that supports the ITD and PRISM programs. Using state funding, this project will include replacing IRP and IFTA systems and databases to improve data accuracy, accessibility, and integration with other ITD-related systems (CVIEW). Once established, CCD will need to maintain these systems and databases with MCSAP dollars. The system will also be designed to allow CCD to Level-Up to the Expanded Participation Level of PRISM.

Activities to implement the new system will include:

- A project team has been assembled to advance and/or advise on project deliverables, develop process and system requirements, engage stakeholder groups, manage and/or complete user acceptance testing, and conduct such research as needed to support project deliverables.
- Assemble work groups (including internal and external partners) to identify business and system requirements.

CCD will conduct planning and analysis activities to procure a vendor at state expense to replace and maintain our vehicle registration system, upgrade CVIEW, and identify and develop system requirements in order to print and barcode motor carrier registration cab cards for roadside enforcement. Then FMCSA will then be engaged for PRISM leveling up to enhanced participation certification.

WIM maintenance activities for the FFY2025 grant cycle are a mix of addressing any equipment failures and executing the following scheduled system activities in order to maintain connectivity:

- **Booth Ranch SB:** Much of the work at this location was performed during FFY2024; however, this maintenance project will continue to run into FFY2025. Maintenance tasks at this location included replacing the cabinet that did not meet today's standards and installing in-pavement WIM sensors to maintain functionality.
- **Booth Ranch NB:** Work at this location to maintain functionality will focus on network connections, concrete approach resurfacing, repaving with in-pavement WIM sensor installations and replacing the cabinet that does not meet today's standards.
- **Umatilla Port of Entry:** Repaving WIM sensor approach with in-pavement WIM sensor reinstallations to reestablish performance level.
- **Bend:** Concrete approach resurfacing and repaving with in-pavement WIM sensor reinstallations to reestablish performance level.
- **La Grande:** WIM sensor repairs. This is a known need, but work may not be completed in FFY2025.
- **Rocky Point:** WIM sensor repairs. This is an identified need, but work may not be completed in FFY2025
- **Woodburn SB Ramp:** WIM sensor and license plate reading camera repairs.
- **Woodburn NB Ramp:** WIM repair.
- **Statewide WIM telematics antenna replacements** to maintain connectivity to bring communications with in-cab transponders up to today's standards.
- **Annual WIM System calibrations statewide.**
- **General WIM System component repairs for failed or non-serviceable equipment.**

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

Update to FY2025

CCD monitors systems and analyzes data daily to maintain PRISM compliance. Staff use reports available from the PRISM DASH as well as several reports created in-house that provide easy access to MCRS MCSIP history and Oregon carrier validation checks.

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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 2018 - 2022

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

Public Education and Outreach Activities	2018	2019	2020	2021	2022
Carrier Safety Talks	391	396	400	700	650
CMV Safety Belt Education and Outreach					
State Trucking Association Meetings	2	4	2	2	4
State-Sponsored Outreach Events	8	10	7	8	10
Local Educational Safety Events					
Teen Safety Events					

Narrative Overview for FY 2024 - 2026

Performance Objective: 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 activities the State plans to conduct, including but not limited to passenger transportation, work zone safety, hazardous materials transportation, human trafficking/smuggling, and share the road safety initiatives. Include the number of personnel that will be participating in these efforts and any Public Education and Outreach activities that are not specifically listed in the Projected Goals table.

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 results from continually enhancing 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. ODOT will have 30 investigators conducting Comprehensive Reviews who also provide this education during their investigations. Further, 7 investigators will provide this education during NCE Safety Audits. Not only do these various investigators discuss all relevant parts of the Federal Motor Carrier Safety Regulations (FMCSRs) in detail and answer questions, they provide carriers with the Oregon New Carrier Entrant package which is relevant to both new and veteran carriers. A major portion of the package is devoted to all the safety rules applicable to CMV carriers. This section is written in a plain, clear fashion and includes specific cross-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, large motor carriers, and other industry stakeholders focused on compliance.
- Meetings of the ODOT Motor Carrier Transportation Advisory Committee are held quarterly. 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.

Work Zone Safety

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

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.

For more details regarding Oregon's Human Trafficking initiatives, see the applicable *State Specific Objective* in the *National Objective portion of this eCVSP*.

Projected Goals for FY 2024 - 2026

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 2024	FY 2025	FY 2026
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	800	800	800
<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 speaking engagements completed before large carrier audiences and the number of investigations & safety audits conducted. State trucking association presentations will be tracked and reported. Open Houses and Anti-Human Trafficking outreach events will also be tracked. All details, including duration and number of attendees will be reported in Oregon's quarterly SF-PPR reports.

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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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). All O&M expenses for SSDQ must be included and described both in this section and in the appropriate section of the Financial Information in Part 4.

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 2024 - 2026.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2024	Goal for FY 2025	Goal for FY 2026
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	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.

May 26, 2023

Narrative Overview for FY 2024 - 2026

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.).

Oregon's rating for all SSDQ categories remains at the "Good" level as reflected by the FMCSA snapshot of May 26, 2023. Oregon's overall compliance level is consistently rated as "Good." However, the *Crash Timeliness* category had slipped to "Fair" due to the closure of many Department of Motor Vehicles offices experiencing staffing shortages which delayed forwarding of crash reports by field offices. Motor Carrier Crash Reports (MCCR) are required to be filed with the State of Oregon. They are collected by the Department of Motor Vehicles (DMV) and forwarded to the ODOT Crash Analysis and Reporting unit. In the case of CMVs between 10,001 and 26,000 lbs GVWR, reports were not being forwarded quickly. That obstacle has now been corrected and the Crash Analysis Unit has added staffing to ensure that reports are input as soon as received.

Program Activities FY 2024 - 2026: Describe activities that will be taken to achieve or maintain a "Good" (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ.

The DMV has launched new processes to prioritize the movement of all CMV crash reports from field offices to the ODOT Crash Analysis Unit. Further, the Crash Analysis Unit added a person whose primary duty is to input those crash reports as soon as they arrive. Currently, that Unit is already meeting the 45 day FMCSA reporting deadline and intends to continue doing so.

Program Activities FY 2024 - 2026: Describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

Oregon has assigned two of its most experienced investigators to handle all inspection related DataQs submitted by motor carriers. Between these two, they have 45 years of inspection experience. One of these investigators is also the CCD Safety Training Coordinator responsible for scheduling and teaching truck inspection courses to Oregon trainees. Further, a third person has been assigned to solely process DataQ's involving crashes. 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 at issue.

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.

Oregon will monitor these ratings and report on them in the quarterly SF-PPR reports. Success will be measured by the continued rating of "Good" in all categories.

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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 2018 - 2022

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

New Entrant Safety Audits	2018	2019	2020	2021	2022
Interstate	0	0	0	448	485
Intrastate	0	0	0	0	0
Total Audits	0	0	0	448	485

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 2024 - 2026

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website (NEWS)	
Date information retrieved from NEWS Dashboard to complete eCVSP	07/25/2024
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	430
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 2024 - 2026

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

Projected Goals for FY 2024 - 2026 - New Entrant Safety Audits						
Number of Safety Audits/Non-Audit Resolutions	FY 2024		FY 2025		FY 2026	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	126	0	160	0	160	0
# of Safety Audits (Offsite)	334	0	300	0	300	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	460	0	460	0	460	0
# of Non-Audit Resolutions	200	0	200	0	200	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Describe how the State will reduce past due Safety Audits. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

Update FFY 2025

Oregon currently has nine investigators dedicated to its New Carrier Entrant program. They are now all trained, keeping ahead of Safety Audit numbers, and not allowing any carriers to go into the past due category. Since progress has been so good, ODOT is slightly switching up its projections. While the overall goal remains 460 Safety Audits per year, Oregon is raising its onsite goals and decreasing the offsite numbers by the same amount. Onsite Safety Audits provide a more complete view of a carrier's true safety posture and present a better opportunity for education. Oregon believes that the education function is the most crucial element of an audit. In fact, if it's determined during the pre-investigation phase that a company is actually an intrastate carrier, ODOT investigators still contact the owner (although no audit is performed) and conduct training either over the phone or in person.

Oregon is raising its New Entrant Safety Audit goal by 15% over its 2023 projections to meet the FMCSA's challenge in this area. Further, the Commerce and Compliance Division (CCD) of the Oregon Department of Transportation has been working to hire and train new investigators, also in keeping with the FMCSA's challenge to increase State personnel conducting investigations. Presently, CCD has hired six people who are currently moving through training. It's expected that they will be trained and certified to conduct Safety Audits by the end of FFY2023. This group, along with the three investigators currently covering NCEs, will focus on these audits along with their inspection duties.

At the time of this writing, NEWS reflects that the state has 7 overdue audits. In fact, only 1 of the 7 is actually an overdue audit. Regardless, Oregon will continue to meet or exceed the FMCSA challenge of a 20% decrease. It should be noted that the State typically has very few to no audits in the past due category. Overwhelmingly, the only reason overdue numbers show up is because of audits converting to full Comprehensive Reviews. Although the reviews are

still completed on time, they continue to show as overdue in NEWS because the carrier's safety rating response window is still open. Regardless, Oregon's overdue list is extremely small and will remain so.

Activity Plan for FY 2024 - 2026: 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.

Oregon currently has three investigators conducting NCE Safety Audits. A group of six more newly hired employees are currently moving through training and should be certified and conducting audits by the start of FFY2024. 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 NCE Audits will be measured by how many audits are completed by each investigator quarterly and annually. Oregon tracks both the audits that go through to completion and the ones that have non-audit resolutions. Completion results will be reported in the quarterly progress reports.

Part 3 - National Emphasis Areas and State Specific Objectives**Part 3 Section 1 - Overview**

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 national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.

States may include any State-specific objectives. For example, create an objective to provide refresher training to MCSAP funded personnel on detecting human trafficking and human smuggling in Section 5.

Specific goals and activities must be projected for the three fiscal year period (FYs 2024 - 2026).

Part 3 Section 2 - 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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of at least 85 percent for carriers operating while under a Federal **Imminent Hazard (IH) and unsatisfactory/unfit (UNSAT/UNFIT) OOS** order. If your catch rate is below 85 percent, States must develop performance goals and activities to meet the FMCSA threshold of at least 85 percent.

The OOS Catch Rate report is located on the [A&I Online website](#) in the Grants module. Select the OOS report from the Activity Dashboard to view your catch rate. Portal credentials are required to access this website.

Your State's FY 2023 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 100.00%

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/26/2024

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.

Part 3 Section 3 - Passenger Carrier Enforcement

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. 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 4 - State Specific Objectives – Past
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No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2023 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 2023 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2023 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2023 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

Activity: Describe State-specific activity conducted from previous year's CVSP.

Law Enforcement Enhancement in High Crash Corridors

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).

Decrease crashes in high-risk corridors by increasing the number of law enforcement sub-recipients in those corridors.

Actual: Insert year to date progress (#, %, etc., as appropriate).

Despite great effort, ODOT has had little success attracting and maintaining law enforcement partners. The reason is consistent throughout the state - law enforcement agencies simply do not have the staffing to devote to these duties.

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

ODOT was successful in holding on to its 4 original pre-MCSAP partners and eventually signing on 5 more. Unfortunately, many partners can merely field 1 or 2 officers who can only spare enough time to remain certified. In the past year, a major and dynamic partner in the I-205 corridor (Oregon City Police) had to withdraw from the program to address duties considered more pressing by its citizenry. ODOT has just been advised that 2 more partners will be leaving the program by the end of FFY2023, if not sooner.

Activity #2

Activity: Describe State-specific activity conducted from previous year's CVSP.

Oregon will plan and coordinate two Truckers Against Trafficking (TAT) educational presentations to be held throughout the state at varied locations each year. Value of TAT training will be communicated through CCD's internal newsletter, outreach to law enforcement and information made available during industry outreach events.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).

Provide educational outreach to all ODOT personnel who have a roadside presence. Make educational outreach available to law enforcement throughout Oregon.

Actual: Insert year to date progress (#, %, etc., as appropriate).

Oregon has been extremely successful in meeting and exceeding this objective. All existing CCD personnel have received anti-human trafficking training and all new employees receive the training within 1 year of hire. CCD participated in the CVSA HTAI event to great success and provided at no charge human trafficking prevention training to law enforcement throughout the state.

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

Agencies at the federal, state, and municipal levels were all individually working to provide outreach and enforcement regarding human trafficking prevention. As a result, this initially made it difficult for CCD to identify where its efforts should be best directed. Since that discovery, CCD has been working with the Oregon DOJ to successfully coordinate human trafficking prevention efforts at a statewide level.

Part 3 Section 5 - State Specific Objectives – Future

Please review your State specific objectives and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO 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 human trafficking/smuggling initiatives, work zone safety details, 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 2024 - 2026. 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.

Human Trafficking Education and Awareness

Narrative Overview for FY 2024 - 2026

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

According to National Trafficking Hotline Statistics, the Hotline received 4,103 Oregon contacts since its inception in 2007. These contacts generated 1,037 Oregon cases involving 1,920 victims. In 2021, 485 contacts were received from individuals in Oregon of which 177 were actually victims or survivors of human trafficking. Of those contacts, 347 came in from hotline calls, 82 via SMS reports, 41 through online reports, three in web chats, and 12 from emails. From those 2021 contacts, 160 cases of human trafficking in Oregon were identified involving 246 victims (individual cases often involve multiple victims). Females make up the largest number of those trafficked. Of the 2021 Oregon cases, 131 involved females, 20 involved males, and four cases involved individuals from gender minorities. Sex trafficking was by far the primary form of trafficking, distantly followed by Labor Trafficking and Sex & Labor Trafficking.

Projected Goals for FY 2024 - 2026:

Enter performance goal.

ODOT will focus on ongoing educational outreach to all ODOT personnel having a roadside presence. This includes staff from the Commerce and Compliance Division, the Highway Maintenance Division, Project Delivery and other contracted individuals. ODOT will also make this outreach available to law enforcement partners across Oregon. The purpose of this outreach is to educate individuals who work roadside. The outreach helps them recognize human trafficking indicators and provides instruction regarding proper protocols for reporting suspected cases. Further, ODOT will continue working with the trucking industry to promote outreach to its membership and will work to develop training opportunities for tribal casino employees.

Program Activities for FY 2024 - 2026: Describe the activities that will be implemented including level of effort.

ODOT has developed and implemented new training for its employees that's accessed electronically through Workday. Entitled: Understanding & Addressing Sex Trafficking in Our Community, this virtual interactive introductory training features stories from survivors highlighting risks, vulnerabilities and impacts of sex trafficking. In addition to promoting empathy for victims and survivors of trafficking, the course makes students aware that trafficking is a reality in their own communities and it identifies steps that can be taken to address the threat. This class is open to all ODOT employees. ODOT will work with industry through the Oregon Trucking Association to promote human trafficking awareness. There will be ongoing co-branding of print, online, and other awareness materials. • <https://truckersagainstrafficking.org/oregon/> • <https://trained.truckersagainstrafficking.org/oregon/> • <https://education.truckersagainstrafficking.org/odot/> Working with the Oregon State Police, CCD will expand outreach and training to tribal communities. Oregon's tribal casinos can be intersection points between transportation and human trafficking. Many Oregon transit lines exchange passengers at casinos. Further, casinos are destination points for passenger carriers and often operate truck stops, in addition to their gaming facilities, on the same premises. CCD plans to develop these initial outreach and training sessions into larger coalition builds throughout FFY 2024-2026 to raise awareness and alertness amongst casino staff. CCD will provide outreach while participating in the CVSA's annual HTAI operation every year. The Division will also promote TAT training opportunities through its internal newsletter, outreach to law enforcement, and materials developed for and distributed to industry during outreach events. All Ports of Entries will have TAT information readily available for 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.

- CCD will collect data to report the number of ODOT employees attending Understanding & Addressing Sex Trafficking in Our Community training.
- CCD will collect and report results of the annual HTAI event.
- CCD will collect and report on progress made in outreach and training to tribal communities.
- CCD will report any new partnerships resulting in the promotion of human trafficking education

State Objective #2

Enter the title of your State-Identified Objective.

Impaired Driver Training

Narrative Overview for FY 2024 - 2026

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

The FMCSA reports that in 2020, just over six percent (6.3%) of drivers of large trucks tested after fatal crashes were positive for at least one drug. According to the December 2022 FMCSA Drug & Alcohol Clearing House Monthly Summary Report, the Clearing House received 53,514 reports of positive drug tests in 2020, 55,223 reports in 2021, and 68,639 in 2022. FMCSA notes in a March 31, 2023 policy directive that there are more than 120,000 prohibited drivers in the Clearinghouse. Further, inspection data gathered by the FMCSA over a one-year period indicates that over 5,000 motor carriers used prohibited drivers to operate CMVs. Drug use is clearly a large and growing safety threat within the trucking industry.

Projected Goals for FY 2024 - 2026:

Enter performance goal.

Educate staff to recognize signs of drug impaired drivers: Train all ODOT certified truck inspectors in techniques used to recognize drug impairment. New hires will be trained within one year of date-of-hire. Refresher training will also be required every other year. When drug impairment is suspected, inspectors will call law enforcement to intervene and ensure appropriate action is taken to remove drivers from the road in conformance with state law and federal regulation.

Program Activities for FY 2024 - 2026: Describe the activities that will be implemented including level of effort.

ODOT's Commerce and Compliance Safety and Enforcement managers will work with the Agency's Traffic Safety staff and law enforcement Drug Recognition trainers to deliver training across the state annually.

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.

Managers will report course completion to the Training Unit which will track totals. Numbers of new hires completing their initial training in this subject and staff receiving refresher courses will be reported annually in the CVSP summary.

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 justify 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 2025 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.
- A State's planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- A Territory's 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	\$6,569,201.00	\$345,747.00	\$6,914,948.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,037,242.00
MOE Baseline:	\$2,040,035.14

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project. Only salaries for employees of the lead MCSAP agency should be applied to personnel costs. Salaries for employees of subrecipients should be placed in Contractual and Subaward.

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 prior approval (15% of MCSAP Award Amount):	\$1,037,242.00

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
Safety Compliance Specialists	40	20.0000	\$95,000.00	\$760,000.00	\$722,000.00	\$38,000.00	\$3,040,000.00
Safety Admin Specialists	2	50.0000	\$68,000.00	\$68,000.00	\$64,600.00	\$3,400.00	\$68,000.00
Safety Program Analyst 3	1	100.0000	\$115,000.00	\$115,000.00	\$109,250.00	\$5,750.00	\$0.00
Safety Unit Manager	2	67.1377	\$132,000.00	\$177,243.52	\$168,381.30	\$8,862.22	\$86,756.48
ICU Compliance Specialists	8	25.0000	\$95,000.00	\$190,000.00	\$180,500.00	\$9,500.00	\$0.00
ICU Regulatory Manager	1	25.0000	\$133,000.00	\$33,250.00	\$31,587.50	\$1,662.50	\$0.00
MCEO	74	10.0000	\$79,000.00	\$584,600.00	\$555,370.00	\$29,230.00	\$0.00
Enforcement Project Managers	1	10.0000	\$121,000.00	\$12,100.00	\$11,495.00	\$605.00	\$0.00
Safety Compliance Regulatory Manager 3	1	50.0000	\$161,000.00	\$80,500.00	\$76,475.00	\$4,025.00	\$80,500.00
Budget & Fiscal Coordinator 8600575	1	30.0000	\$95,000.00	\$28,500.00	\$27,075.00	\$1,425.00	\$0.00
Registration Compliance Regulatory Manager 3	1	10.0000	\$161,000.00	\$16,100.00	\$15,295.00	\$805.00	\$0.00
Registration Compliance Regulatory Supervisor	1	5.0000	\$109,000.00	\$5,450.00	\$5,177.50	\$272.50	\$0.00
Registration OPA2	1	10.0000	\$75,000.00	\$7,500.00	\$7,125.00	\$375.00	\$0.00
Registration TSR	15	10.0000	\$75,000.00	\$112,500.00	\$106,875.00	\$5,625.00	\$0.00
Subtotal: Salary				\$2,190,743.52	\$2,081,206.30	\$109,537.22	\$3,275,256.48
Overtime Project Costs							
Safety Compliance Specialists	40	50.0000	\$7,900.00	\$158,000.00	\$150,100.00	\$7,900.00	\$158,000.00
MCEO	74	20.0000	\$6,600.00	\$97,680.00	\$92,796.00	\$4,884.00	\$0.00
Misc Analysts	28	10.0000	\$8,300.00	\$23,240.00	\$22,078.00	\$1,162.00	\$0.00
Subtotal: Overtime				\$278,920.00	\$264,974.00	\$13,946.00	\$158,000.00
TOTAL: Personnel				\$2,469,663.52	\$2,346,180.30	\$123,483.22	\$3,433,256.48
Accounting Method:	Cash						

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

2025 Update - Increased Sasfety Unit Manager MCSAP from 50% to 67.1377% and decreased MOE accordingly. The duties performed by these positions are 100% MCSAP eligible.

Forty-four Safety staff work full-time exclusively on MCSAP activities.

(50%) Two Safety Unit Managers provide administration of Oregon’s Motor Carrier Safety Action Plan.

(20%) Thirty-one (31) compliance specialists 2 and 3 perform compliance reviews, motor vehicle inspections, educational presentation and training, and safety audits (100%).

An additional 9 Compliance Specialist 1 were added to the program specifically to perform safety audits. Salaries are being split between the 20/80 MOE as listed in the chart above.

(50%) Two Administrative Specialists provides support to the CMV Safety programs with work that includes crash report processing, sub-recipient support, and support to safety specialist and managers. (50/50 MOE).

(100) One Program Analyst 3 coordinates various safety projects including assisting with the eCVSP, quarterly CVSP reporting, Title VI management, and creating the Division’s Safety Action Plan.

(25%) Eight Investigations and Compliance Unit (ICU), Compliance Specialists investigate, process enforcement actions and, in certain cases, investigate non-compliance and impose suspensions as warranted. Cases handled include such matters as: Safety compliance reviews, Non-compliance with Oregon's chain laws, Failure to file motor carrier crash reports; Drivers jumping out-of-service orders; PRISM registration denials, chameleon carrier cases, and Preparing Notices and Final Orders to communicate outcomes to carriers and impose penalties.

(25%) One ICU Compliance Regulatory Manager 3 provides additional support to the eight Investigations and Compliance Unit (ICU), Compliance Specialists.

(10%) In addition to Safety staff, 74 Motor Carrier Enforcement Officers also receive commercial motor vehicle inspection training. Each performs 120 inspections annually and conducts chain enforcement operations (approximately 10% of their duties). When these officers are receiving inspection training, performing vehicle inspections, or conducting chain enforcement operations, actual payroll and benefit costs are charged to the Safety program. Indirect rates are not used.

(10%) Enforcement Project Manager: This position monitors the Greenlight system and troubleshoot issues to develop a resolution path via software or hardware. Position also works closely with intelligent technology system personnel to track WIM/LPR inventory, asset performance and lifecycle. These costs are part of Oregon's ITD efforts.

(50%) The Roadside Enforcement & Safety Compliance Manager (Compliance Regulatory Manager 3): 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. This position is 50/50 MOE.

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

Seven positions provide financial and clerical support and supervision. The amount of time spent on MCSAP ranges from 10% to 100%. Those employees only charge their time to MSCAP when performing MCSAP related activities.

The positions below will provide support for PRISM as described below. Their estimated percentages of time to be devoted to PRISM are listed along with the position title and summary of PRISM duties. ODOT only bills MCSAP for payroll, conferences, and travel as specified in financial statement portion of eCVSP.

(10%) Registration Compliance and Regulator Manager 3 This position oversees Motor Carrier Registration programs which includes system oversight for the PRISM program. This position is ultimately responsible for the administration of transponders as well as suspension and reinstatement of noncompliant carriers.

(5%) IFTA/IRP Manager (Compliance Regulatory Supervisor 2): Review motor carriers and commercial vehicle registrations that have been denied, suspended, or revoked and submit quarterly PRISM reports to FMCSA. (5%)

(10%) Commercial Vehicle Licensing Account Services (CVLAS) Business Analyst (Operation and Policy Analyst 2): Ensure IRP systems and PRISM web services are operational for staff to identify unsafe motor carriers through system testing and monitoring tools. Update and maintain the 100/950 IRP status codes for vehicle registrations under a Federal OOS Order. Track motor carriers and commercial vehicle registrations denied, suspended, or revoked for PRISM quarterly reporting. Responsible for user acceptance testing and data quality assurance for vehicle data through regular validation and baselining efforts. Responsible for maintaining and updating internal PRISM program procedures, train new employees and conduct annual informational training regarding PRISM requirements.

(10%) Fifteen Transportation Service representatives, identify unsafe motor carriers using International Registration Plan and Motor Carrier Safety Improvement Processes such as collecting and validating USDOT numbers and FEIN, validating entity types, checking MCSIP step values, and verify if the vehicle is registered or was previously registered to a motor carrier under an OOS order. In addition, if one or none of those conditions are met, the analyst will deny vehicle registration to a motor carrier. Manage and maintain motor carrier responsible for safety (MCRS) data for vehicles operating under long-term leases. Analyst will send a customer service letter to motor carriers with PRISM deficiencies directing the customer to take the necessary steps to gain compliance before the agency will issue or renew vehicle registration. Analyst is used a resource for user acceptance testing of the PRISM program if there are system interruptions, modifications to an internal program and/or for annual renewal system testing efforts.

(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 40 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 national 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 \$5,466,000.00

Total OT Costs = \$436,920.00

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: Actual Fringe Rate

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
Safety Compliance Specialists	51.4700	20.0000	\$3,800,000.00	\$391,172.00	\$371,613.40	\$19,558.60	\$1,564,688.00
Safety Admin Specialists	60.0700	50.0000	\$136,000.00	\$40,847.60	\$38,805.22	\$2,042.38	\$40,847.60
Safety Program Analyst 3	45.5800	100.0000	\$115,000.00	\$52,417.00	\$49,796.15	\$2,620.85	\$0.00
Safety Unit Manager	45.1600	67.1377	\$264,000.00	\$80,043.17	\$76,041.01	\$4,002.16	\$39,179.23
ICU Compliance Specialists	51.4700	25.0000	\$760,000.00	\$97,793.00	\$92,903.35	\$4,889.65	\$0.00
ICU Regulatory Manager	45.1600	25.0000	\$133,000.00	\$15,015.70	\$14,264.92	\$750.78	\$0.00
MCEO	56.1400	10.0000	\$5,846,000.00	\$328,194.44	\$311,784.72	\$16,409.72	\$0.00
Enforcement Project Manager	46.7000	10.0000	\$121,000.00	\$5,650.70	\$5,368.17	\$282.53	\$0.00
Safety Compliance Regulatory Manager 3	42.3200	50.0000	\$161,000.00	\$34,067.60	\$32,364.22	\$1,703.38	\$34,067.60
Budget and Fiscal Coordinator	51.6200	30.0000	\$95,000.00	\$14,711.70	\$13,976.12	\$735.58	\$0.00
Registration Compliance Regulatory Manager 3	42.3200	10.0000	\$161,000.00	\$6,813.52	\$6,472.84	\$340.68	\$0.00
Registration Compliance Regulatory Supervisor	48.5700	5.0000	\$109,000.00	\$2,647.06	\$2,514.71	\$132.35	\$0.00
Registration OPA2	57.4700	10.0000	\$75,000.00	\$4,310.25	\$4,094.74	\$215.51	\$0.00
Registration TSR	57.4700	10.0000	\$1,125,000.00	\$64,653.75	\$61,421.06	\$3,232.69	\$0.00
TOTAL: Fringe Benefits				\$1,138,337.49	\$1,081,420.63	\$56,916.86	\$1,678,782.43

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

2025 Update - Increased Sasfety Unit Manager MCSAP from 50% to 67.1377% and decreased MOE accordingly. The duties performed by these positions are 100% MCSAP eligible.

44 Safety staff work full-time on MCSAP activities. In addition to the Safety staff, 74 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 IJJA 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), 23.88%
- 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 \$1,750 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 = \$2,914,100.54

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 §200.475](#).

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
Misc. MCSAP Related Travel	6	5	100.0000	\$10,260.00	\$9,747.00	\$513.00	\$0.00
Misc. Travel (CRs, SAs, Inspections, Crew Meetings)	25	24	100.0000	\$105,000.00	\$99,750.00	\$5,250.00	\$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	\$2,020.00	\$1,919.00	\$101.00	\$0.00
Annual MCSAP Conference	5	5	100.0000	\$5,050.00	\$4,797.50	\$252.50	\$0.00
CVSA/FMCSA Data Quality & Systems Training	5	20	100.0000	\$20,200.00	\$19,190.00	\$1,010.00	\$0.00
Special Operations (4)	5	20	100.0000	\$17,500.00	\$16,625.00	\$875.00	\$3,000.00
HM Refresher Training (4)	3	30	100.0000	\$24,200.00	\$22,990.00	\$1,210.00	\$0.00
HM Training	5	68	100.0000	\$72,180.00	\$68,571.00	\$3,609.00	\$0.00
Inspection Training	12	10	100.0000	\$29,400.00	\$27,930.00	\$1,470.00	\$5,000.00
Inspection Training Refresher	100	2	100.0000	\$48,300.00	\$45,885.00	\$2,415.00	\$5,000.00
TOTAL: Travel				\$418,110.00	\$397,204.50	\$20,905.50	\$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 incude 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.

Purpose	# of Staff	# of Days	Per Diem	Lodging	Airfare	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share
Misc. MCSAP Related Travel	6	5	\$2,760.00	\$3,300.00	\$4,200.00	100	\$10,260.00	\$9,747.00	\$5,263.00
Misc. Travel (CRs, SAs, Inspections, Crew Meetings)	25	24	\$36,000.00	\$69,000.00		100	\$105,000.00	\$99,750.00	\$5,250.00
Chain Enforcement	40	12	\$28,800.00	\$55,200.00		100	\$84,000.00	\$79,800.00	\$4,200.00
North American Inspectors Championship	2	5	\$920.00	\$1,100.00		100	\$2,020.00	\$1,919.00	\$1,101.00
Annual MCSAP Conference	5	5	\$2,300.00	\$2,750.00		100	\$5,050.00	\$4,797.50	\$2,252.50
CVSA/FMCSA Data Quality & Systems Training	5	20	\$9,200.00	\$11,000.00		100	\$20,200.00	\$19,190.00	\$1,010.00
Special Operations (4)	5	20	\$6,000.00	\$11,500.00		100	\$17,500.00	\$16,625.00	\$875.00
HM Refresher Training (4)	3	30	\$1,200.00	\$23,000.00		100	\$24,200.00	\$22,990.00	\$1,210.00
HM Training	5	68	\$31,280.00	\$37,400.00	\$3,500.00	100	\$72,180.00	\$68,571.00	\$3,609.00
Inspection Training	12	10	\$7,200.00	\$13,800.00	\$8,400.00	100	\$29,400.00	\$27,930.00	\$1,470.00
Inspection Training Refresher	100	2	\$12,000.00	\$23,000.00	\$13,300.00	100	\$48,300.00	\$45,885.00	\$2,415.00
Totals			137660.00	251050.00	29400.00		418110.00	397204.50	209,905.50

Total Travel Costs \$456,110.00

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 equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see [2 CFR § 200.1](#) Definitions.

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 how many of each item, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP activities.

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)	5	\$36,000.00	100	\$180,000.00	\$171,000.00	\$9,000.00	\$0.00
TOTAL: Equipment				\$180,000.00	\$171,000.00	\$9,000.00	\$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 \$36,000.00 cost per vehicle is the approximate price that Oregon’s Department of Administrative Services will negotiate with vendors.

Total Equipment Cost \$180,000.00

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in Equipment in [2 CFR §200.1](#) Definitions. 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.

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	10 Each	\$400.00	100.0000	\$4,000.00	\$3,800.00	\$200.00	\$0.00
Offices Supplies	12 Monthly	\$2,750.00	100.0000	\$33,000.00	\$31,350.00	\$1,650.00	\$0.00
Laptops	2 Each	\$2,410.00	100.0000	\$4,820.00	\$4,579.00	\$241.00	\$0.00
TOTAL: Supplies				\$86,820.00	\$82,479.00	\$4,341.00	\$0.00

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

Office supplies for the 44 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 \$86,820.00

Part 4 Section 7 - Contractual and Subaward
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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 §200.1 Definitions](#)). All contracts issued under a Federal award must comply with the procurement standards described in [2 CFR §200.317](#), [2 CFR §200.318](#), and [Appendix II to Part 200](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.331](#) 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 §200.1 Definitions](#) and [2 CFR §200.331](#)).

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 §200.1 Definitions](#)).

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 non-proprietary identifier that replaced 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
Yamhill County Sheriff	CV20015477	Subrecipient	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
Description of Services: Truck Inspection with Traffic Enforcement							
Clackamas County Sheriff	CV20015444	Subrecipient	100.0000	\$330,000.00	\$313,500.00	\$16,500.00	\$0.00
Description of Services: Truck Inspection with Traffic Enforcement							
Portland Police Bureau	CV20015419	Subrecipient	100.0000	\$20,000.00	\$19,000.00	\$1,000.00	\$0.00
Description of Services: Truck Inspection with Traffic Enforcement							
Multnomah County Sheriff	CV20015468	Subrecipient	100.0000	\$30,000.00	\$28,500.00	\$1,500.00	\$0.00
Description of Services: Truck Inspections with Traffic Enforcement							
Milwaukie Police Department	CV20015407	Subrecipient	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
Description of Services: Truck Inspections with Traffic Enforcement							
Oregon State Police	CV20004748	Subrecipient	100.0000	\$560,000.00	\$532,000.00	\$28,000.00	\$0.00
Description of Services: Truck Inspection with Traffic Enforcement							
Hubbard Police Department	CV20007868	Contract	100.0000	\$80,000.00	\$76,000.00	\$4,000.00	\$0.00
Description of Services: Traffic Enforcement with Truck Inspection							
Molalla Police Department	CV20015408	Contract	100.0000	\$20,000.00	\$19,000.00	\$1,000.00	\$0.00
Description of Services: Traffic Enforcement with Truck Inspection							
Coburg Police Department	CV20008317	Contract	100.0000	\$10,000.00	\$9,500.00	\$500.00	\$0.00
Description of Services: Traffic Enforcement with Truck Inspection							
Washington County Sheriff	CV20007149	Contract	100.0000	\$100,000.00	\$95,000.00	\$5,000.00	\$0.00
Description of Services: Traffic Enforcement with Truck Inspection							
Talent Police Department	CV20015432	Contract	100.0000	\$10,000.00	\$9,500.00	\$500.00	\$0.00
Description of Services: Traffic Enforcement with Truck Inspection							
Harney County Sheriff	CV20013762	Subrecipient	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
Description of Services: Truck Inspection and 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							
Eugene Police Department	CV20015383	Subrecipient	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
Description of Services: Truck Inspection with Traffic Enforcement							
Unknown Enforcement Agency	TBA	Subrecipient	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
Description of Services: Truck Inspection with Traffic Enforcement							
Unknown Enforcement Agency	TBA	Subrecipient	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
Description of Services: Truck Inspection with Traffic Enforcement							
Eagle Point Police	CV20007269	Subrecipient	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00

Department							
Description of Services: Truck Inspection with Traffic Enforcement							
Travel Information Council	CV20004043	Contract	100.0000	\$5,000.00	\$4,750.00	\$250.00	\$0.00
Description of Services: Provide and Install human trafficking awareness materials at various locations							
TOTAL: Contractual and Subaward				\$1,173,000.00	\$1,114,350.00	\$58,650.00	\$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. 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.

Yamhill County Sheriff's Office (YCSO) is in negotiations with ODOT to perform safety inspections complying with the North American Standard Inspection Procedures during traffic enforcement stops. Currently, a non-compensated intergovernmental agreement (IGA) is in development to allow a recently trained YCSO officer to begin inspecting immediately. The \$1,000.00 project amount provided in the table above is a placeholder until a Title VI plan for YCSO is approved, clearing the way for the development of a compensated agreement.

Clackamas County Sheriff's Office (CCSO) is in negotiations to again contract with ODOT to perform safety inspections complying with the North American Standard Inspection Procedures during traffic enforcement stops. CCSO has an approved FMCSA Title VI plan for FFY 2025 and ODOT is currently in the process of developing a new IGA for FFY2025 for the amount provided in the table above.

Portland Police Bureau (PPB) is in negotiations to again contract with ODOT to perform safety inspections complying with the North American Standard Inspection Procedures during traffic enforcement stops. The \$20,000.00 project amount listed in the table above is a place holder for the planned contract award. CCD is still waiting for PPB's Title VI plan approval before the new IGA is finalized and signed.

Multnomah County Sheriff's Office (MCSO) is in negotiations to again contract with ODOT to perform safety inspections complying with the North American Standard Inspection Procedures during traffic enforcement stops. MCSO has an approved FMCSA Title VI plan for FFY 2025 and ODOT is currently in the process of developing a new IGA for FFY2025 for the amount provided in the table above.

Milwaukie Police Department (MPD) currently has a non-compensated intergovernmental agreement (IGA) with ODOT in place to perform safety inspections complying with the North American Standard Inspection Procedures during traffic enforcement stops. The \$1,000.00 project amount provided in the table above is a placeholder as it is anticipated that MPD will progress to a compensated IGA when they have an approved Title VI plan.

Oregon State Police (OSP) has contracted with ODOT to perform safety inspections complying with the North American Standard Inspection Procedures during traffic enforcement stops. OSP has an approved FMCSA Title VI plan in place. A FFY2025 IGA has been signed for the amount provided in the table above.

Hubbard Police Department (HPD) is in negotiations to contract with ODOT to perform safety inspections complying with the North American Standard Inspection Procedures during traffic enforcement stops. The \$80,000.00 project amount listed in the table above is a place holder for the planned contract award. CCD is still waiting for a Title VI plan and an IGA to be signed.

Molalla Police Department is in negotiations to again contract with ODOT to perform safety inspections complying with the North American Standard Inspection Procedures during traffic enforcement stops. Molalla Police Department has an approved FMCSA Title VI plan in place for FFY 2025. ODOT is currently in the process of developing a new FFY2025 IGA for the amount provided in the table above.

Coburg Police Department (CPD) is in negotiations to again contract with ODOT to perform safety inspections complying with the North American Standard Inspection Procedures during traffic enforcement stops. CPD has an approved FMCSA Title VI plan in place for FFY 2025. ODOT is currently in the process of developing a new FFY2025 IGA for the amount provided in the table above.

Washington County Sheriff's Office (WCSO) is in negotiations to again contract with ODOT to perform safety inspections complying with the North American Standard Inspection Procedures during traffic enforcement stops. WCSO has an approved FMCSA Title VI plan in place for FFY 2025. ODOT is currently in the process of developing a new FFY2025 IGA for the amount provided in the table above.

Talent Police Department (TPD) has contracted with ODOT to perform safety inspections complying with the North American Standard Inspection Procedures during traffic enforcement stops. TPD has an Approved FMCSA Title VI plan in place and an FFY2025 IGA has been established for the amount provided in the table above.

Harney County Sheriff's Office (HCSO) is in negotiations with ODOT to perform safety inspections complying with the North American Standard Inspection Procedures during traffic enforcement stops. The \$1,000.00 project amount provided in the table above is a placeholder until an FMCSA Title VI plan is approved and an IGA can be developed and signed.

Deschutes County Sheriff's Office (DCSO) is in negotiations to contract with ODOT to perform safety inspections complying with the North American Standard Inspection Procedures during traffic enforcement stops. Currently, a non-compensated intergovernmental agreement (IGA) is in development to allow a recently trained DCSO officer to begin inspecting immediately. The \$1,000.00 project amount provided in the table above is a placeholder until an FMCSA Title VI plan for DCSO is approved, clearing the way for the development of a compensated IGA.

Eugene Police Department (EPD) is in negotiations with ODOT to perform safety inspections complying with the North American Standard Inspection Procedures during traffic enforcement stops. The \$1,000.00 project amount provided in the table above is a placeholder until an FMCSA Title VI plan for EPD is developed and approved, clearing the way for the development of a compensated agreement.

Unknown Enforcement Agency is a place holder for a future agency that CCD may contract with over the course of FFY 2025. The contract will be to perform safety inspections complying with the North American Standard Inspection Procedures during traffic enforcement stops. The \$1,000.00 project amount provided in the table above is a placeholder until an FMCSA Title VI plan is created and approved, and an IGA is drafted and signed.

Unknown Enforcement Agency is a place holder for a future agency that CCD may contract with over the course of FFY 2025. The contract will be to perform safety inspections complying with the North American Standard Inspection Procedures during traffic enforcement stops. The \$1,000.00 project amount provided in the table above is a placeholder until an FMCSA Title VI plan is created and approved, and an IGA is drafted and signed.

Oregon Travel Information Council is developing a contract with ODOT to provide and install human trafficking awareness materials at Oregon information centers.

Total Contractual and Subaward \$1,173,000.00

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 §200.1](#) Definitions) 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. For more information, please see [2 CFR § 200.414](#) Indirect (F&A) costs.

- **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	\$4,200.00	100.0000	\$50,400.00	\$47,880.00	\$2,520.00	\$0.00
Facilities Maintenance	12 Monthly	\$4,200.00	100.0000	\$50,400.00	\$47,880.00	\$2,520.00	\$0.00
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	\$1,513,571.86	80.0000	\$1,210,857.48	\$1,150,314.61	\$60,542.87	\$302,714.37
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				\$1,449,017.48	\$1,376,566.61	\$72,450.87	\$512,250.37

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 (but are not limited to) 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/purchasing Human Trafficking Awareness materials, 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 Investigations and Complaints Unit (ICU), 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 \$2,173,008.00

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	\$6,569,201.00	\$345,747.00	\$6,914,948.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,037,242.00
MOE Baseline:	\$2,040,035.14

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Safety Compliance Specialists	\$722,000.00	\$38,000.00	\$760,000.00	\$3,040,000.00
Safety Admin Specialists	\$64,600.00	\$3,400.00	\$68,000.00	\$68,000.00
Safety Program Analyst 3	\$109,250.00	\$5,750.00	\$115,000.00	\$0.00
Safety Unit Manager	\$168,381.30	\$8,862.22	\$177,243.52	\$86,756.48
ICU Compliance Specialists	\$180,500.00	\$9,500.00	\$190,000.00	\$0.00
ICU Regulatory Manager	\$31,587.50	\$1,662.50	\$33,250.00	\$0.00
MCEO	\$555,370.00	\$29,230.00	\$584,600.00	\$0.00
Enforcement Project Managers	\$11,495.00	\$605.00	\$12,100.00	\$0.00
Safety Compliance Regulatory Manager 3	\$76,475.00	\$4,025.00	\$80,500.00	\$80,500.00
Budget & Fiscal Coordinator 8600575	\$27,075.00	\$1,425.00	\$28,500.00	\$0.00
Registration Compliance Regulatory Manager 3	\$15,295.00	\$805.00	\$16,100.00	\$0.00
Registration Compliance Regulatory Supervisor	\$5,177.50	\$272.50	\$5,450.00	\$0.00
Registration OPA2	\$7,125.00	\$375.00	\$7,500.00	\$0.00
Registration TSR	\$106,875.00	\$5,625.00	\$112,500.00	\$0.00
Salary Subtotal	\$2,081,206.30	\$109,537.22	\$2,190,743.52	\$3,275,256.48
Safety Compliance Specialists	\$150,100.00	\$7,900.00	\$158,000.00	\$158,000.00
MCEO	\$92,796.00	\$4,884.00	\$97,680.00	\$0.00
Misc Analysts	\$22,078.00	\$1,162.00	\$23,240.00	\$0.00
Overtime subtotal	\$264,974.00	\$13,946.00	\$278,920.00	\$158,000.00
Personnel total	\$2,346,180.30	\$123,483.22	\$2,469,663.52	\$3,433,256.48

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Safety Compliance Specialists	\$371,613.40	\$19,558.60	\$391,172.00	\$1,564,688.00
Safety Admin Specialists	\$38,805.22	\$2,042.38	\$40,847.60	\$40,847.60
Safety Program Analyst 3	\$49,796.15	\$2,620.85	\$52,417.00	\$0.00
Safety Unit Manager	\$76,041.01	\$4,002.16	\$80,043.17	\$39,179.23
ICU Compliance Specialists	\$92,903.35	\$4,889.65	\$97,793.00	\$0.00
ICU Regulatory Manager	\$14,264.92	\$750.78	\$15,015.70	\$0.00
MCEO	\$311,784.72	\$16,409.72	\$328,194.44	\$0.00
Enforcement Project Manager	\$5,368.17	\$282.53	\$5,650.70	\$0.00
Safety Compliance Regulatory Manager 3	\$32,364.22	\$1,703.38	\$34,067.60	\$34,067.60
Budget and Fiscal Coordinator	\$13,976.12	\$735.58	\$14,711.70	\$0.00
Registration Compliance Regulatory Manager 3	\$6,472.84	\$340.68	\$6,813.52	\$0.00
Registration Compliance Regulatory Supervisor	\$2,514.71	\$132.35	\$2,647.06	\$0.00
Registration OPA2	\$4,094.74	\$215.51	\$4,310.25	\$0.00
Registration TSR	\$61,421.06	\$3,232.69	\$64,653.75	\$0.00
Fringe Benefits total	\$1,081,420.63	\$56,916.86	\$1,138,337.49	\$1,678,782.43

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Misc. MCSAP Related Travel	\$9,747.00	\$513.00	\$10,260.00	\$0.00
Misc. Travel (CRs, SAs, Inspections, Crew Meetings)	\$99,750.00	\$5,250.00	\$105,000.00	\$25,000.00
Chain Enforcement	\$79,800.00	\$4,200.00	\$84,000.00	\$0.00
North American Inspectors Championship	\$1,919.00	\$101.00	\$2,020.00	\$0.00
Annual MCSAP Conference	\$4,797.50	\$252.50	\$5,050.00	\$0.00
CVSA/FMCSA Data Quality & Systems Training	\$19,190.00	\$1,010.00	\$20,200.00	\$0.00
Special Operations (4)	\$16,625.00	\$875.00	\$17,500.00	\$3,000.00
HM Refresher Training (4)	\$22,990.00	\$1,210.00	\$24,200.00	\$0.00
HM Training	\$68,571.00	\$3,609.00	\$72,180.00	\$0.00
Inspection Training	\$27,930.00	\$1,470.00	\$29,400.00	\$5,000.00
Inspection Training Refresher	\$45,885.00	\$2,415.00	\$48,300.00	\$5,000.00
Travel total	\$397,204.50	\$20,905.50	\$418,110.00	\$38,000.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Vehicles (i.e., vans, pickups, or passenger cars)	\$171,000.00	\$9,000.00	\$180,000.00	\$0.00
Equipment total	\$171,000.00	\$9,000.00	\$180,000.00	\$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	\$3,800.00	\$200.00	\$4,000.00	\$0.00
Offices Supplies	\$31,350.00	\$1,650.00	\$33,000.00	\$0.00
Laptops	\$4,579.00	\$241.00	\$4,820.00	\$0.00
Supplies total	\$82,479.00	\$4,341.00	\$86,820.00	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Yamhill County Sheriff	\$950.00	\$50.00	\$1,000.00	\$0.00
Clackamas County Sheriff	\$313,500.00	\$16,500.00	\$330,000.00	\$0.00
Portland Police Bureau	\$19,000.00	\$1,000.00	\$20,000.00	\$0.00
Multnomah County Sheriff	\$28,500.00	\$1,500.00	\$30,000.00	\$0.00
Milwaukie Police Department	\$950.00	\$50.00	\$1,000.00	\$0.00
Oregon State Police	\$532,000.00	\$28,000.00	\$560,000.00	\$0.00
Hubbard Police Department	\$76,000.00	\$4,000.00	\$80,000.00	\$0.00
Molalla Police Department	\$19,000.00	\$1,000.00	\$20,000.00	\$0.00
Coburg Police Departmennt	\$9,500.00	\$500.00	\$10,000.00	\$0.00
Washington County Sheriff	\$95,000.00	\$5,000.00	\$100,000.00	\$0.00
Talent Police Department	\$9,500.00	\$500.00	\$10,000.00	\$0.00
Harney County Sheriff	\$950.00	\$50.00	\$1,000.00	\$0.00
Deschutes County Sheriff	\$950.00	\$50.00	\$1,000.00	\$0.00
Eugene Police Department	\$950.00	\$50.00	\$1,000.00	\$0.00
Unknown Enforcement Agency	\$950.00	\$50.00	\$1,000.00	\$0.00
Unknown Enforcement Agency	\$950.00	\$50.00	\$1,000.00	\$0.00
Eagle Point Police Department	\$950.00	\$50.00	\$1,000.00	\$0.00
Travel Information Council	\$4,750.00	\$250.00	\$5,000.00	\$0.00
Contractual and Subaward total	\$1,114,350.00	\$58,650.00	\$1,173,000.00	\$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	\$47,880.00	\$2,520.00	\$50,400.00	\$0.00
Facilities Maintenance	\$47,880.00	\$2,520.00	\$50,400.00	\$0.00
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	\$1,150,314.61	\$60,542.87	\$1,210,857.48	\$302,714.37
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	\$1,376,566.61	\$72,450.87	\$1,449,017.48	\$512,250.37

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$6,569,201.04	\$345,747.45	\$6,914,948.49	\$5,662,289.28
Total Costs Budgeted	\$6,569,201.04	\$345,747.45	\$6,914,948.49	\$5,662,289.28

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	\$6,569,201.00	\$345,747.00	\$6,914,948.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,037,242.00
MOE Baseline:	\$2,040,035.14

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$2,081,206.30	\$109,537.22	\$2,190,743.52	\$3,275,256.48
;;;Overtime Subtotal	\$264,974.00	\$13,946.00	\$278,920.00	\$158,000.00
Personnel Total	\$2,346,180.30	\$123,483.22	\$2,469,663.52	\$3,433,256.48
Fringe Benefits Total	\$1,081,420.63	\$56,916.86	\$1,138,337.49	\$1,678,782.43
Travel Total	\$397,204.50	\$20,905.50	\$418,110.00	\$38,000.00
Equipment Total	\$171,000.00	\$9,000.00	\$180,000.00	\$0.00
Supplies Total	\$82,479.00	\$4,341.00	\$86,820.00	\$0.00
Contractual and Subaward Total	\$1,114,350.00	\$58,650.00	\$1,173,000.00	\$0.00
Other Costs Total	\$1,376,566.61	\$72,450.87	\$1,449,017.48	\$512,250.37
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$6,569,201.04	\$345,747.45	\$6,914,948.49	\$5,662,289.28
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$6,569,201.04	\$345,747.45	\$6,914,948.49	\$5,662,289.28

Part 5 - Certifications and Documents**Part 5 Section 1 - Overview**

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to and abide by 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.

These certifications must be completed and signed on an annual basis.

Part 5 Section 2 - 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? Carla Phelps
2. What is this person's title? Administrator Commerce and Compliance Division
3. Who is your Governor's highway safety representative? Amy Joyce
4. What is this person's title? DMV Administrator

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

- Yes
- Yes, uploaded certification document
- No

State Certification declaration:

I, Carla Phelps, Administrator Commerce and Compliance Division, 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 3 - 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? Carla Phelps
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? (503)510-9370 Carla.D.PHELPS@odot.oregon.gov

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

- Yes
- Yes, uploaded certification document
- No

I, Carla Phelps, certify that OREGON 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.

Part 5 Section 4 - New Laws/Legislation/Policy Impacting CMV Safety

The State will provide answers to the questions below regarding any new laws, regulations, or policy that impacts CMV safety since the last CVSP or annual update that was submitted.

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 2025 Annual Review of Laws, Regulations, Policies and Compatibility Certification

I, **Carla Phelps**, 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 two statutes that do not comply with FMCSA compatibility guidelines. ORS 825.017(13) exempts vehicles used by charitable organizations - ORS 825.020(5)(b) exempts vehicles being used by for-hire carriers to transport individuals engaged in charitable work.

The Commerce and Compliance Division is pursuing a legislative concept request with the Oregon Department of Transportation. No decision has been made at this time.

Signature of Certifying Official: 

Title of Certifying Official: Commerce and Compliance Division Administrator

Date of Certification: 10/22/2024

FY 2025 Certification of MCSAP Conformance (State Certification)

I, Carla Phelps, 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 willfully participates 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 10/22/2024

Signature

