



CCD Commercial Motor Vehicle Safety Action Plan

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Copies of the CCD Safety Action Plan and other safety materials can be found on CCD’s [Public Safety](#) web page.

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Executive Summary

As is the case across most of the country, Oregon has been experiencing escalating levels of truck crashes and fatalities. Driver behavior continues to be the overwhelming reason. Oregon's primary and ongoing problem in this realm is that many 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. Nevertheless, ODOT, as it always has, aggressively employs all tools (i.e, investigations, public education, inspections, etc.) to combat the crash problem to the best of the Department's ability.

After a decrease in crashes in 2023, the number of crashes increased slightly in 2024. Oregon experienced the same number of fatal crashes as 2023.

The Commerce and Compliance Division met or exceeded most benchmarks in the 2025 Commercial Motor Vehicle Safety Plan. The Division has increased its safety benchmarks for 2026.

Addressing both crashes and crash severity takes a multi-faceted approach that combines enforcement, education, highway design, emergency response, and several other factors. This Commercial Motor Vehicle Safety Plan outlines the Commerce and Compliance Division's efforts to reduce crashes as part of Oregon's overall highway



1. Introduction and Background

The Commerce and Compliance Division (CCD) of the Oregon Department of Transportation strives to support and promote the safe and reliable movement of freight on Oregon's roads and railways. Maintaining the safe and reliable movement of freight is a challenge CCD and its staff take pride in tackling every day. At a time when supply chain constraints, infrastructure investments and sustainability—among many other issues—are getting increasing attention, the role of the Department of Transportation and the Commerce and Compliance Division is more important than ever. So, in turn, is our commitment to carry out our duties and serve all users and beneficiaries of the transportation system and the freight it carries.



The CCD Commercial Motor Vehicle Safety Plan (CMVSP) was developed to reduce accidents involving commercial motor vehicles and to reduce injuries and fatalities resulting from crashes involving commercial motor vehicles (CMVs). The CMVSP identifies priorities on the basis of accurate and timely data. These priorities are organized into objectives, performance measures, and benchmarks that can be used to determine the success of the CMVSP and develop subsequent CMVSPs.

1.1 What is a Crash?

Crashes or Accidents are defined in the Code of Federal Regulations (CFR) Part [390.5](#):

(1) Except as provided in paragraph (2) of this definition, an occurrence involving a commercial motor vehicle operating on a highway in interstate or intrastate commerce which results in:

- (i) A fatality;
- (ii) Bodily injury to a person who, as a result of the injury, immediately receives medical treatment away from the scene of the accident; or
- (iii) One or more motor vehicles incurring disabling damage as a result of the accident, requiring the motor vehicle(s) to be transported away from the scene by a tow truck or other motor vehicle.

(2) The term accident does not include:

- (i) An occurrence involving only boarding and alighting from a stationary motor vehicle; or
- (ii) An occurrence involving only the loading or unloading of cargo.

Oregon adopts the CFR definition of an Accident/Crash though Oregon Administrative Rule (OAR) [740-100-0010](#).

1.2 What is CCD's Role in Safety?

CCD is the lead agency for Oregon's Commercial Motor Vehicle Safety Program. Oregon deploys a multi-faceted program of driver and vehicle inspections, traffic enforcement, compliance reviews, safety audits, public education and awareness campaigns, data collection and other safety-related activities all aimed at reducing truck and bus crashes in Oregon.

While the programs cover specific areas of authority and responsibility, in practice CCD's work revolves around its customers as reflected in Freight Carrier Lifecycle model. Each phase of the Lifecycle includes key services across multiple programs:

Manage the Relationship – Includes business and vehicle registration, maintaining accurate records, providing permits for large loads, collecting fees and taxes, and responding promptly to questions and concerns.

Evaluate Operations – Safety inspections, records reviews, weigh station checks (including “weigh-in-motion” systems), investigations, educational services and account audits help carriers comply with legal and safety requirements. We also oversee the safety of the state's freight rail and rail transit systems, and work to ensure the safety of railroad employees.

Corrective Action – When errors, infractions, or serious violations occur, we help carriers restore their good standing. In a small proportion of cases, legal action and/or revocation of permits will be required to ensure carriers fulfill their obligations or cease operations.

CCD employs 40 Safety Compliance Specialists and 73 Motor Carrier Enforcement Officers (MCEOs). CCD's investigative and enforcement staff work throughout the Freight Carrier Lifecycle to improve highway safety. They provide outreach and training to industry, verify compliance through roadside enforcement and investigations, and then follow-up with corrective action through compliance monitoring and civil actions. Additionally, CCD works with law enforcement agencies to certify their officers to conduct truck inspections. These law enforcement officers conduct roadside stops based on observed behavior.

Safety Compliance Specialists are CCD's safety investigators. Their primary job functions are to conduct safety compliance reviews, New Entrant Safety Audits, and CMV inspections.

Motor Carrier Enforcement Officers enforce CMV size, weight, tax, and registration requirements. They are certified CMV inspectors that work at fixed and mobile scale locations.

Law Enforcement Agencies are contracted to conduct roadside CMV inspections based on driver behavior. These agencies are the only ones that stop CMVs on highway.



1.3 How does CCD's CMVSP Work in Coordination with Other ODOT Plans?

Transportation Safety Action Plan ([TSAP](#)). The TSAP outlines how to improve roadway safety for all users, on all roads, across all agencies. The Plan's goal is to create a transportation system where everyone can travel safely whether they drive, walk, roll, bike, or take public transportation. The current 2021 Oregon TSAP includes an Implementation Work Program to track near-term actions, assign responsibilities, and measure results. The TSAP demonstrates Oregon's commitment to the safety of all road users. The CMVSP is the portion of the TSAP that is focused on the commercial transportation industry. Both plans focus on driver behavior in CMVs and passenger vehicles.

Oregon Transportation Plan ([OTP](#)). The 2023 OTP commits to “enable safe travel for all people, regardless of their age, ability, race, income, or mode of transportation” with an objective to “implement a holistic, proactive approach to system safety that eliminates the occurrence of people being killed or seriously injured on the transportation system by anticipating human mistakes and recognizing the vulnerability of people on the road.”

Strategic Action Plan ([SAP](#)). The 2024-2028 SAP is focused on “accelerating the development of a transportation system that is modern, reliable, and serves all Oregonians in an efficient, environmentally responsible, and safe manner.” Improving safety is a core focus within this plan.

Oregon Statewide Transportation Strategy ([STS](#)). The 2013 STS is a state-level scenario planning effort that examines all aspects of the transportation system, including the movement of people and goods, and identifies a combination of strategies to reduce greenhouse gas emissions. The STS identifies a variety of effective GHG emissions reduction strategies in transportation systems, vehicle and fuel technologies, and urban land use patterns to address the impacts of climate change.

Oregon Highway Plan ([OHP](#)). The OHP, most recently amended in 2023 and scheduled for a major update in 2024, defines policies and investment strategies for Oregon's state highway system for the next 20 years. It further refines the goals and policies of the OTP and is part of Oregon's Statewide Transportation Plan.



1.4 What do Oregon's Transportation plans have in common? The Safe System Approach

The [Safe System Approach](#) considers five elements of a safe transportation system—safer people, safer roads, safer speeds, safer vehicles, and post-crash care—in an integrated and holistic manner. Achieving zero traffic deaths and serious injuries requires strengthening all five elements. The Safe System Approach was developed as part of the [National Roadway Safety Strategy](#).

The Safe System Approach (SSA) is a comprehensive framework designed to enhance road safety by recognizing that human errors are inevitable and that the road system must accommodate these errors while minimizing the risk of serious injury or death. Here's how it improves truck safety specifically:

- **Redundancy and Resilience:** SSA promotes designing road systems with multiple layers of protection. For trucks, this means creating infrastructure that can withstand or mitigate the impact of crashes such as installing barriers and improving road design. For instance, rumble strips and improved signage can help prevent trucks from veering off course.
- **Road Design:** SSA emphasizes designing roads to be forgiving of mistakes. For trucks, this includes features such as wider lanes, improved shoulder areas, and better turning radii. These design elements can reduce the severity of crashes and help prevent accidents.
- **Vehicle Safety Standards:** The approach encourages the adoption of advanced safety technologies. For trucks, this means implementing features such as automatic emergency braking, lane departure warnings, and collision avoidance systems. These technologies help prevent accidents by alerting drivers to potential dangers and intervening when necessary.
- **Driver Behavior and Training:** SSA supports initiatives that improve driver behavior through better training and education. For truck drivers, this involves enhanced training programs that focus on safe driving practices, understanding vehicle dynamics, and managing fatigue. This helps ensure that drivers are well-prepared to handle challenging driving conditions.
- **Speed Management:** Effective speed management is a key component of SSA. For trucks, this includes setting appropriate speed limits and using technologies like speed limiters. Proper speed management reduces the likelihood of high-impact collisions and allows for more reaction time.
- **Infrastructure Maintenance:** SSA promotes regular maintenance and inspection of road infrastructure to ensure it remains safe. For trucks, this means maintaining good road surfaces, clear signage, and properly functioning traffic signals which can prevent accidents caused by road defects or poor visibility.
- **Emergency Response:** SSA includes improving emergency response systems to quickly and effectively deal with accidents when they occur. For truck crashes, this means having well-coordinated emergency services that can respond quickly to minimize harm and clear the scene efficiently.
- **Overall,** the Safe System Approach provides a holistic strategy for improving truck safety by addressing various factors that contribute to road safety and focusing on reducing the severity of crashes rather than just preventing them.

1.5 The CMVSP's role in the Safe System Approach

Throughout this plan, CCD's efforts to reduce crashes and fatalities on Oregon highways will be highlighted through the lens of the Safe System Approach.

- [Safer People](#): CCD encourages safe, responsible driving behavior by commercial drivers who use our roads and create conditions that prioritize their ability to reach their destination unharmed.
- [Safer Roads](#): CCD programs also help to ensure the safety and integrity of Oregon's infrastructure by protecting roads, bridges and rails from unnecessary damage and wear and tear.
- [Safer Speeds](#): CCD promotes safe speeds through law enforcement partnerships, outreach, education, and compliance monitoring.
- Safer Vehicles: CCD makes sure CMV's are well maintained through the CMV inspection, Safety Audit, and Compliance Review processes.



2. ODOT's Partnerships in Safety

One ODOT: CCD works with multiple groups that utilize commercial transportation services to make sure Oregon has a safe and efficient transportation system. ODOT – CCD also relies on internal ODOT partners as well. The Crash Analysis and Reporting Unit provides motor vehicle crash data through database creation, maintenance and quality assurance, information and reports, and limited database access. Our agency maintains ten years of crash data at all times. Vehicle crashes include coding for city streets, county roads and state highways.

DMV Program Services ensures that drivers of CMVs are correctly licensed and meet federal and state qualification requirements. This is a key component of the Motor Carrier Assistance Program (MCSAP).

Highway Division staff assist CCD with special enforcement operations by providing variable message signs and other safety equipment needed to work at roadside locations including weight restricted bridges. Additionally, they are partners in CCD's chain enforcement operations.

CCD continues to work closely with the Transportation Safety office 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 ODOT's Transportation Safety Action Plan. CCD staff are also represented on Oregon's Traffic Records Coordinating Committee.

The Federal Motor Carrier Safety Administration (FMCSA): The FMCSA's primary mission is to prevent commercial motor vehicle-related fatalities and injuries. FMCSA activities contribute to ensuring safety in motor carrier operations through strong enforcement of safety regulations, targeting high-risk carriers and commercial motor vehicle drivers, improving safety information systems and commercial motor vehicle technologies, strengthening commercial motor vehicle equipment and operating standards, and increasing safety awareness. FMCSA works hand-in-hand with CCD.

Commercial Vehicle Safety Alliance (CVSA): Is an organization of federal, state and provincial government agencies working with the private industry in the United States, Canada and Mexico to establish uniform safety inspection standards and practices. Certified government employees who successfully complete approved training programs perform inspections according to CVSA standards.

Industry: CCD works with industry through the Motor Carrier Transportation Advisory Committee (MCTAC), whose purpose is to confer, collaborate, advise and advocate. CCD implemented the Oregon Trusted Carrier Partner Program as a way for a company to display its commitment to excellence based on its operational history. CCD staff work with multiple trade organizations like the Oregon Trucking Association to promote safety.



2.1 The Commercial Vehicle Safety Plan and Motor Carrier Assistance Program

In addition to the CMVSP, CCD prepares a **Commercial Vehicle Safety Plan (CVSP)** as part of the Division's Motor Carrier Safety Assistance Program (MCSAP) grant requirements. MCSAP is a Federal grant program that provides financial assistance to states to reduce the number and severity of crashes and hazardous materials incidents involving CMVs. The goal of MCSAP is to reduce CMV-involved crashes, fatalities and injuries through consistent, uniform and effective CMV safety programs.

MCSAP is the FMCSA's largest grant program that supports state and local law enforcement agencies to utilize over 12,000 enforcement officers to increase enforcement and safety activities nationwide.

- What does MCSAP do for Oregon? Federal goals established through the CVSP program align closely with state goals and enhance national goals. Full coordination with our Federal partners through the MCSAP program provides for an exchange of data that Oregon uses to better identify crash reduction goals.

The MCSAP program also brings regulatory mandates such as the requirement to perform Safety Audits (SAs) as part of the New Carrier Entrant Program. The New Carrier Entrant Program introduces new interstate motor carriers to Federal safety standards and regulations. When a carrier registers and receives a U.S. Department of Transportation (USDOT) number, it is a New Entrant. CCD conducts a SA within 12 months of the New Entrant beginning operations. The FMCSA has established that motor carrier interventions such as SAs reduce truck accidents.

To qualify for the MCSAP, Oregon must have a CVSP. The CVSP is a breakdown of Oregon's planned CMV safety objectives, strategies, activities and performance measures over a three-year period. Think of the CVSP as Oregon's Safety Action Plan for the FMCSA. Both documents share the same safety objectives, strategies, activities and performance measures.



3. Emphasis Areas

3.1 Inspections

What makes an Inspection?

There are six levels of inspections that may be performed by Oregon Department of Transportation inspectors.

- Level 1: The most thorough driver/vehicle inspection is a 37-step procedure that includes a check of the driver’s license and endorsements, medical examiner’s certificate, possible use of alcohol and drugs, hours of service, seat belt, annual vehicle inspection report, brakes, coupling devices, exhaust, frame, fuel system, turn signals, lights, lamps on loads, load securement, steering, suspension, tires, trailer bodies, wheels and rims, wipers, emergency exits on buses, and hazardous materials requirements, as applicable.
- Level 2: A “walk-around” inspection that includes a check of each of the items in a Level 1 inspection, but not items that require the inspector to physically get under the truck.
- Level 3: An inspection of just the driver-related items in a Level 1 inspection.
- Level 4: A special inspection, typically a one-time examination of a particular item
- for a safety study, or to verify or refute a suspected trend.
- Level 5: An inspection of just the truck-related items in a Level 1 inspection.
- Level 6: An inspection for select radiological shipments which include inspection procedures, enhancements to the Level 1 inspection, radiological requirements, and the out-of-service criteria for highway route-controlled quantities of radioactive material.



Inspections ensure responsible driving and behavior by commercial drivers who use our roads and create conditions that prioritize their ability to reach their destination unharmed. Inspections verify that drivers are appropriately licensed, medically qualified, operating within hours-of-service limitations, wearing seatbelts, and are not under the influence of alcohol or drugs.



Inspections promote safe roadways by making sure that cargo is safely secured, and vehicles are operating in a manner that does not damage Oregon highways. Additionally, CCD MCEO’s ensure that trucks are not operating at excessive weights or over legal-size limits in order to mitigate road damage and highway wear.



Inspections ensure that drivers operate at safe speeds through a review of hours of service. Inspectors review electronic logging devices (ELDs). ELDs are primarily used to track a truck driver's Hours of Service, ensuring they adhere to legal limits on driving time and rest periods. By helping to prevent driver fatigue, which is a significant factor in speeding and other unsafe driving behaviors, ELDs contribute to overall road safety.



Inspections help identify mechanical problems before they become serious issues. This includes checking brakes, tires, suspension, and steering systems. Early detection of issues like worn-out brake pads or damaged tires can prevent accidents caused by mechanical failures. Inspections ensure that trucks comply with safety regulations and standards. This includes checking for required safety equipment, such as working lights, reflective markings, and functioning safety devices. Compliance with these standards helps ensure that trucks are equipped to handle various driving conditions safely.

CCD contracts with local law enforcement to reduce truck-at-fault crashes by identifying and focusing on unsafe CMV driver behaviors that cause truck crashes in high-crash locations and conducting truck/driver inspections. CCD also tracks traffic stops, citations and warnings issued for violations such as speeding, following too close and improper lane change. Law enforcement officers working with ODOT may also enforce size and weight limitations and tax compliance – all of which helps safeguard our highway infrastructure.

Safety Inspection Decals:

Vehicles that pass a Level 1 or Level 5 inspection receive a Commercial Vehicle Safety Alliance (CVSA) decal valid for three consecutive months. Vehicles displaying a decal generally will not be subject to another inspection in that three-month period. A vehicle qualifies for a decal if the inspection reveals no defects in the brake system, coupling devices, exhaust system, frame, fuel system, turn signals, brake lamps, lamps on the tail, head, and projecting loads, load securement, tires, suspension, mechanism, wheels and rims, van and open-top trailer bodies, windshield wipers, and emergency exits for buses.

CVSA decals have a large number at the top that indicates the year of the inspection. For example, inspections from 2018 displayed an “8” on their decals. The decal color indicates which quarter the inspection took place.

The upper corners of the decal indicate the month of the inspection. Decals issued in the first month of a quarter have both upper corners removed. Decals issued in the second month of the quarter have the upper right corner removed. Decals issued in the last month of a quarter have no corners removed.

The North American Standard **Out-of-Service Criteria (OOS)** is the pass-fail criteria for inspections. The North American Standard Out-of-Service Criteria identifies critical vehicle inspection items and details the criteria that can prohibit a motor carrier or driver from operating a commercial motor vehicle for a specified period of time or until the condition is corrected.



3.2 New Carrier Entrant Safety Audits

Interstate motor carriers must undergo a New Entrant Safety Audit (SA) within the first 12 months of commencing operations to meet requirements of the New Entrant Program. An SA is a review

of a motor carrier's records to verify that a carrier has basic safety management controls in place to ensure compliance with applicable Federal Motor Carrier Safety Regulations (FMCSRs), Hazardous Materials Regulations (HMRs) and related record-keeping requirements.

FMCSA-certified investigators conduct audits at the motor carrier's place of business or electronically with motor carriers submitting relevant documents to investigators online or via mail or fax. During the SA, carriers submit documentation verifying they have established effective safety management controls. Investigators may request documents related to drivers and vehicles as well as general operating procedures and record-keeping requirements. Egregious violations may result in a failed SA.

A New Carrier Entrant Safety Audit examines a carrier's compliance with regulations and safety management controls. The audit covers a range of topics including:

- Driver qualification: Driver's license requirements, qualifications, and medical certificates.
- Vehicle maintenance: Inspection, repair, and maintenance of vehicles.
- Hours of service: Record-keeping requirements for hours of service.
- Controlled substances and alcohol: Use, testing, and requirements.
- Financial responsibility: Proof of insurance.
- Hazardous materials: Transporting and marking hazardous materials.
- Company start-up: Authority setup, tax permitting, and licensing.

In Oregon the audit is conducted by a state auditor at the carrier's principal place of business. The auditor reviews documents and asks questions to assess the carrier's compliance.

Some violations can result in an automatic failure of the audit, including:

- Operating a commercial motor vehicle without the required level of insurance.
- Operating a commercial motor vehicle before receiving a negative pre-employment drug test result.
- Using a driver without a valid CDL.
- Failing to maintain hours of service records.



Once the SA is complete, the investigator will review the findings with the carrier. Within 45 days, the carrier will receive written notification from FMCSA confirming that they have passed or failed.

PASS The motor carrier's safety performance will continue to be closely monitored for the remainder of the 18-month New Entrant period. If no subsequent safety problems are found, the carrier will be granted permanent operating authority and continue to be monitored under the FMCSA's Compliance, Safety, and Accountability (CSA) program.

FAIL The investigator will provide the carrier written documentation detailing the violations that caused the carrier to fail and the requirements for developing a Corrective Action Plan (CAP). The CAP must explain the actions the carrier will take to address the violations identified. CAPs must be submitted to the FMCSA Service Center within the number of days specified on the failure notification. Failure to either submit a CAP or implement the corrective actions will result in loss of FMCSA registration (Federal Out-of-Service).

3.3 Comprehensive Compliance Reviews

CCD investigators conduct Comprehensive Compliance Reviews (CR) on Oregon-based motor carriers. A CR is an in-depth review of a motor carrier's records to verify basic safety management controls are in place.

A CR reviews a motor carrier's entire operation and is broken down into six factors:

- **Factor One – General:** A review of general motor carrier requirements including financial responsibility, false statements, crash reporting/recordkeeping requirements, and vehicle marking.
- **Factor Two – Driver:** A review of driver qualifications, drug and alcohol testing and documentation, motor vehicle records and licensing, driver file completeness, medical qualification, road tests, and all driving suspensions/revocations documentation.
- **Factor Three – Operational:** Encompasses a motor carrier's operations, including adherence to hours-of-service regulations and violations that occur on highway (possession of alcohol, texting, speeding).
- **Factor Four – Vehicle:** Looks to make sure inspection and maintenance records are current and accurate, vehicle files exist and are accurate; a recurring maintenance program exists and is enforced, driver vehicle inspections are conducted and documented; violations and out-of-service records are documented, and the motor carrier has qualified technicians for vehicle maintenance.
- **Factor Five – Hazardous Materials:** This factor only applies to motor carriers that transport hazardous materials. It is a review of compliance with hazardous materials regulations regarding hazmat security permits, shipping records maintenance and accuracy, and driver training.
- **Factor Six – Accidents:** This is a rate calculated per million miles and compared to industry average.

Safety Ratings

Based on the cumulative score in each factor, a motor carrier will be assigned a Safety Rating by the FMCSA:

- **Satisfactory:** A Satisfactory rating means that a motor carrier has in place functioning and satisfactory safety management controls to meet safety fitness standards. Safety management controls are adequate.
- **Conditional:** This rating means a motor carrier does not have adequate safety management controls in place to ensure compliance with safety fitness standards.
- **Unsatisfactory:** An unsatisfactory rating means a motor carrier doesn't have adequate safety management controls in place to ensure compliance with safety fitness standards and may end up under a Federal Out-of-Service determination from the FMCSA. If placed out-of-service by FMCSA, the motor carrier won't be allowed to operate.

Civil Complaints

In addition to the safety rating issued by the FMCSA, CCD may take civil enforcement actions in the case of violations deemed serious in nature. Civil penalties may include findings, monetary penalties, and suspension or revocation of authority to operate in Oregon. Penalties are progressive in nature with the goal being to gain compliance with safety regulations.

Safety Management Cycle

Investigators utilize the [Safety Management Cycle](#) (SMC) to work with motor carriers to identify areas of non-compliance. The SMC helps investigators and motor carriers effectively address motor carrier safety and compliance issues and improve compliance with the Federal Motor Carrier Safety Regulations (FMCSRs). Applying the SMC is a step-by-step process that looks at “why” the safety and compliance issues are occurring rather than just identifying the violation (the “what”). The tool provides a framework for brainstorming remedies, choosing solutions, and designing and implementing plans to improve the motor carrier's safety operations. The SMC consists of six Safety Management Processes (SMPs).

Similar to the USDOT's “[Safe System Approach](#),” the SMC utilizes a holistic strategy for improving truck safety by addressing various factors that contribute to road safety.

The SMC consists of six safety management processes (SMPs) outlined in this graphic.



1. **Policies and Procedures** defines the “what” and “how” of a motor carrier's operations. Policies establish the guidelines for how motor carriers and their employees behave in a given situation. Procedures explain how to accomplish policies. The other five SMPs focus on how to implement the policies and procedures.
2. **Roles and Responsibilities** clearly defines what each employee should do to successfully implement the policies and procedures.
3. **Qualification and Hiring** discusses recruiting and screening applicants to fulfill the roles and responsibilities for positions.

4. **Training and Communication** outlines a motor carrier’s communication of its policies, procedures, roles, and responsibilities so that everyone understands the expectations and has the adequate skills and knowledge to perform their assigned function.
5. **Monitoring and Tracking** concentrates on the need to have a system in place to monitor and track employee performance that enables companies to be aware of their employees’ safety performance and compliance with its policies and procedures and how they execute their roles and responsibilities. Monitoring represents the motor carrier looking at the performance of the operation, and Tracking is assessing the data collected leading to Meaningful Action.
6. **Meaningful Action** gives motor carriers the tools to correct or improve employee behavior, including, for example, refresher training and positive reinforcement such as rewards or bonuses, in order to improve the motor carrier’s overall safety performance.

3.4 Safety Through Technology

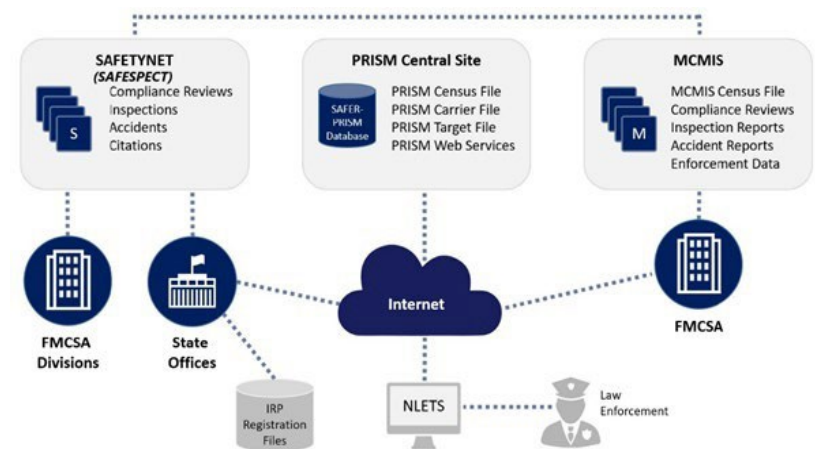
The [Performance and Registration Information Systems Management](#) (PRISM) program encompasses two major processes, registration and enforcement, which are integrated to identify motor carriers and hold them responsible for the safety of their operations. The performance of unsafe carriers is improved through a comprehensive system of identifications, education, data gathering, safety monitoring, and treatment. Oregon became a PRISM state beginning with the 2021 Federal Fiscal Year. The PRISM program is a cooperative federal and state safety program developed to reduce commercial vehicle accidents. PRISM utilizes the commercial vehicle registration process of the states to improve motor carrier safety in two ways:

- By determining the safety fitness of the motor carrier prior to issuing license plates; and
- By motivating the carrier to improve its safety performance through either an improvement process or the application of registration sanctions.

The source of PRISM motor carrier data is the FMCSA Headquarters’ Motor Carrier Management Information System (MCMIS) database. The MCMIS database contains records for over three million entities, both active and inactive. Entities include motor carriers, hazardous material carriers, shippers, entities that are a carrier and a shipper, intermodal equipment providers, and brokers. SAFESPECT is a program that allows states to enter information concerning enforcement actions, accidents and inspections of motor carrier vehicles. This information is transmitted to FMCSA and used to update the accident, law enforcement and inspections files. FMCSA uses information from these files to update the MCMIS database.

Oregon’s Greenlight Preclearance System

Green Light is a preclearance system that verifies truck size, weight, registration and safety records as the vehicle travels on the highway. It allows compliant commercial motor vehicles to bypass Oregon automated weigh stations. Bypassing a weigh station saves time and money, is safer than stopping, and is good for the environment. The Oregon Green Light program is interoperable with other preclearance programs in the country.



MCS Enforcement

MCS Enforcement is a homegrown software suite composed of several applications used by CCD enforcement and safety staff to fulfill a variety of functions. The built-in applications include:

- **Enforcer:** The Enforcer program is the primary tool used to enter vehicle weights into record, whether by desktop at the scale location or by laptop. Additionally, vehicles can be entered into the system through the Enforcer program to show Bridge Locations and Credential Checks. When the vehicle license plate is entered into Enforcer, it will provide specific information on the motor carrier and the vehicle in question. Details could include the carrier's Unified Carrier Registration (UCR), permit status, Inspection Selection Score (ISS), a carrier safety snapshot and much more.
- **Realtime** and its web-based partner OSCAR (Oregon Scale Crossing and Reporting) provide real-time safety information to enforcement, safety, and law enforcement personnel. Realtime allows staff to enter a CMV's plate to find the CMV's information (vehicle identification number, year, make, unit number), tax and authority status, company safety information, scale crossing, citation, and inspection history. Additionally, Realtime checks for federal out-of-service orders, and for MCS Observation reports made by other system users.
- **MCS Observation** is a reporting tool that allows inspectors, enforcement officers, and auditors to flag a plate or make note of an observation. The flag plate function allows CCD staff to ensure that trucks or drivers placed Out-of-Service (OOS) do not leave the OOS location early. If they do so, MCS Observation alerts staff down the road of the flagged plate as it enters the next scale.

Over Dimension Replacement Project

CCD has rolled out a new Over Dimension (OD) permitting software called ORION. The over dimension replacement project intends to improve safety through automation that considers road restrictions and closures and all other critical routing data (available from other Agency divisions, i.e., Bridge, Mobility, GIS, Maintenance, etc. and Oregon counties). Increased access to data metrics and reporting, procedure changes, automation efficiencies and configuration changes will make acquiring a permit easier which, in turn, will increase compliance with permitting requirements in Oregon and thereby increase public safety and reduce enforcement actions by Roadside Enforcement.



4. Crashes

By regulation, motor carriers are required to report fatal crashes as soon as possible. However, they have 30 days to report non-fatal crashes. Despite Oregon's legal mandates, many carriers take months to report crashes. Oregon maintains an exemplary CMV crash database. However, this database is only as accurate, complete and timely as the crash reports submitted by motor carriers, commercial and noncommercial drivers, and law enforcement agencies.

4.1 What is a Crash?

Truck crash totals include incidents involving a fatality, injury requiring treatment away from the scene, and/or a tow due to disabling damage. The full federal definition can be found [here](#) under "Accident:".

4.2 What Causes Crashes?

The FMCSA last conducted a large truck crash causation study in 2006, and is currently conducting new in depth research that will generate a final report in 2029. That causation study concluded: "An action or inaction by the drivers of the truck or the other vehicles involved were important reasons leading to crashes in a large majority of the cases. Driver recognition and decision errors were the type of driver mistakes coded by crash investigators or law enforcement officials most often for trucks and passenger vehicles. Truck drivers, however, were coded less frequently for both driving performance errors and nonperformance problems (e.g., asleep, sick, incapacitated) than passenger vehicle drivers. In crashes between trucks and passenger vehicles, driving too fast for conditions and fatigue were important factors cited for both drivers. However, fatigue was coded twice as often for passenger vehicle drivers and speeding more often for truck drivers."

The FMCSA is in the process of collecting new information as part of the [Crash Causal Factors Program](#) (CCFP). The CCFP is a detailed crash data collection and analysis effort intended to identify the key factors that contribute to crashes involving commercial motor vehicles (CMVs), inform countermeasures to prevent these crashes and establish a foundation for continued data collection, sharing, and analysis.

Despite several decades of positive progress, the last few years have seen a concerning rise in fatal crashes in the United States with fatal crashes involving CMVs increasing 17 percent from 2020 to 2021. Authorized by Congress, the CCFP is part of the DOT and FMCSA's heightened effort to reverse this trend and pursue a long-term goal of zero roadway fatalities.

The CCFP Team is currently surveying State and select local jurisdiction partners about their crash response data collection processes. Gathering this information is a critical step in ensuring the CCFP is best able to leverage existing resources and collect the data that can help guide the implementation of effective crash prevention programs and strategies in the future.

American Transportation Research Institute (ATRI) [“Predicting Truck Crash Involvement: 2022 Update”](#) also found some interesting correlations between driver behavior and crashes that support the earlier FMCSA crash causation study:

- “Failure to Yield Right-of-Way” violations had the largest impact on future crash involvement. Drivers with a Failure to Yield Right-of-Way violation were 141% more likely to be involved in a crash.
- “Failure to Signal” violations were also associated with a significant increase in future crash probability, increasing crash likelihood by 116%.
- Eight other violation categories had a statistically significant relationship with future crashes. Five of the remaining violation categories increased future crash probability by 77% to 113%, and the remaining three violation categories increased crash probability by 55% to 62%.

Table 3: Driver Behavior and Associated Increase in Future Crash Probability

Rank	2005	2011	2018	2022
1	Reckless Driving violation (325%)	Failure to Use/Improper Signal conviction (96%)	Reckless Driving violation (114%)	A Failure to Yield Right-of-Way violation (141%)
2	Improper Turn violation (105%)	Past Crash (88%)	Failure to Yield Right of Way violation (101%)	Failure to Use/Improper Signal conviction (116%)
3	Improper or Erratic Lane Change conviction (100%)	Improper Passing violation (88%)	Failure to Keep in Proper Lane conviction (83%)	Past Crash (113%)
4	Failure to Yield Right-of-Way conviction (97%)	Improper Turn conviction (84%)	Failure to Use/Improper Signal conviction (82%)	Reckless Driving violation (104%)
5	Improper Turn conviction (94%)	Improper or Erratic Lane Change conviction (80%)	Past Crash (74%)	Failure to Obey Traffic Sign conviction (85%)
6	Failure to Keep in Proper Lane conviction (91%)	Improper Lane/Location conviction (68%)	Improper Lane/Location conviction (72%)	Failure to Keep in Proper Lane conviction (78%)
7	Past Crash (87%)	Failure to Obey Traffic Sign conviction (68%)	Improper Pass conviction (70%)	Improper or Erratic Lane Change conviction (77%)
8	Improper Lane Change violation (78%)	Speeding More Than 15 Miles over Speed Limit conviction (67%)	Reckless/Careless/Inattentive/Negligent Driving conviction (69%)	Reckless/Careless/Inattentive/Negligent Driving conviction (62%)
9	Failure to Yield Right-of-Way violation (70%)	Any conviction (65%)	Improper or Erratic Lane Change conviction (66%)	Improper Lane/Location conviction (61%)
10	Driving Too Fast for Conditions conviction (62%)	Reckless/Careless/Inattentive/Negligent Driving conviction (64%)	Improper Lane Change violation (63%)	Failure to Obey Traffic Signal/Light conviction (55%)

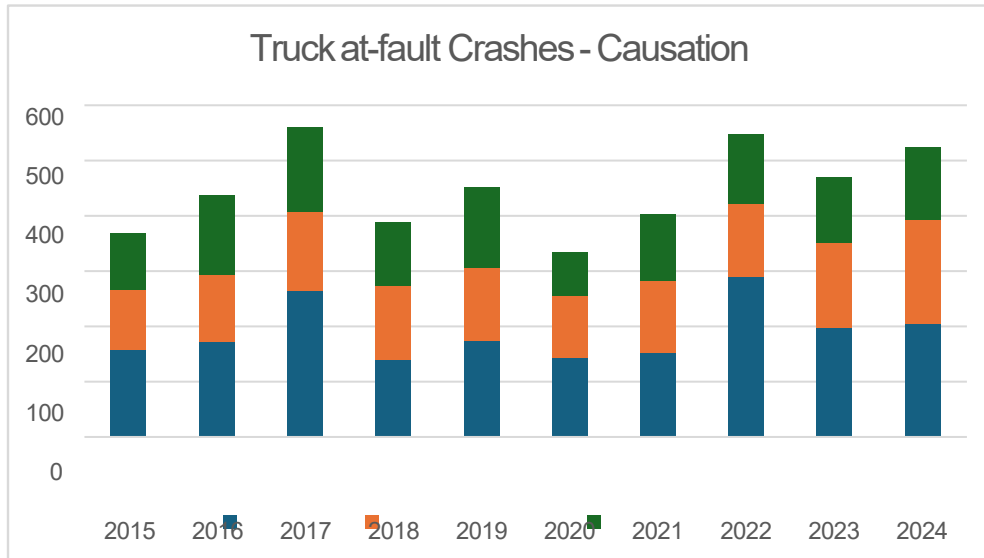
In Top 10 in 4 ATRI Crash Predictor Models

In Top 10 in 3 ATRI Crash Predictor Models

5. Oregon CMV Crash Records

5.1 Causation

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



A historical look at TAF Causation shows just how prevalent the same factors are over time:

Crash Causation in TAF Crashes

Year	1st	2nd	3rd
2015	Speed	Failing to remain in lane	Following too close
2016	Speed	Following too close	Failing to remain in lane
2017	Speed	Following too close	Failing to remain in lane
2018	Speed	Following too close	Failing to remain in lane
2019	Speed	Following too close	Failing to remain in lane
2020	Speed	Failing to remain in lane	Following too close
2021	Speed	Failing to remain in lane	Following too close
2022	Speed	Failing to remain in lane	Following too close
2023	Speed	Failing to remain in lane	Following too close
2024	Speed	Failing to remain in lane	Following too close

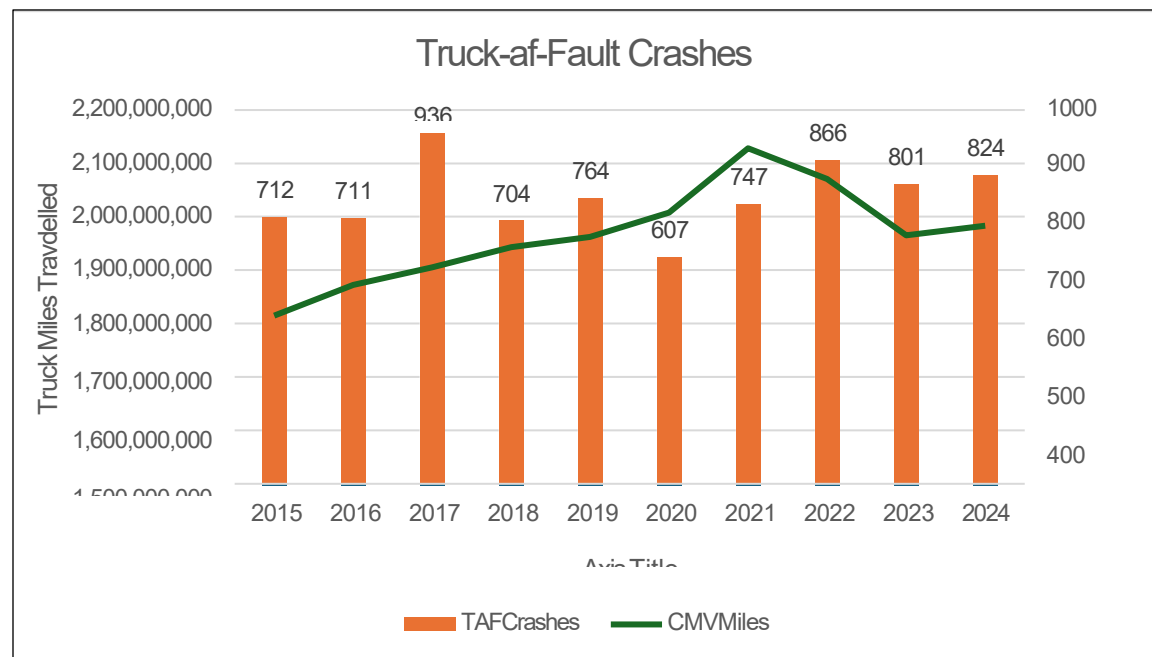
Driver behavior is the primary cause of crashes in Oregon, especially speeding. Therefore, CCD's safety program focuses heavily on the driver. Since CCD personnel are not law enforcement officers, they cannot directly affect the speeding problem; however, our investigators stress the issue during compliance reviews ([SMS](#)) and other public outreach events. Additionally, Inter-Governmental Agreements (IGA) are in place with various state and local law enforcement agencies who can stop and ticket speeders. These IGAs specify that a percentage of inspection stops must be conducted in specific high crash corridors, and they must result in either citations or warnings.

Between CCD and its subrecipient agencies, CCD has approximately 135 certified inspectors conducting inspections state-wide on a year-round basis. CCD performs these inspections at weigh stations while law enforcement partners are required to inspect at roadside locations based on probable cause traffic stops. In addition to day-to-day inspections, a minimum of five special Hours-of-Service Operations blanketing major highways are scheduled each year. These run five to six consecutive days each and involve 20-30 of the state's top inspectors.

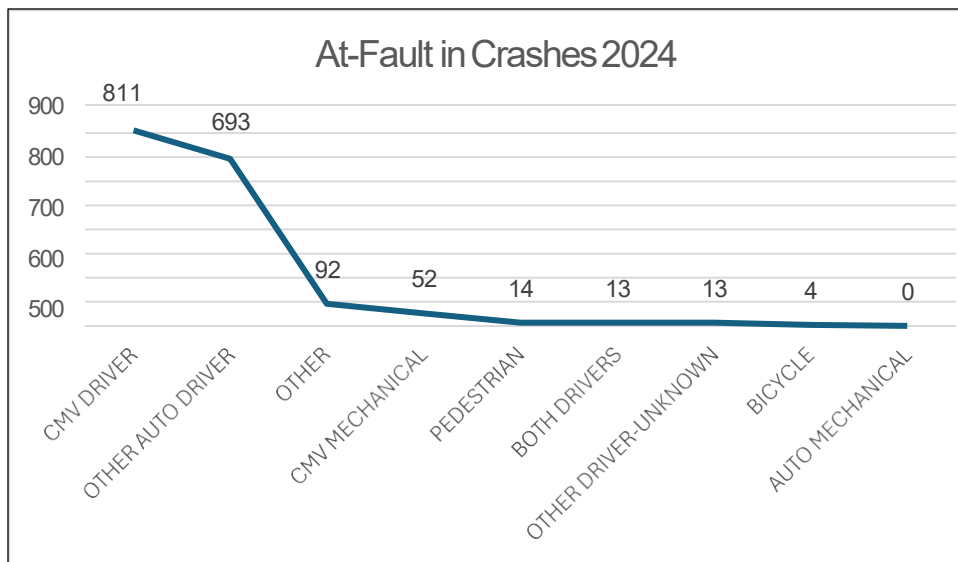
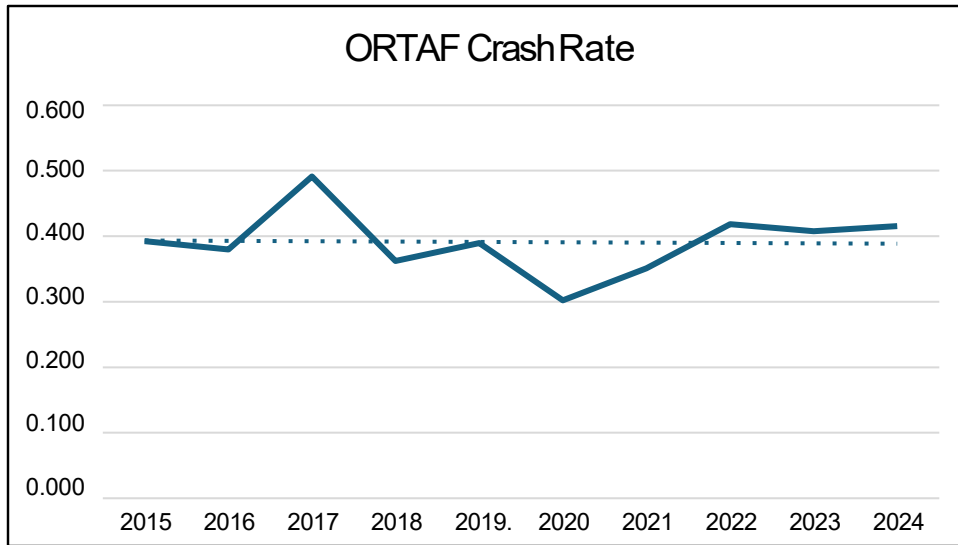


5.2 Truck-at-Fault Accidents

CCD's primary crash metric is the Truck-At-Fault (TAF) crash rate. We aim to reduce the amount of TAF crashes by 1% per year. The TAF crash rate increased after historic lows in 2020 that were related to changes in the transportation industry during COVID-19. Overall, TAF crashes trended upwards between 2023 and 2024.



* Crashes include all vehicles that meet the definition of a CMV provided in the Federal Motor Carrier Safety Regulations [eCFR: 49 CFR 390.5 - Definitions](#). The "Total Truck Miles Travelled" are collected by the Commerce and Compliance Division and only include mileage for CMV's over 26,000lbs.

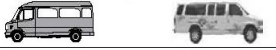






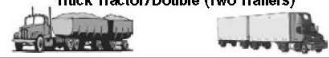



Automobile drivers were at-fault in 41% of the crashes involving a CMV in 2024. This represents a downward trend from its high point during COVID-19 in 2020 when automobile drivers were at-fault in the majority of crashes. On the surface, the primary reason for the greater severity of truck accidents can be attributed to the weight discrepancy between trucks and passenger cars. Trucks usually weigh 20 to 30 times more than passenger cars. They are also taller with greater ground clearance, resulting in smaller vehicles under-riding trucks in accidents. Truck braking capabilities are also an issue. A loaded tractor-trailer takes 20% to 40% more distance to stop than a passenger car. This discrepancy only grows on wet and slippery roads or with poorly maintained brakes.


5.3 Configurations

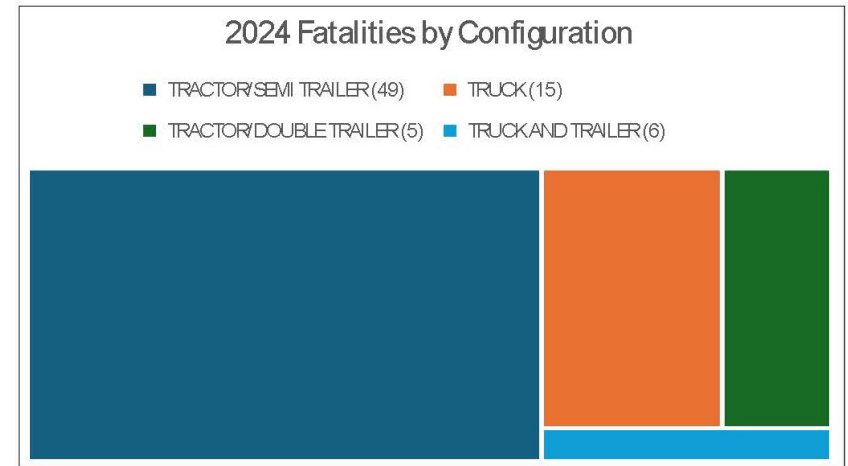
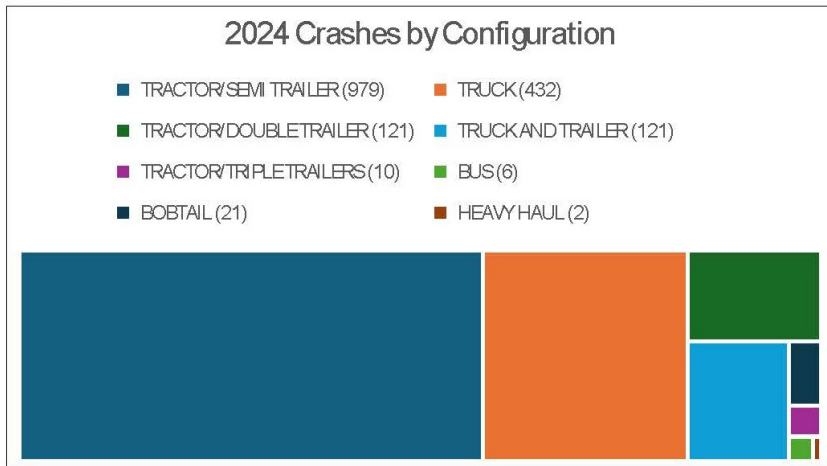
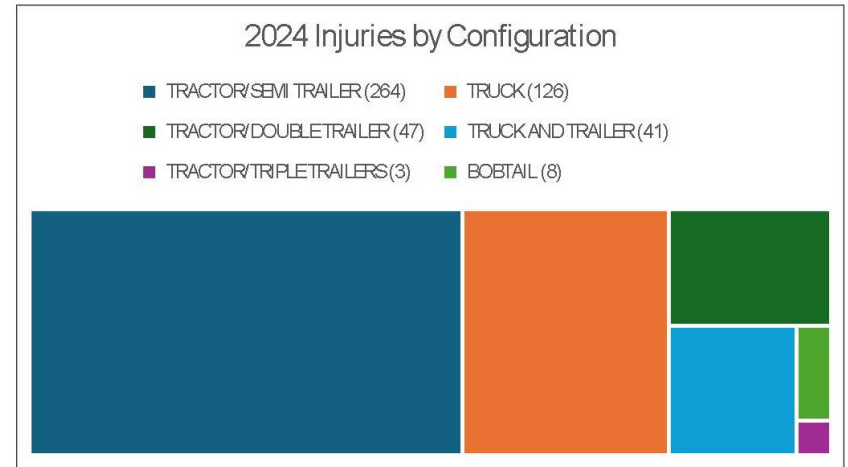
CD tracks multiple categories of crashes involving CMVs. This allows Division staff to concentrate efforts where needed.

Vehicle Configuration

<p>Bus (9-15 Seats, Including Driver)</p> 	<p>Truck/Trailer (Single-Unit Truck Pulling a Trailer)</p> 
<p>Bus (16 or More Seats, Including Driver)</p> 	<p>Truck Tractor (Bobtail)</p> 
<p>Single-Unit (2 Axles, 6 Tires)</p> 	<p>Tractor/Semi Trailer (One Trailer)</p> 
<p>Single-Unit (3 or More Axles)</p> 	<p>Truck Tractor/Double (Two Trailers)</p> 
<p>Truck Tractor/Triple (Three Trailers)</p> 	

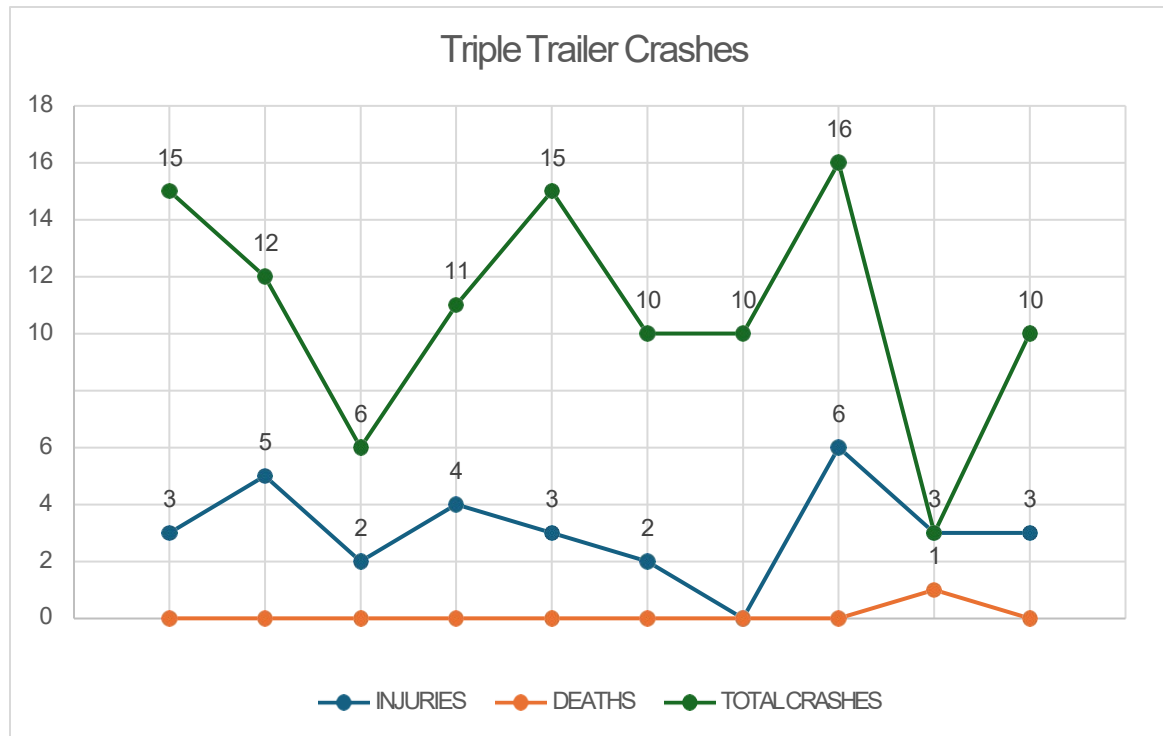
Revised 06/05

Federal Motor Carrier Safety Administration

U.S. Department of Transportation
www.fmcsa.dot.gov

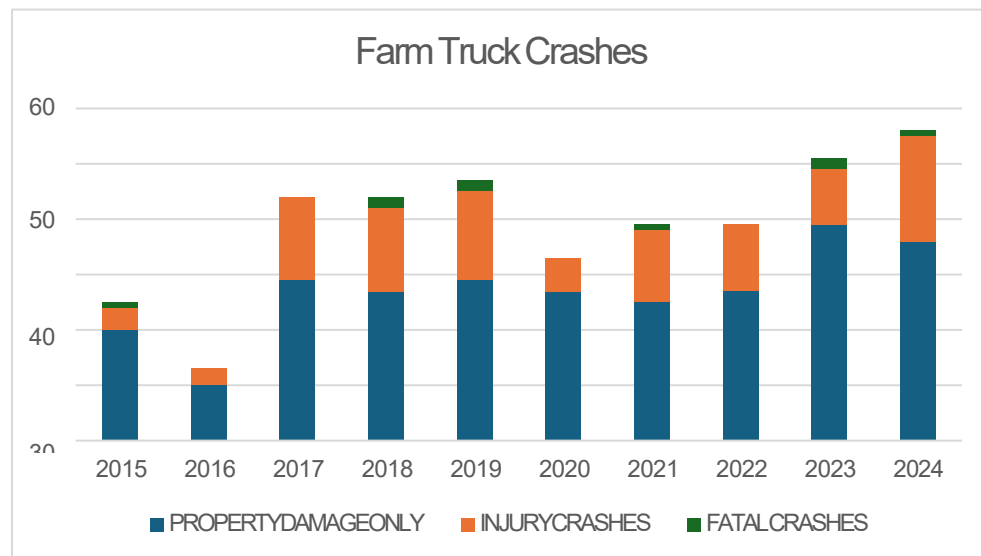


Triple-Trailer Combinations are only permitted in Arizona, Colorado, Idaho, Indiana, Kansas, Montana, Nebraska, Nevada, North Dakota, Oklahoma, Oregon, South Dakota and Utah. CCD monitors triple-trailer combinations as part of an on-going effort to make sure that the combination remains safe to operate on Oregon highways.

Historically, triple-trailer combinations have maintained a consistent safety record. Over the last decade triple trailer combinations have averaged 10.8 crashes per year. In 2024 there were 10 crashes involving triple trailer combinations, but only 4 of those were truck at-fault.

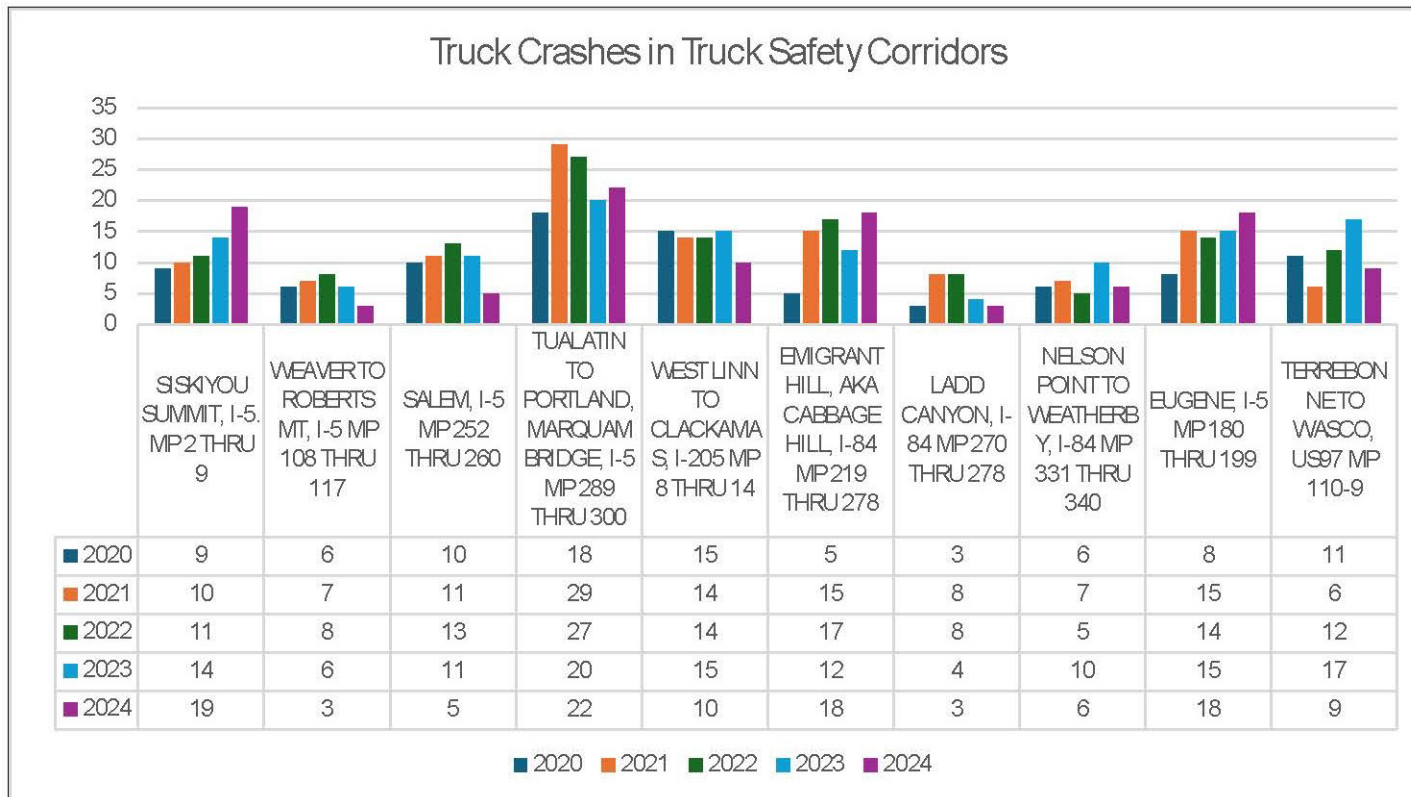


Heavy Farm Trucks with Oregon “F-Plates” were involved in 56 crashes in 2024. This represents 3.3% of the total CMV crashes in Oregon. Farm-plated vehicle crashes have been increasing over the past few years.



5.4 Truck Safety Corridors

Truck Safety Corridors help safety and enforcement personnel concentrate efforts on where crashes happen. CCD has identified 268 road miles in 10 parts of the State that are plagued by crashes. Driver behavior mixed with high traffic density can lead to high crash rates. For this reason, CCD works with law enforcement partners to concentrate their inspection efforts on probable-cause roadside stops in “Truck Safety Corridors.” I-5 between Tualatin and the Marquam Bridge continues to be the truck safety corridor with the most crashes. Crashes in the Siskiyou Summit Corridor continue to grow at a steady rate.



6. Problems, Objectives and Performance Measurements

The performance measures below are also reflected in Oregon's Commercial Vehicle Safety Plan (CVSP) submitted to the FMCSA. The CVSP serves as the application for the annual Motor Carrier Assistance Program (MCSAP) grant as discussed in section 2.1 of this plan. The CVSP is a three-year plan that is updated annually with new performance measures. The goal with each of these performance measures is to reduce truck crashes.

The efforts below represent CCD's portion of an overall effort to reduce crashes. Other factors such as emergency response, highway design, and enforcement are covered in the TSAP.

6.1 Crash Reduction:

Problem Statement: Chain/Traction Device Enforcement

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 increase the frequency and severity of extreme and hazardous road conditions. To decrease crashes caused by bad weather (one of the main causes of CMV-involved crashes in Oregon), chain enforcement operations take place during every major storm.

Performance Objective:

To decrease crashes caused by bad weather (one of the main causes of CMV-involved crashes in Oregon), chain enforcement operations will take place during every major storm.

2026 Performance Measurement:

ODOT Motor Carrier Enforcement Officers will conduct enforcement operations and record violations and take enforcement actions when drivers are operating without the proper number of chains required for their configurations. Officers will assist our Highway partners in keeping trucks moving to prevent backups at chain-up area chokepoints which pose serious dangers to approaching traffic.

Progress Update from 2025:

2025 Goal: Decrease CMV crashes through chain enforcement.

CCD Motor Carrier Enforcement Officers checked 5,353 trucks for compliance with Oregon's chain law and issued 404 enforcement actions during FFY 2025.

Problem Statement: Hours of Service Operations

As is the case across most of the country, Oregon has been experiencing escalating levels of truck crashes and fatalities post COVID-19. Driver behavior continues to be the overwhelming reason.

Performance Objective:

Reduce CMV crashes through state-wide Special Hours of Service Operations that focuses on Level 3 driver inspections.

2026 Performance Measurement:

In addition to performing day to day inspections, special Hours of Service Operations will be conducted each year, running for five to six 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 and local law enforcement agencies will be invited to join these operations.

Progress Update from 2025:

2025 Goal: 5 Special Hours of Service Operations

CCD inspectors conducted five Special HOS Operations in FFY 2025. Over the course of those operations, 1,925 drivers were inspected and, of those, 430 were placed OOS resulting in a 22% driver out-of-service rate.

6.2 Inspections

Problem Statement: Roadside Inspections

Driver behavior continues to be the number one cause of truck-at-fault crashes. Oregon maintains a constant focus on this element during all Level I, II, and III inspections.

Performance Objective:

To maintain a robust roadside inspection program that combines the efforts of ODOT CCD Safety and Motor Carrier Enforcement Officers along with Law Enforcement partners throughout the state.

2026 Performance Measurement:

Oregon CCD inspection objectives are to complete the following numbers of inspections in FFY 2026:

- 4,272 Level I inspections
- 5,428 Level II inspections
- 10,704 Level III inspections
- 100 Level V inspections

Progress Update from 2025:

2025 Goal: 23,048 Inspections

Oregon inspectors completed 22,017 truck inspections in FFY 2024. This number reflects that Oregon inspectors completed 95.53% of the State's goal for the year. Inspection numbers were down from previous federal fiscal years.

Total Inspections

2025: 22,017

Level 1: 5,072

Level 2: 6,240

Level 3: 10,277

Level 5: 426

Problem Statement: Traffic Enforcement with Inspections

Oregon law enforcement agencies were not previously compensated via the MCSAP program. Nevertheless, 404 officers across the State were conducting CMV probable cause traffic enforcement stops accompanied by inspections prior to FFY2021. Due to the budget and staffing shortfalls that all Oregon agencies have been experiencing over the last couple of years, only 58 law enforcement officers are currently conducting traffic enforcement with inspections. Law enforcement numbers are also subject to change based on how quickly officers can attend training, become recertified and their own agency priorities.

Performance Objective:

To maintain a robust traffic enforcement inspection program that combines the efforts of multiple Law Enforcement partners throughout the State. Performance objectives for FFY2026 were lowered to reflect a reduction in partner law enforcement agencies.

2026 Performance Measurement:

825 inspections by MCSAP compensated law enforcement partners in high visibility, high risk corridors, and 600 inspections by other non-compensated law enforcement partners.

Progress Update from 2025:

2025 Goals:

- MCSAP Compensated Partners - 800 inspections in high visibility, high risk corridors.
- 450 inspections by other non-compensated law enforcement partners.
- Oregon law enforcement partners exceeded inspection goals in high visibility and high-risk corridors by completing 206% of their goals. Oregon's compensated partners completed 1,652 truck inspections, and a large part of this is due to additional support from Oregon State Police. Oregon's non-compensated partners working areas other than high density / high risk corridors, also exceeded 2025 goals by inspection 650 CMV's.

6.3 Audits and Investigations

Problem Statement: Comprehensive Compliance Reviews

The FMCSA directed Oregon early in FY2025 to cease uploading Conditional and Unsatisfactory investigations. To maintain its focus on highway safety, Oregon switched from interstate to intrastate investigations while awaiting the promised FMCSA evidentiary/legal sufficiency training and direction to resume uploading interstate investigations. The CCD Safety Unit intends to continue producing investigations to the best of its ability. Provided FMCSA begins accepting interstate investigation uploads by FY2026, Oregon will meet the challenge of increasing its FY2026 interstate investigations by 20%. 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. Further retirements are on the horizon as 30% of ODOT's workforce is eligible for retirement. These factors may make Oregon's goals too aggressive, but the state has always believed in the primacy of these investigations and will work to do as many as possible.

Performance Objective:

Oregon's objective is to complete 180 interstate and 70 intrastate compliance investigations during FFY2026.

2026 Performance Measurement:

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. The FMCSA is currently evaluating its interstate investigative procedures.

The ability of state agencies to conduct interstate compliance reviews has been halted until FMCSA finalizes new procedures and trains state agencies on them. The reduced investigation numbers reflect the FMCSA's pause in interstate comprehensive compliance reviews.

Progress Update from 2025:

2025 Goal: 332 Comprehensive Compliance Reviews

Oregon's original overall compliance review goal (interstate + intrastate) was 332. Despite the year's turbulence, 353 reviews were performed which placed the state at 106% of its overall compliance review goal.

Problem Statement: New Carrier Entrant Safety Audits

Oregon will continue to meet or exceed the FMCSA challenge of a 20% decrease in overdue audits. 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

Performance Objective:

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.

2026 Performance Measurement:

Oregon's objective is to complete 460 New Carrier Entrant Safety Audit during FFY2026.

Progress Update from 2025:

2025 Goal: 460 New Carrier Entrant Safety Audits

Oregon investigators were originally on target to meet and possibly exceed FFY 2025 projections but, after this year's FMCSA directed pause, the Division fell slightly behind pace. However, that production figure is an inaccurate measurement of Oregon's true posture. Although the state finished FY2025 with 434 SA's (94% of goal), it's crucial to note that there are no actual past-due SA's

6.4 Public Education and Outreach

Problem Statement:

Oregon investigators find that a large number of carrier officials are not well-versed in the FMCSRs and typically unaware of many steps they need to take to become compliant in various safety areas.

Performance Objective:

CCD will perform the following:

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



2026 Performance Measurement:

Motor carrier safety talks will be measured by the number of speaking engagements completed before large carrier audiences and the number of investigations and safety audits conducted. State trucking association presentations will be tracked and reported. Open houses and human trafficking outreach events will also be tracked. Oregon will complete 800 motor carrier safety talks in conjunction with comprehensive compliance reviews and NCE safety audits.

Progress Update from 2025:

2025 Goal: 800 motor carrier safety talks:

CCD staff completed 811 motor carrier safety talks in conjunction with comprehensive compliance reviews and NCE safety audits. CCD also hosted four state sponsored outreach events and purchased 110 radio PSAs on topics ranging from the use of snow chains to aggressive driving.

6.5 Reducing the Number of Impaired Drivers

Problem Statement:

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 and 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.

2026 Performance Objective:

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. 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.

2025 Performance Measurement:

Train 100% of CCD truck inspectors.

Progress Update from 2025:

100% of CCD inspectors received training on recognizing drivers under the influence. Additional classes may be offered in 2026 for new inspectors.



