



CCD Safety Action Plan

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Copies of the CCD Safety Action Plan and other safety materials can be found on CCD’s web page: <https://www.oregon.gov/odot/MCT/Pages/TruckSafety.aspx>

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EXECUTIVE SUMMARY

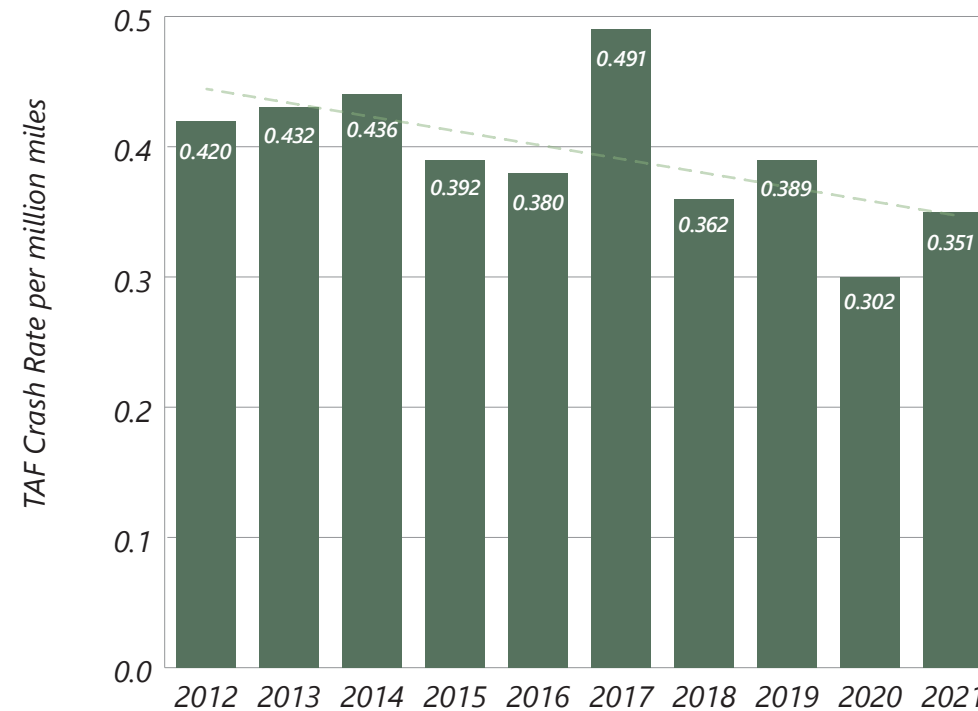
The Commerce and Compliance Division’s (CCD) 2023 Safety Action Plan takes a look at calendar year 2021’s crash numbers and the division’s effort to reduce them. 2020 was an anomaly. There were extreme changes in traffic volume and vehicle classification as reported by ODOT’s Transportation Systems Monitoring Unit. Highway speeds increased, passenger vehicle miles traveled decreased, and Commercial Motor Vehicle (CMV) miles slightly increased. 2021 data shows a return to previous trends.

WHY IS A SAFETY ACTION PLAN NEEDED?

Oregon had a very high truck-at-fault crash rate of 0.491 per million truck miles traveled in 2017. CCD must work to lower this rate and identify the factors that led to truck crashes.

CCD’s goal 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. CCD envisions a year over year reduction of 1% in truck-at-fault (TAF) crash rates through the end of 2023.

Graph 1: Oregon TAF Crash Rate



Oregon’s 2021 calendar year truck-at-fault (TAF) crash rates increased by 16%, from 2020 to 2021. This increase is in-line with national numbers that show a 13% increase nation-wide. When 2021 numbers are compared to previous years (except 2020), the TAF crash rate reflects the lowest crash rate in a decade.

The National Highway Traffic Safety Administration (NHTSA) released its [early estimate of traffic fatalities for 2021](#). NHTSA projects that an estimated 42,915 people died in all motor vehicle traffic crashes in 2021, a 10.5% increase from the 38,824 fatalities in 2020. The projection is the highest number of fatalities since 2005 and the largest annual percentage increase in the Fatality Analysis Reporting System's history. Behind each of these numbers is a life tragically lost and a family left behind.

Driver Behavior

As is the case throughout the country, driver behavior continues to be the primary cause of crashes. Distracted driving, speeding (for passenger vehicles as well as CMVs), and a growing proportion of new CDL holders are just some of the challenges affecting driver competence and transportation safety.

The top five CMV driver behaviors in Oregon that led to truck-at-fault crashes were speed, failing to remain in lane, following too close, inattention, and failing to yield right of way. These factors are consistently in the top five causes of truck-at-fault crashes.

Likewise, the top five driver behaviors that led to other vehicle at-fault crashes were failure to remain in lane, following too close, failing to yield right of way, failing to obey a traffic signal, and driving too fast for conditions.

Extreme Weather

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

Construction Investment

Oregon has been performing an unprecedented amount of road and bridge construction over the last few years, which will continue under the \$5.8 billion investment provided in State House Bill 2017. ODOT's 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.

INTRODUCTION

CCD seeks to promote a safe, efficient and responsible commercial transportation industry. CCD continually develops innovative strategies to simplify regulatory processes and improve the way we do business in Oregon. Through our permitting and enforcement procedures, we help ensure that commercial vehicles traveling across our state's transportation system are compliant with all safety regulations. Our 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.

Why does CCD have a Safety Action Plan?

CCD has developed this Safety Action Plan to educate and raise awareness of current safety issues and find the best ways to address them. CCD's Safety Action Plan is part of a multi-faceted plan to decrease fatalities and life-changing injuries resulting from crashes on Oregon's roadways and highways.

Our Role in Safety

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

How does CCD's SAP work with ODOT's Transportation Safety Action Plan (TSAP)

CCD's role in the overall TSAP is to focus on commercial motor carriers, their vehicles and drivers. As part of "One ODOT," future SAPs will be integrated and aligned with upcoming TSAPs.

Our People

CCD employs 40 Safety Compliance Specialists and 73 Motor Carrier Enforcement Officers (MCEOs). 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 CRs, SAs, and CMV inspections.

Motor Carrier Enforcement Officers (MCEOs) 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.

PARTNERS IN SAFETY

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.

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 their operational history. CCD staff work with the Oregon Trucking Association and the Northwest Motorcoach Association to provide outreach.

Trade Organizations

CCD works with multiple groups that utilize commercial transportation services. To promote a safe and efficient transportation system. ODOT – CCD also relies on internal ODOT partners as well. The Crash Analysis & 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 those coded 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 a key component to the Motor Carrier Safety 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 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 participates in developing ODOT's Transportation Safety Action Plan. CCD staff are also represented on Oregon's Traffic Records Coordinating Committee.

SAFETY ACTION PLAN HISTORY AND DEVELOPMENTS IN SAFETY

Oregon Revised Statute 825.248 mandates that CCD develop an annual safety plan based on current and accurate data, with the goal of reducing injuries and fatalities resulting from crashes involving CMVs. CCD's Safety Action Plans have continuously evolved and improved.

This year's SAP focuses on compiled data from 2021. Accurate data takes time to collect. This is especially true for crash data. CCD has been working with the DMV through a civil complaint process to ensure motor carriers submit crash reports timely. Quality data is essential to finding the best solutions to improve safety on Oregon's roadways and highways. Oregon leads the nation in the collection of CMV crash data utilizing data gleaned from multiple sources.

The FMCSA provides CCD with access to national crash data that is generally two years old. This allows for a comparison between Oregon and National efforts.

THE COMMERCIAL VEHICLE SAFETY PLAN AND MOTOR CARRIER SAFETY ASSISTANCE PROGRAM

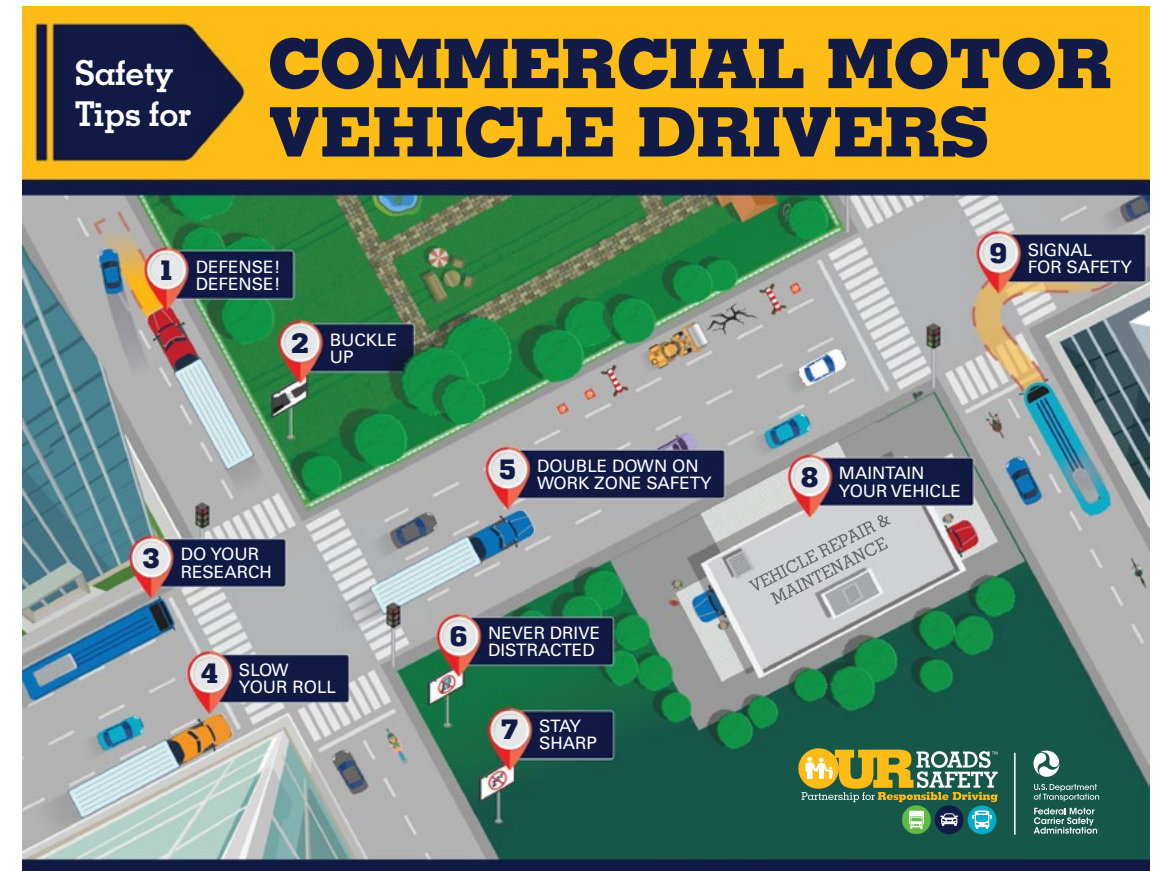
In addition to the Safety Action Plan, CCD prepares a **Commercial Vehicle Safety Plan (CVSP)** as part of the Division’s Motor Carrier Safety Assistance Program (MCSAP) grant requirements. What is MCSAP? MCSAP is a Federal grant program that provides financial assistance to states to reduce the number and severity of crashes and hazardous materials incidents involving commercial motor vehicles (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. The full coordination with our Federal partners through the MCSAP program provides for an exchange of data that Oregon can use to better identify crash reduction goals.

The MCSAP program also brings new regulatory requirements 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 after the New Entrant begins operations. The FMCSA has promoted and 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 CMV safety objectives, strategies, activities and performance measures that cover 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.



SAFETY BY THE NUMBERS

CCD's Safety Action Plan relies on true and accurate data. CCD receives its crash data through the ODOT Crash Analysis & Reporting Unit. The contents of this plan is based on data collected from 2012-2021, though certain data may go back further for the purpose of establishing data trends.

UNDERSTANDING CRASH DATA

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..

What is a crash?

Truck crash totals include incidents involving a fatality, injury requiring treatment away from the scene or disabling damage requiring a vehicle to be towed from the scene.

Crash Outcomes:

- 2021 marks the highest number of fatalities in CMV related crashes in the last decade.
- 2021 reflects a 5.98% increase in heavy truck traffic over 2020 while all vehicle traffic showed an increase in volume of 14.47%.
- Oregon's crash involvement rate (crashes resulting in injuries or fatalities) remains at .252 per million miles traveled. While national numbers are not yet available, it is predicted that Oregon will remain below the national average. The vast majority of CMV crashes do not result in injuries or fatalities.

Figure 2.1: Outcomes: CMV Involved Crashes

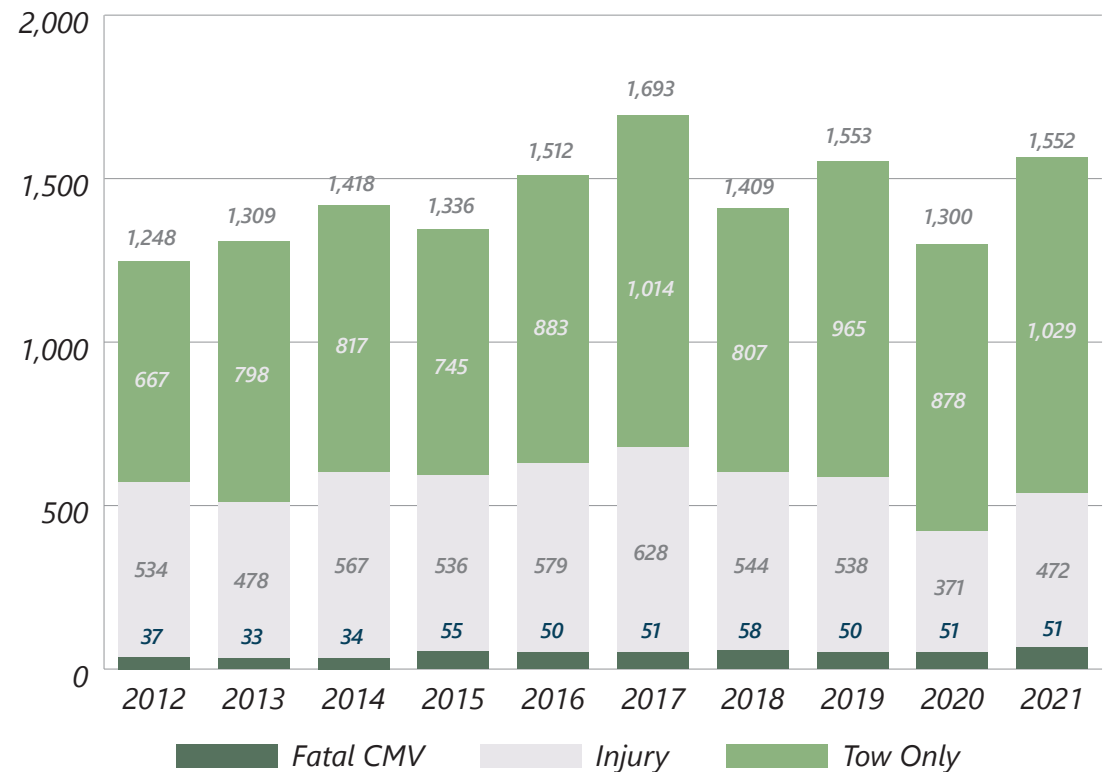
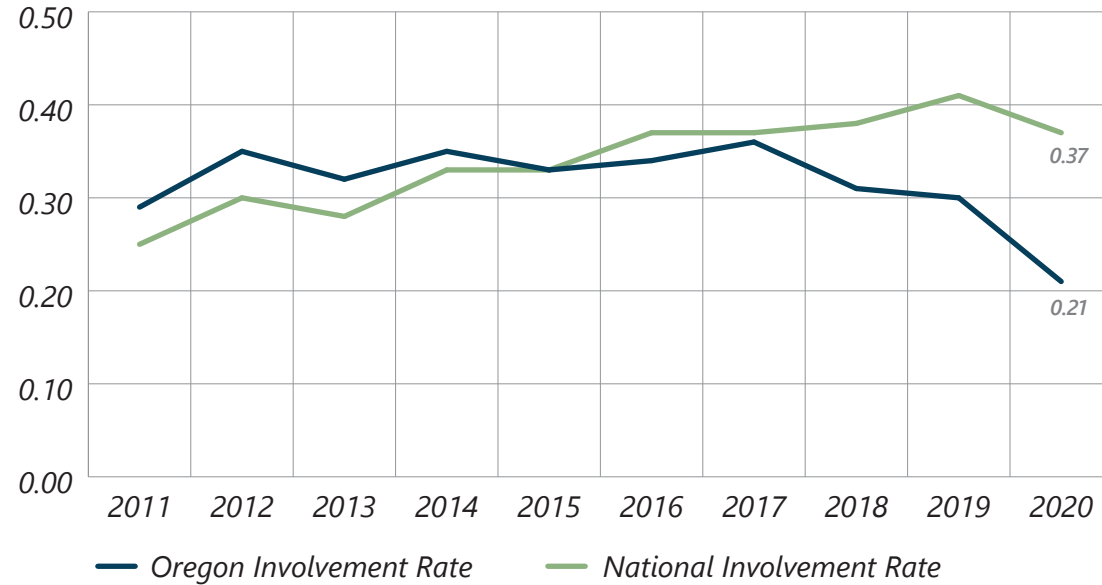


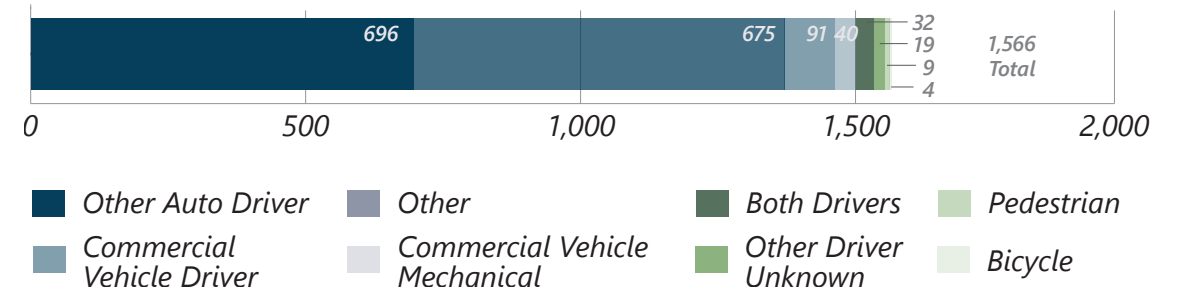
Figure 2.2: Involvement Rate, Oregon vs. Nation



CAUSATION AND AT-FAULT: TRUCK VS. CAR

For the second year in a row, automobile drivers were more often the “at-fault” party in the majority of CMV vs. Automobile crashes. The initial 2020 shift in responsible parties from truck drivers to automobile drivers appears to be the result of increased speeding by non-CMV drivers taking unsafe advantage of COVID’s reduction of highway congestion. However, the difference between automobile and CMV driver at-fault percentages then closed from 3.8% in 2020 to 3.1% in 2021. This is likely due to the return to pre-COVID-19 traffic patterns. Addressing the issue has been difficult in that law enforcement partners continue to experience shortfalls in recruiting. This is hampering their ability to address speeding violations.

Figure 3: 2021 At-Fault Crashes



CRASH HISTORY

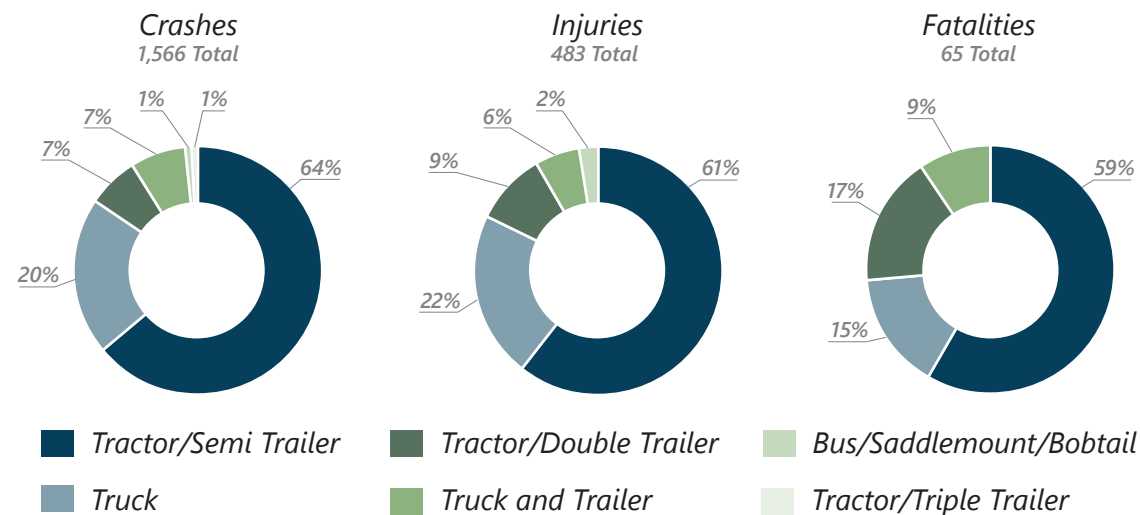
CCD tracks multiple categories of crashes involving CMVs. This allows division staff to concentrate efforts where needed.

- Truck crashes are more likely to result in lane closures. This is a function of the size and function of commercial vehicles. An overturned or jackknifed truck trailer can block many more lanes than a normal passenger vehicle. Moreover, if a truck’s cargo spills, this can also spread over a larger area and close more lanes.
- Truck crashes close off roadways for a longer duration than non-truck crashes. This is a function of both the added lane closings, the need to clean up spilled cargo (and occasionally hazardous waste), and the added difficulty of clearing a larger vehicle and often its trailer from the roadway.
- 9.2% of Oregon’s 2021 crash fatalities involved a CMV. The majority of reportable crashes involve a tractor/semi-trailer combination. Of those reportable crashes, the majority of injuries and fatalities also involve tractor/semi-trailer combinations. CCD breaks down crash monitoring into combination-specific categories and allows CCD to focus efforts where needed.

Table 1: Crash History 2012-2021

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Truck Crashes	1,248	1,309	1,418	1,336	1,512	1,693	1,409	1,553	1,300	1,566
Injuries	534	478	567	536	579	628	544	538	371	472
Deaths	37	33	34	55	50	51	58	50	51	65
Property Damage	677	798	817	745	883	1,014	807	965	878	1,029
Hazmat Crashes	18	21	38	28	36	33	26	36	31	31
Hazmat Spill/Release	1	3	6	4	11	7	2	4	5	5
Other Load Spills	77	47	79	66	59	72	55	56	39	37
Oregon Carrier Crashes	640	709	733	710	817	850	786	806	679	806
Foreign Carrier Crashes	608	600	685	626	695	843	623	747	621	760
Single Vehicle Crashes	330	308	337	337	391	470	322	357	328	360

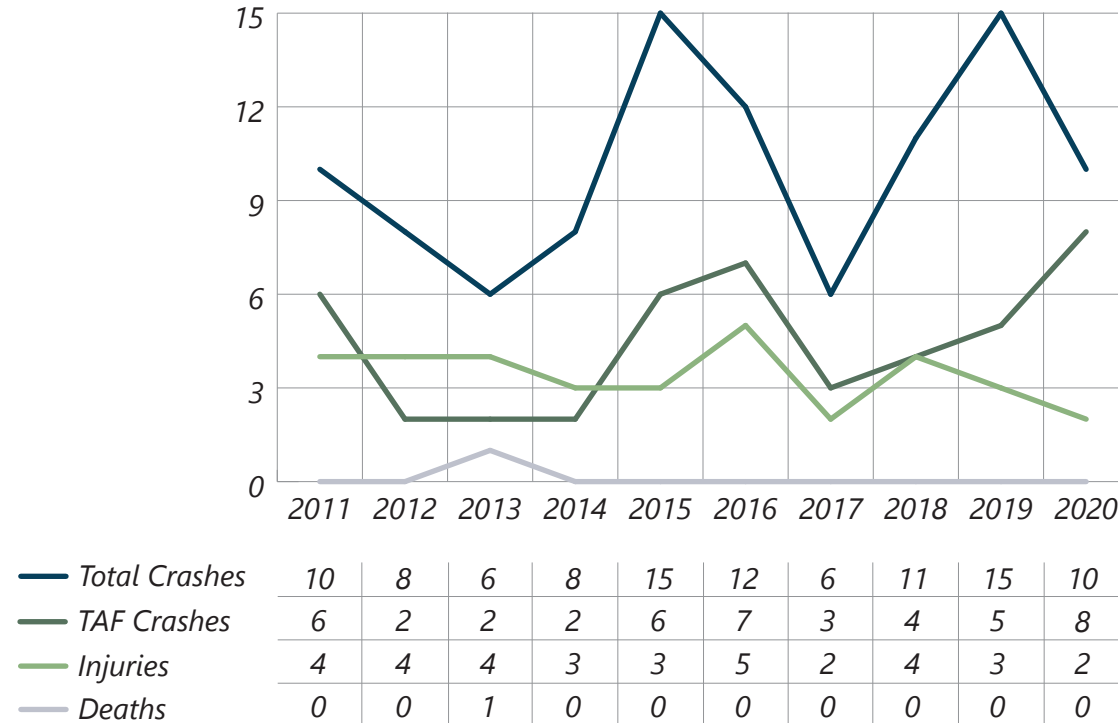
Figure 4: Reportable Crash Outcomes by Configuration



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.

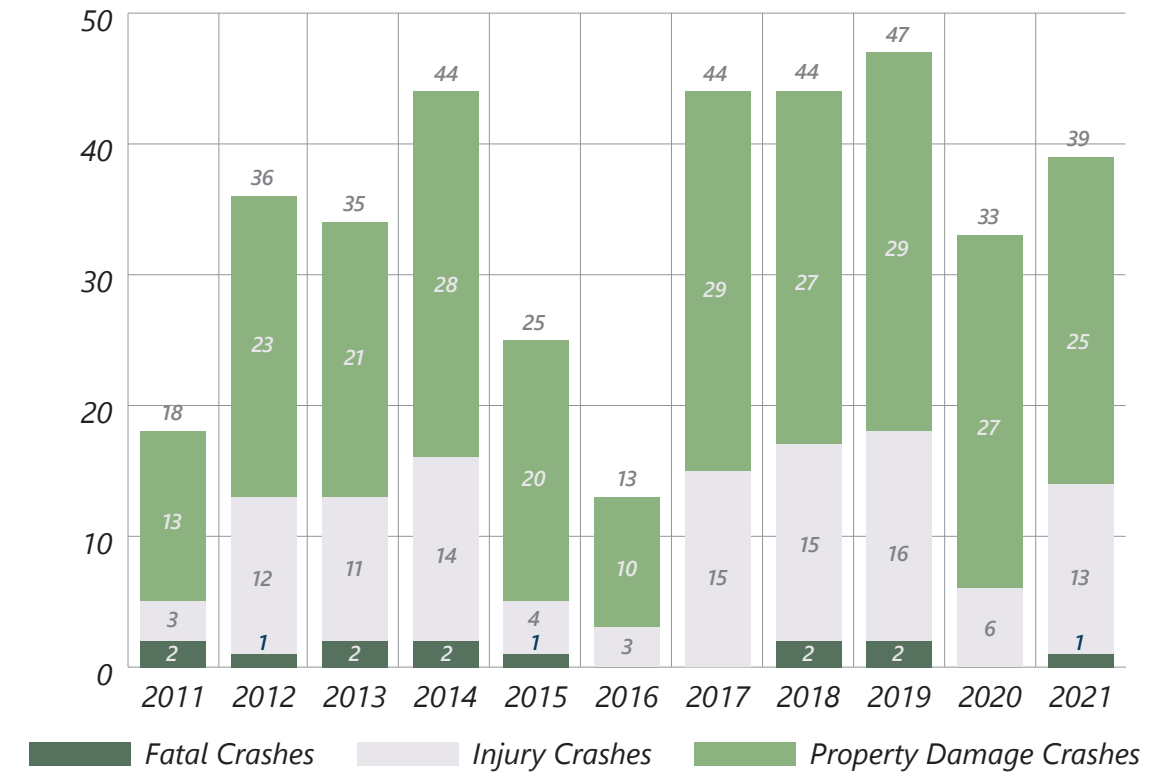
Triple-Trailer Combinations have maintained a consistent safety record. They were involved in 10 crashes in both 2020 and 2021. This reflects a 33% decrease from 2019.

Figure 5: Triple Trailer Combination Details



Heavy Farm Trucks with Oregon "F-Plates" were involved in 36 crashes in 2021. This represents 2.3% of the total CMV crashes in Oregon.

Graph 6: Farm Plated Truck Crashes



Safety officials focus enforcement efforts on 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.**” CMV drivers are issued citations or warnings when stopped in these truck safety corridors.

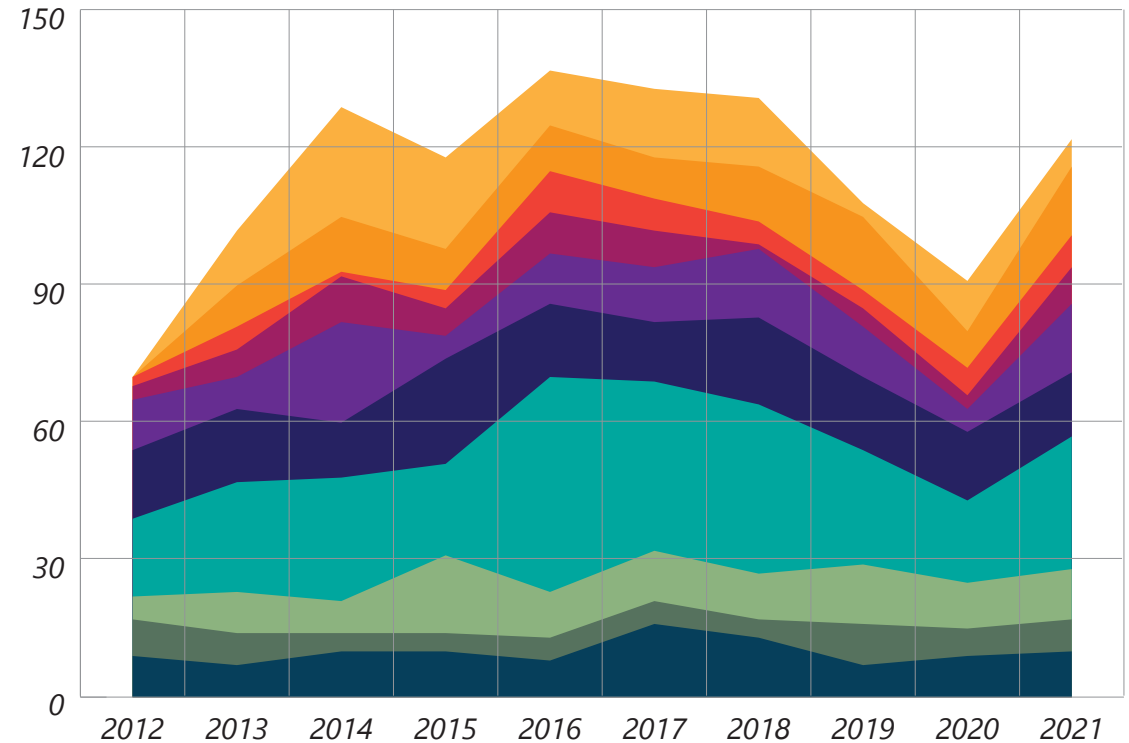
I-5 between Tualatin and the Marquam Bridge continues to be the truck safety corridor with the most crashes. This corridor has almost twice the number of CMV crashes than the next closest corridor.

Driver behavior mixed with high traffic density can lead to high crash rates. For this reason, CCD works with law enforcement partners to concentrate efforts on probable-cause roadside stops.

Graph 7: Truck Safety Corridor Crashes

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

CCD focuses its efforts on addressing driver behavior to facilitate change.



	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
■ Siskiyou Summit: I-5, MP 2 thru 9	9	7	10	10	8	16	13	7	9	10
■ Weaver to Roberts Mt: I-5, MP 108 through 117	8	7	4	4	5	5	4	9	6	7
■ Salem: I-5, MP 252 thru 260	5	9	7	17	10	11	10	13	10	11
■ Tualatin to Portland Marquam Bridge: I-5, MP 289 thru 300	17	24	27	20	47	37	37	25	18	29
■ West Linn to Clackamas: I-205, MP 8-14	15	16	12	23	16	13	19	16	15	14
■ Emigrant Hill (Cabbage Hill): I-84, MP 219 thru 278	11	7	22	5	11	12	15	11	5	15
■ Ladd Canyon: I-84, MP 270 thru 278	3	6	10	6	9	8	1	4	3	8
■ Nelson Point to Weatherby: I-84 MP 331 thru 340	2	5	1	4	9	7	5	4	6	7
■ Eugene: I-5, MP 180 thru 199		9	12	9	10	9	12	16	8	15
■ Terrebonne to Wasco: US97, MP 110-9		12	24	20	12	15	15	3	11	6

Graph 8: Crashes Based on Driver Behavior

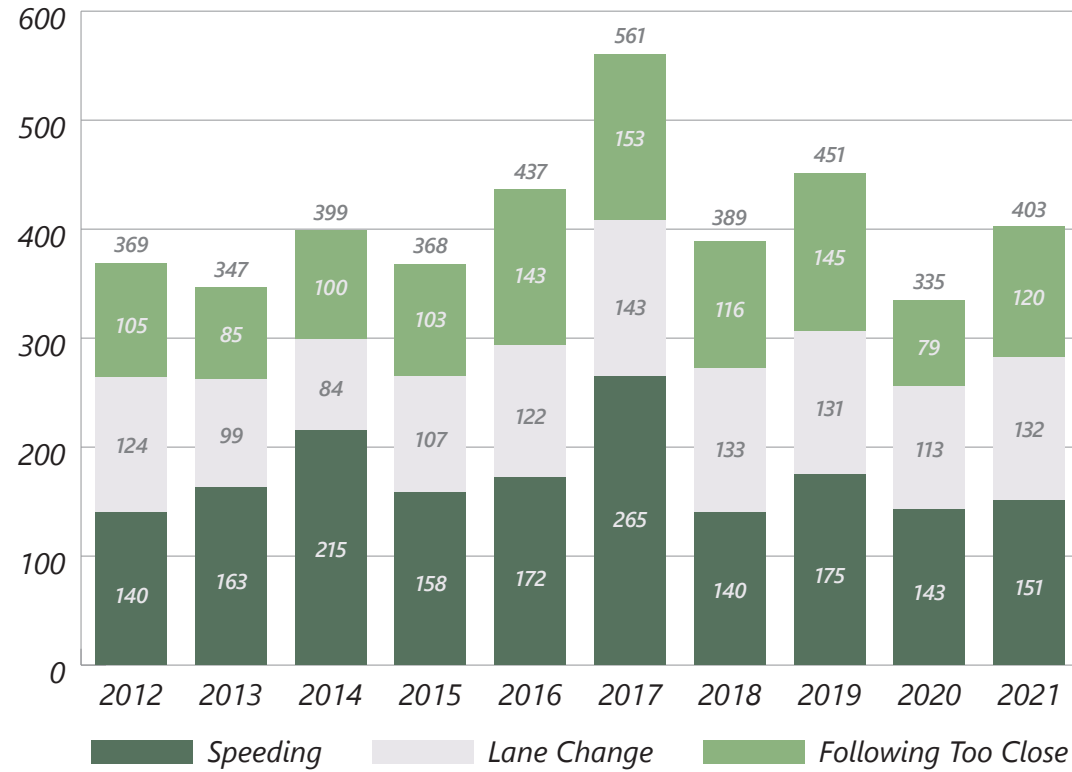


Table 2: Crash Causation Table

	1st	2nd	3rd	4th	5th
2012	Speed	Failing to remain in lane	Following too close	Fail to yield	Inattention
2013	Speed	Failing to remain in lane	Following too close	Fail to yield	Improper lane change
2014	Speed	Following too close	Failing to remain in lane	Improper Turn	Failure to yield
2015	Speed	Failing to remain in lane	Following too close	Fail to yield	Improper turn
2016	Speed	Following too close	Failing to remain in lane	Improper lane change	Failure to yield
2017	Speed	Following too close	Failing to remain in lane	Fail to yield	Inattention
2018	Speed	Following too close	Failing to remain in lane	Inattention	Failure to yield
2019	Speed	Following too close	Failing to remain in lane	Fail to yield	Inattention
2020	Speed	Failing to remain in lane	Following too close	Improper Lane Change	Failure to yield
2021	Speed	Failing to remain in lane	Following too close	Inattention	Failure to yield

EMPHASIS AREAS

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 transuranic waste and highway route controlled quantities of radioactive material.

CCD utilizes several compliance tools to meet the Division’s goal of reducing truck-at-fault crashes by 1% per list tools.

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 2020 displayed a “0” 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.

The 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 complete inspections according to CVSA standards.



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



ADDRESSING DRIVER BEHAVIOR THROUGH INSPECTIONS AND TRAFFIC ENFORCEMENT

Crash reduction remains CCD's primary focus. To achieve that goal, CCD works 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 is also committed to tracking traffic stops, citations and warnings issued for violations such as speeding, following too close and improper lane change.



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FMCSA 02-06

Thursday, March 23, 2006

NEWS

New Study Concludes Driver Behavior Causes Most Truck Crashes

WASHINGTON - Drivers of large trucks and other vehicles involved in truck crashes are ten times more likely to be the cause of the crash than other factors, such as weather, road conditions, and vehicle performance according to a new study released by the Federal Motor Carrier Safety Administration (FMCSA).

The *Large Truck Crash Causation Study* was commissioned by FMCSA to review the causes of, and contributing factors to, crashes involving commercial motor vehicles. While previous data focused on specific crashes and/or individual causes of crashes, this study was the first nationwide examination of all pre-crash factors.

"This study makes it clear that we need to spend more time addressing driver behavior, as well as making sure trucks and buses are fit for the road," FMCSA Administrator Annette M. Sandberg said. . .

The FMCSA last conducted a large truck crash causation study in 2006. 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.”

While this study took place over 15 years ago, a recent study, **“Predicting Truck Crash Involvement: 2022 Update,”** conducted by the American Transportation Research Institute (ATRI) 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

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

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%.”

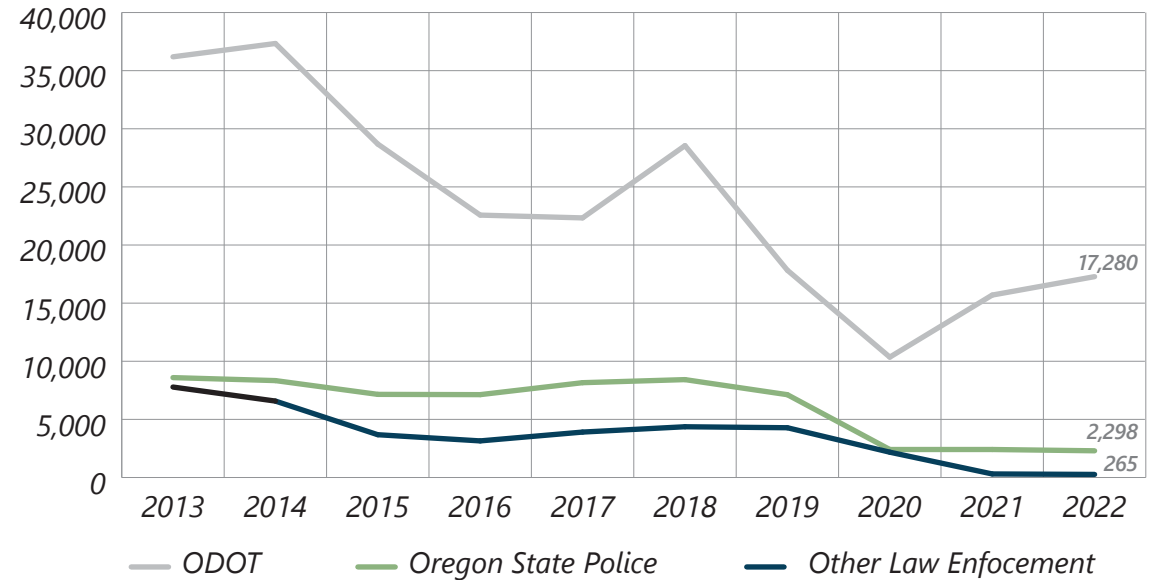
Failure to Yield Right-of-Way, Failure to Use / Improper Signal, and Reckless Driving violations were strong indicators of future crash likelihood. All three increased crash likelihood by more than 100 percent. Comparing findings from the 2018 Crash Predictor report to this year’s analysis:

- A Failure to Yield Right-of-Way violation increased crash likelihood by 141 percent, a 39.6 percent increase from 2018 to 2022;
- A Failure to Use / Improper Signal conviction increased crash likelihood by 116 percent, a 41.5 percent increase from 2018 to 2022; and
- Reckless Driving violation increased crash likelihood by 104 percent, an 8.8 percent decrease from 2018 to 2022.

Inspections of trucks and drivers at weigh stations, destination locations, roadside locations and terminals are some of the enforcement tools used to reduce crashes, particularly those caused directly or indirectly by driver fatigue.

Graph 9 demonstrates one of CCD’s challenges in conducting inspections. The graph shows inspections completed by law enforcement officers based on probable cause stops. Law enforcement agencies continue to face budget shortfalls and competing priorities. In 2019, CCD had 25 law enforcement partners (including OSP) that had certified inspectors. In 2020, that number dropped to 15. Additionally, the FMCSA in partnership with CVSA changed inspector certification requirements. The result of that change was the decertification of hundreds of OSP troopers. With new certification requirements and more demands of OSP troopers, only a handful of certified troopers remain. CCD continues to focus on recruiting more law enforcement partners and as of the beginning of 2023, CCD has seven active compensated law enforcement partners.

Graph 9: Law Enforcement Inspections



What happens when a carrier passes or fails a Safety Audit (SA)?

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.



The 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.



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).

SAFETY THROUGH COMPREHENSIVE COMPLIANCE REVIEWS

CCD investigators conduct **Comprehensive Compliance Reviews (CR)** on Oregon-based motor carriers. Similar to an SA, a CR is a review of a motor carrier's records to verify that a carrier has basic safety management controls in place. However, a CR is a much more in-depth look.

A CR looks at a motor carrier's entire operation and is broken down to six factors:

- **Factor One – General:** A review of general motor carrier requirements including financial responsibility, false statements, and crash reporting / recordkeeping requirements, and vehicle marking.
- **Factor Two – Driver:** Reviews that driver selection and qualifications are per standards; drug and alcohol testing is conducted and documented; MVRs and licenses are reviewed annually; driver files are complete with application, medical qualification, road tests; and all driving suspensions/revocations are properly documented.
- **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, etc.).
- **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 that 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.

Investigators close out reviews and work with motor carriers on the **Safety Management Cycle (SMC)**. The SMC is a tool used by the Federal Motor Carrier Safety Administration

(FMCSA) to help identify and address motor carrier safety and compliance issues. Motor carriers can also use the SMC within their own businesses to determine which of the Safety Management Processes (SMPs) that they may need to improve by looking at the processes, management and controls associated with each SMP.

The SMC is used to systematically assess SMPs in six areas:

1. Policies and Procedures, 2. Roles and Responsibilities,
3. Qualification and Hiring, 4. Training and Communication,
5. Monitoring and Tracking, and 6. Meaningful Action. By periodically reviewing each process, there is an opportunity to identify and correct breakdowns in SMPs before safety and compliance issues are identified or crashes occur. The SMC can also be used after safety and compliance issues or crashes have taken place to assist in determining which SMPs need attention.

The SMCs for each BASIC can be found in the Information Center on the SMS Website at <http://ai.fmcsa.dot.gov/sms>.



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.

In addition to the safety rating issued by the FMCSA, CCD may take civil enforcement actions on violations deemed serious in nature. Civil penalties may include findings, monetary penalties, and suspension or revocation of authority to operate in Oregon.

Over the last couple years, CCD engaged in a CR Process Project aimed at streamlining investigations in such a way as to positively impact customers while increasing CCD's capacity to conduct more investigations with existing personnel. Staff focused on "thinking outside the box" and questioning assumptions while taking a detailed look at all investigational procedures and evaluating ways technology could make the process easier and faster. One unexpected side discovery revealed that some web-based tools developed by FMCSA could also be incorporated to facilitate the electronic collection and recording of basic carrier program information before any face-to-face meetings took place. The overall project eventually resulted in transforming a previously manual, hard-copy process into a fully electronic one from the first point of contact to the culmination of the investigation. The end result sped up all steps in the process to some degree and produced the added bonus of eliminating the time and expense previously devoted to mailing investigations all across the state to Lead Workers, Managers and the Complaint Resolution Department.

THE CIEM MODEL SAFETY AUDITS AND COMPLIANCE REVIEWS

The Carrier Intervention Effectiveness Model (CIEM) provides ODOT and the FMCSA with a tool for measuring the safety benefits of carrier interventions conducted under the Compliance, Safety, Accountability (CSA) enforcement program (SAs and CRs). The new enforcement program was designed to improve the level of safety in the operation of commercial motor vehicles. The CIEM incorporates both CR and additional intervention types when assessing safety benefits. Additional intervention types include warning letters, off-site investigations, on-site focused investigations, and on-site comprehensive investigations.

The Model incorporates statistical significance testing and considers only size group changes in crash rates that are statistically significant. Statistically significant results, measured in terms of crashes prevented, injuries prevented, and lives saved, are then extrapolated to incorporate carriers that received interventions but were not included in the initial model calculations due to missing or inaccurate data. Overall, the set of FMCSA intervention types specified in the model are shown to have reduced motor carrier crash rates in FY 2016 (as in prior years). Consistent with prior years’ results, crash rate reductions are generally more pronounced for the smaller carrier size groups.

Figure 19: Net percent reductions in crash rates after a carrier received an intervention:¹

By Carrier Size Group	FY 2014	FY 2015	FY 2016
1 (1-5 power units)	47.0%	53.4%	47.7%
2 (6-20 power units)	35.5%	37.2%	34.5%
3 (21-100 power units)	20.9%	22.4%	19.2%
4 (100+ power units)	0.2%*	1.2%*	1.1%*

Note: Negative crash rate reductions indicate increases in crash rates.

*Non-statistically significant net reductions.

SAFETY THROUGH TECHNOLOGY

The **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’ 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. SAFETYNET 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.

¹ “FMCSA Safety Program Effectiveness Measurement: Carrier Intervention Effectiveness Model (CIEM), Version 1.2 Report for (FY) 2016 Interventions”, October 2020.

REDUCING TRUCK CRASHES IS OUR GOAL

2023 PROBLEMS, OBJECTIVES, AND PERFORMANCE MEASUREMENTS

Crash Reduction – Chain/Traction Device Enforcement

Problem Statement

Weather conditions vary from year to year. In bad weather years, Oregon experiences an increase in the number of crashes 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. Oregon experienced significant winter storm events for several years, many of which led to serious and extended interstate closures as a direct result of crashes caused by a growing number of CMV drivers who are either unaware of Oregon’s chain laws or refuse to chain up.

Performance Objective

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

2023 Performance Measurement

Oregon created a marketing and outreach strategy that includes billboard messaging, trucking association platforms and partnerships, roadside education and informational flyers informing industry of the newly increased penalty for failing to use chains when mandatory use is posted.

Further, Motor Carrier Enforcement Officers will conduct six educational preseason chain checks when signs are posted. During the peak winter season, MCEOs will coordinate and conduct six regional operations during snow events with local law enforcement and the Oregon State Police aimed at ensuring chains are carried and used when required. Citations and warnings will be issued. Statewide, approximately 80 MCEOs will be assigned to these operations and 20 to 30 law enforcement partners are expected to participate.

Progress Update from 2022

Legislation increasing penalties for failing to carry chains went into effect on September 25, 2021. The penalty increased from \$440 to \$880.

CCD Complaint Resolution staff began processing civil complaints against motor carriers that allowed their drivers to operate in Oregon without chains/traction devices when required. Civil cases were initiated against motor carriers whose drivers received two or more warnings/citations during the previous winter season. Repeat offenders may face increased penalties and suspension of authority to operate in Oregon.

MCEOs spent over 1,800 staff hours on 50 separate special chain enforcement operations. These efforts resulted in 540 enforcement actions against individual drivers, and 98 civil complaint cases were initiated against commercial motor carriers with multiple chain violations.

Crash Reduction – Driver Behavior

Problem Statement

As is the case throughout the country, driver behavior continues to be the primary cause of truck-at-fault crashes in Oregon. Distracted driving (for passenger vehicles as well as CMVs) and a growing proportion of new CDL holders are further challenges affecting highway safety.

Performance Objective:

To reduce CMV crashes through inspections related to probable cause traffic stops and special Hours of Service Operations state-wide.

2023 Performance Measurement

705 inspections by MCSAP compensated law enforcement partners in high visibility, high risk corridors, and 900 inspections by other non-compensated law enforcement partners in FFY 2023. These inspections will be related to probable cause traffic stops by law enforcement officers. CCD will also conduct five CCD Hours of Service Operations with a focus on drivers.

Progress Update from 2022

CCD continues striving to recruit law enforcement agencies as MCSAP sub-recipients to supplement the loss of all but eight Oregon State Police (OSP) troopers and other law enforcement partners over the last three calendar years.

Law Enforcement conducted 1,958 probable cause traffic stops and Oregon inspectors statewide conducted 18,393 roadside inspections, many of which occurred during special operations. As a result, Oregon currently has a 19% driver OOS rate and a 39% vehicle OOS rate.

CCD inspectors conducted 2,525 inspections during special 24/7 hours of service operations conducted throughout the state. 769 of those inspections resulted in the driver being placed out-of-service. The out-of-service rate averaged 30%, well above the national average of 6.6%.

Inspections

Problem Statement

Driver behavior continues to be the number one cause of truck-at-fault crashes. Oregon maintains a constant focus on that 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 MCEOs along with Law Enforcement partners throughout the state.

2023 Performance Measurement

Oregon CCD inspection objectives for CCD and its partners are to complete the following numbers of inspections in FFY 2023:

- 3,186 Level I inspections
- 6,148 Level II inspections
- 7,013 Level III inspections
- 210 Level V inspections

Progress Update from 2022

Even though CCD fell short on the Level II and Level V inspections goals for the year, Level I and Level III goals were exceeded to make up for the shortfall. Oregon’s FFY 2022 inspection goal was 15,918. The state completed 19,058 inspections, thus exceeding the goal by 2,475 inspections.

ODOT CCD set a goal of 132 passenger vehicle inspections in FFY 2022 but fell short of that expectation by only completing 96 inspections. The Division lost almost half of its certified bus inspectors over the past couple of years due to attrition and injury. CCD is in the process of filling those positions and hopes to add more certified bus inspectors to its ranks. Additionally, planned destination inspections at the Grand Floral Parade were canceled due to a lack of access due to COVID-19 restrictions. The planned joint operation in Astoria was canceled after a partner agency was unable to attend.

Roadside Inspections – Traffic Stops Based on Driver Behavior

Problem Statement

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 FFY 2021. Due to the budget shortfalls and/or staffing shortages currently being experienced by all Oregon agencies, there is concern that officer positions may be eliminated to balance various law enforcement agency budgets or remain unfilled if qualified candidates cannot be found. Should this happen, inspection numbers will inevitably decrease further. It is impossible to predict the effect on inspection numbers with certainty. Law enforcement numbers are also subject to change based on how quickly officers can attend training and become certified.

Performance Objective

To maintain a robust traffic enforcement inspection program that combines the efforts of multiple Law Enforcement partners throughout the state.

2023 Performance Measurement

1,036 inspections by law enforcement partners in congested, high density areas.

Progress Update from 2022

It is hoped that FFY 2021 represented the low point in the number of certified Oregon law enforcement inspectors. The previous total of 404 officers dropped to 41. The Division has since made progress in bringing some law enforcement agencies into the MCSAP program as compensated partners. CCD now has Intergovernmental Agreements (IGA) with nine agencies to perform MCSAP compensated inspections: Multnomah County Sheriff's Office, Clackamas County Sheriff's Office, the Portland Police Bureau, Molalla Police Department, Beaverton Police Department, Marion County, Benton County, City of Coburg, and Washington County Sheriff's Office. Many of these agencies were previously non-compensated partners and it is hoped that with time and MCSAP funding, they will be able to increase the number of inspectors they field. Oregon law enforcement inspectors exceeded Oregon's FFY 2022 law enforcement inspection goal by producing 1,820 total inspections.

Investigations: Comprehensive Compliance Reviews

Problem Statement

CCD’s investigational capacity was to be severely impacted by waves of retirements. This has only worsened as the private sector continues to compete for qualified individuals. Not only does this result in decreased numbers of investigations and a loss of experienced investigators, it necessitates that the remaining investigators devote huge blocks of time to training new hires. New staff require a great deal of time to become fully proficient. Additionally, SAs have added to our portfolio and are negatively impacting the number of investigations that can be produced. Our goals for investigations reflect these constraints as well as our intention to rebuild over the coming year.

Performance Objective:

Oregon’s objective is to complete 210 interstate and 30 intrastate compliance investigations during FFY 2023.

2023 Performance Measurement

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

Progress Update from 2022

CCD fell slightly short of it’s 2022 goals (175 interstate, 75 intrastate), with 166 interstate investigations and 33 intrastate investigations.

Investigations: New Entrant Safety Audits

Problem Statement

In addition to inheriting a very large backlog of NCE Safety Audits from FMCSA, the number of new interstate Oregon entrants has been growing exponentially over the last two years. This makes estimating how many audits will need to be performed extremely difficult. However, it's hoped that the flexibility of offsite NCE Safety Audits and farm certification letters will help the Division keep on top of the workload as it has to date.

Performance Objective:

CCD's goal for FFY 2023 is 400 NCE audits.

2023 Performance Measurement

Performance of NCE Audits will be measured by how many audits are completed by each investigator quarterly and annually. CCD is closely monitoring investigator workload and is currently working to identify work-flow process improvements that may increase production numbers of both Comprehensive Reviews and NCE Audits.

Progress Update from 2022

CCD investigators completed 721 SAs in FFY 2022, exceeding its goal of 450. In addition to the 721 completed SAs, investigators began investigations on 471 additional carriers that resulted in other non-audit actions.

Oregon investigators completed NCE training in 2021 and have been actively conducting audits ever since. While the initial audit list turned over to CCD by FMCSA staff did not contain overdue carriers needing immediate action, it did contain roughly 770 carriers. Since that transition, the number of new entrants has been growing at a relentless pace. CCD staff work steadily to keep ahead of the oldest audits to prevent any from going into an overdue status.

State Data Quality

Problem Statement

Oregon’s overall compliance level is “Good.” However, at the beginning of the current federal grant cycle in FY 2021, the crash timeliness category was “Fair.” ODOT worked to resolve and must continue to monitor this internal issue which is typically a result of delayed reporting by the DMV of crashes involving CMVs.

Performance Objective:

Achieve a rating of “Good” in all State Safety Data Quality.

2023 Performance Measurement

Improve the percentage of crash reports submitted timely to the FMCSA.

Progress Update from 2022

CCD is rated “Good” in all categories except for crash timeliness in the fourth quarter of FFY 2022. FMCSA changed its calculation rate, causing Oregon’s rating to move from “Good” to “Fair.” ODOT’s Driver & Motor Vehicle Services unit immediately created a committee to address this and has already instituted changes to speed up its crash reporting processes, particularly for crashes involving non-CDL commercial motor vehicles.

Public Education and Outreach

Problem Statement

Oregon investigators find that a large number of the 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.

2023 Performance Measurement

Motor Carrier safety talks will be measured by the number of investigations conducted. Reported numbers will include Motor Carrier Transportation Advisory Committee meetings, as well as open houses.

Progress Update from 2022

CCD investigators completed 199 CRs, and 721 NCE Safety Audits. Each of these 1,820 individual company contacts included motor carrier outreach and training. Additionally, there were four [Motor Carrier Transportation Advisory Committee Meetings](#). CCD investigators also provided information and education at four conferences, one open house, and ten motor carrier safety meetings. Last, CCD participated in the Commercial Vehicle Safety Alliance's 2022 [Human Trafficking Awareness Initiative](#). CCD inspectors made individual contacts with 875 drivers to education and provide information on preventing human trafficking.



Enforcement of Federal OOS Orders During Roadside Activities

Problem Statement

Oregon’s catch rate for 2019 fell only marginally short of 85%. The majority of inspections are conducted by ODOT inspectors who have access to various databases that alert them to OOS carriers. However, law enforcement inspectors have not historically had such access. This is primarily where the occasional Federal OOS miss occurs. Oregon is in the process of providing access to Query Central and training for all officers.

Performance Objective:

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

2023 Performance Measurement

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

Progress Update from 2022

Training has been successful; Oregon currently has a 92.86% catch rate which is well above the federal 85% goal.

Law Enforcement Enhancement in High Crash Corridors

Problem Statement

Oregon has been working with law enforcement and researchers at Oregon State University to study the effect of law enforcement presence on truck-at-fault crashes along the high truck crash corridor of I-205 which runs south and east of Portland. The first phase documented a direct correlation between the presence of law enforcement and a reduction in crashes. The second phase of the study was to determine the rate on the investment in enforcement activities. In other words, how much time and staffing should we and our law enforcement partners devote in order to optimize the benefit of their presence on crash reduction?

We are continuing with this research in collaboration with law enforcement to focus on the high truck crash corridor of I-205. If we continue to see positive results, we will look for opportunities to expand this to other high-crash corridors. Our success will depend upon our partners, their staffing capacity and ability to work with us.

Performance Objective:

The goal of the Motor Carrier Safety program is to reduce truck-at-fault crashes. The study has proven the program to be effective on the I-205 corridor, resulting in a reduction of truck-at-fault crashes when law enforcement conduct inspections on commercial motor vehicles stopped for traffic violations such as speeding, reckless driving and improper lane changes. CCD would like to duplicate these same results on additional high-risk corridors in Oregon, resulting in lower truck-at-fault crashes. Oregon CCD continues to study and utilize the research gleaned from the results of this program as we seek to expand its law enforcement presence along other data supported high truck-at-fault crash corridors; and conduct outreach to law enforcement in chosen corridors to add partners that can perform stops and inspections at the optimum level identified by the research. Should outcomes and resources allow, Oregon will seek to add at least one law enforcement partner to high-crash portions of the State's three main truck routes (I-5, I-84, and US-97).

2023 Performance Measurement

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

Progress Update from 2022

Oregon successfully retained the participation of the Multnomah County Sheriff's Office, City of Portland Police Bureau, West Linn Police Department, Oregon City Police Department, and the Clackamas County Sheriff's Office as inspection partners in the state's Oregon Motor Carrier Safety Action Plan (OMCSAP), although at a diminished level for much of 2021. Throughout that year, law enforcement agencies were stretched thin with little time to devote to truck inspections. The OMCSAP program ended on July 1, 2021.

CCD then worked to retain and convert these same agencies over to sub-recipients of the MCSAP program. With the exception of West Linn, all signed up to continue as compensated MCSAP partners. Oregon just lost the Oregon City Police Department from the program at the end of September 2022 because that agency had to switch its limited staffing to higher priority duties. However, the Marion County Sheriff's Office and the Beaverton and Molalla Police Departments joined the program in the fourth quarter. Additional agencies are in the beginning stages of the IGA process.

2022 CRASH INFORMATION

2022 crash numbers to be updated when available.

