

MCTAC Agenda

August, 13, 2015

Time: 8:30 a.m.

Location:

Motor Carrier Transportation Division

3930 Fairview Industrial Drive S.E.

Salem, Oregon 97302

2nd Floor – Ashland Conference Room

Facilitator: Ed Scrivner

- I. Entry-level Drivers Training Requirements . . . Margaret Geer & Robert O’Shea**
- II. SHV Signs . . . Bert Hartman**
- III. OAR update(s):**
 - A. Trailer Provisions: Rule revision for self-loading log trucks . . . Nikki Bakkala**
- IV. Review of the Jurisdiction IRP/IFTA 5 Best Practice Principles & survey . . . David Gray**
- V. Credit/Debit Card Service Fee . . . Sarah Buys**
- VI. Legislative session overview . . . Bob Russell**
- VII. Overview of the Civil Complaint Process . . . Kim Cline**
- VIII. Level 8 Inspection . . . David McKane**
- IX. Reinvention of MCTD website discussion . . . Sally Ridenour & Paul Kroll**

MINUTES
MOTOR CARRIER TRANSPORTATION ADVISORY COMMITTEE MEETING
August 13, 2015

Attendees:

Ed Scrivner – ODOT/MCTD
Ric Listella – ODOT/MCTD
Leon Fischer – Siletz Trucking Co.
Gayle Green – ODOT/MCTD
Amy Joyce – ODOT/Government Relations
Jennifer Coffin – ODOT/MCTD
Kim Cline – ODOT/MCTD
Sarah Buys – ODOT/MCTD
Nikki Bakkala – ODOT/MCTD
David Gray – Glostone Trucking Solutions
Kristan Mitchell – ORRA
Andy Eno – FMCSA
David Rios – FMCSA
Margaret Geer – ODOT/DMV
Robert O’Shea – ODOT/DMV
Alex Vukonich – Glostone Trucking Solutions
Mark Hendrickson – OCAPA
John McLaughlin – RCM, INC.
Robert Martin – RCM, INC.
David Ulmer – Gresham Transfer
Bert Hartman – ODOT/Bridge
Paul Kroll – ODOT/MCTD
Debi Normand – Clackamas County
Chris Beko – Clackamas County
Genoa Ingram – Oregon Manufactured Housing Assoc.
Gregg Dal Ponte – ODOT/MCTD
Bob Russell – OTA
Jessica Carpenter – Oregon Manufactured Housing Assoc.
Soona Lee – EROAD
David McKane – ODOT/MCTD
Sally Ridenour - ODOT
Tara L. Caton – ODOT/MCTD

Facilitator: Ed Scrivner

Entry-level Drivers Training Requirements . . . Margaret Geer

- ◆ **Background:** On September 19, 2013, the Federal Motor Carrier Safety Administration (FMCSA) withdrew its December 26, 2007, notice of proposed rulemaking (NPRM) that proposed new entry-level driver training standards for individuals applying for a commercial driver’s license (CDL) to operate commercial

motor vehicles (CMVs) in interstate commerce. This was because commenters to the NPRM, and participants in the Agency's public listening sessions in 2013, raised substantive issues which led the Agency to conclude that it would be inappropriate to move forward with a final rule based on the proposal. In consideration of all that came before, FMCSA concluded that a new rulemaking should be initiated in lieu of completing the 2007 rulemaking.

In a notice published in the Federal Register December 10, 2014, FMCSA announced its intent to establish the Entry-Level Driver Training Advisory Committee (ELDTAC) to conduct a negotiated rulemaking on entry-level training for drivers of CMVs. The notice requested applications for nominations for members on the ELDTAC. Twenty-six members were chosen and are experts in their respective fields: driver organizations, CMV training organizations, motor carriers of property and passengers and their associations, state licensing agencies, state enforcement agencies, labor unions, safety advocacy groups, and insurance companies. ELDTAC meetings took place in March-May, 2015, and were open to the public.

At the conclusion of the meetings ELDTAC produced a written statement dated June 15, 2015. It sets forth the key terms agreed upon by the members on the establishment of nationwide minimum standards for the training of entry-level CMV drivers prior to taking their CDL exam.

- Core curriculum for Class A & B CDL, Passenger, School Bus, and Hazardous Materials Endorsements
- Refresher Training Module Curriculum
- Eligibility requirements for training providers of more than 3 drivers and less than 3 drivers
- FMCSA Entry Level Driver training provider identification reports
- FMCSA Training provider registry
- Definition of Entry Level Driver and Entry Level Driver Training and applicability

A complete copy of the written statement is available on FMCSA's website <http://www.fmcsa.dot.gov/eldtac>

Currently: It is our understanding that FMCSA intends to publish a Notice of Proposed Rulemaking for public comment this year; we understand it could be as soon as October 2015, followed by a final rule in 2016.

DMV has read and discussed, internally, the Written Statement. However, until the NPRM is published, we feel commentary on the ELDTAC rulemaking would be premature. Once it is published, DMV will draft comments for submission to FMCSA on those provisions that impact Oregon DMV operations or that affect the administration of driving privileges in this state. We strongly encourage all of you to take the opportunity to submit comments on behalf of your interests. DMV will begin implementation planning in earnest once the Final Rule is published. We will

communicate with external stakeholders as we work through the public comment period and implementation of the final rule.

SHV Signs . . . Bert Hartman

- ◆ The Oregon Traffic Control Devices Committee (OTCDC) met and rejected MCTAC's sign recommendation for Specialized Hauling Vehicle (SHV) load posting since they felt it was both too large and too complex. Instead, they have offered two new versions which Bert shared with MCTAC members. **(See Attach. A)**

Bob Russell said the sign on slide three would work if they alter it to separate the single group vehicles and the combination vehicles. He suggested adding a thick black line below the 6-7 axle group to separate the SHVs from the combination vehicles below.

Bert will take that recommendation back to the OTCDC, which meets later this month.

OAR Update . . . Nikki Bakkala

- ◆ **(See Attach. B)**
 - **734-082-0045, 734-082-0040, & 734-082-0005:** In a response to a request made by David Ulmer with Gresham Transfer at a previous MCTAC meeting, we have some proposed changes to Division 82. The request was to allow single trip permits (STPs) on an individual basis for flip axle trailers which can't be reduced to 53' without special equipment. We have added new language to these OARs to allow STPs and annual permits for a variety of trailers including those with flip axles deployed.

David Ulmer motioned to approve the changes and Bob seconded pending approval from additional heavy haulers which he will consult*. The group unanimously approved the updates as written, but will wait for final confirmation from Bob.

***Bob confirmed 8/14/15 that the heavy-haul industry is good with the flip axle rule changes in Division 82.**

- **734-074-0027:** This OAR revision for self-loading log trucks is simply an update to match statute.

Bob moved to approve the revision and Robert Martin seconded the motion. Motion passed unanimously.

IFTA/IRP Best Practices . . . Dave Gray

- ◆ IRP and IFTA were formed around the basic principle to promote and encourage the fullest use of the highway system. Their intent is to facilitate fair dispersal of registration fees and fuel tax funds to jurisdictions. Both plans are managed by boards of directors and include industry advisory committees. Generally, each does a great job in overseeing and helping member jurisdictions manage the plans.

The member jurisdictions adopt each plan. (IRP consists of 48 states and 10 Canadian provinces.) It is the responsibility of each jurisdiction to implement the plans on their own level. Not all jurisdictions do as well as others in this implementation, so a mission for IRP was defined and a list of the 5 best practices of the top participants has been identified. There is also a list of 15 behaviors these top 10% jurisdictions practice.

These behaviors have been put into a survey format and the industry advisory committee is trying to determine which jurisdictions regularly utilize these practices. This information has been presented to both IFTA and IRP boards of directors. David asked that anyone interested in the survey contact him for a link to it, especially if you deal with multiple jurisdictions while operating your business. It would help establish our priorities from an industry advisory standpoint. Our goal is to get the majority of member jurisdictions on board with using these best practices.

David can be reached at: DaveG@glostone.com

Credit/Debit Card Service Fees . . . Sarah Buys

- ◆ **(See Attach. C)**
MCTD will begin to charge a 2.4% service fee for all debit/credit transactions soon. The service fee is intended to offset fees charged to the department for acceptance and use of a debit/credit card. These fees have been steadily increasing and now represent a significant portion of MCTD's budget.

Carriers can avoid the service fee by paying with cash, check, direct payment (ACH), and Charge to Motor Carrier Account*. (*requires approval and some restrictions apply.)

Kristan Mitchell said that she understands the need for the service charge and that her company has just implemented one as well, but she asked why the service fee is 2.4% when it looks like the average fee the department pays is around 2%.

Sarah said that the department will not be administering the charge, a third party entity will, so the 2.4% charge will cover the fees, implementation, and program management.

Kristan advised that MCTD reach out to the biggest credit/debit users well in advance of the implementation.

Sarah explained that we are notifying this group today, and will be sending out notices to carriers with the registration renewal documents in September. Notice will also be posted in the Motor Carrier Newsletter, on Trucking Online, and on MCTD's website.

Bob Russell suggested that we separate out the "how to avoid the service fee" options so that they are clear to industry.

David Gray asked how a carrier qualifies to charge to their account, and what fees can be charged to their account.

To qualify to charge to account:

Carriers may request approval to charge certain fees to their motor carrier accounts by filling out the Billing Authorization Form.

<http://www.odot.state.or.us/forms/motcarr/reg/9734fill.pdf>

To Qualify for Charge Privileges, a motor carrier must:

1. Have an established Motor Carrier Transportation Division account in good standing with MCTD.
2. Have a bond on file, cash deposit, or a bond waiver.

Fees eligible to be charged to carriers in good standing:

1. Temporary pass fee
2. Receipt fee
3. Temporary Receipt fee
4. Trip permit fee
5. Weight-mile tax on a temporary credential (except flat monthly fees)
6. Non-COVP (Continuous Operations Variance Permits) Over Dimension permits. A charge letter is not needed as OD Permits are billed separately.
7. Replacement plate fee - plate fee only - no other fees involved

Fees that cannot be charged:

1. Commercial registration fees
2. COVP (Continuous Operations Variance Permits)
3. Flat monthly fees
4. Weight-mile tax reports
5. Reinstatement and suspension fees
6. Cash bond deposits (if on bond deposits, all charge-it privileges are cancelled.)
7. Apportioned registration fees

8. Delinquent fees (MP, DW, Inactive, and any other penalty or fee already assessed to the carrier's account.)
9. IFTA fees
10. 1A application fee
11. Certificate authority application fee

Legislative highlights . . . Bob Russell

- ◆ It was a very interesting session. The resignation in the governor's office changed the outcome of the session. Major bills were pushed through at the very beginning, which is practically unheard of. There were a total of 2,799 bills introduced during the 2015 legislative session, which is about the same as 2013. 921 bills passed, including memorials, resolutions, and budget bills. OTA actively tracked 196 bills during the session. All of the bills are effective on January 1, 2016 unless otherwise noted. **(See Attach. D)**

Level 8 Inspection . . . David McKane

- ◆ The goal of the Commercial Vehicle Safety Alliance (CVSA) is to further truck safety by providing discussions on how to inspect trucks, train inspectors, etc. There are several different types of inspections, but primarily we do:
 - Level 1: equipment, load, and driver
 - Level 2: walk around the truck (law enforcement uses these)
 - Level 3: driver inspection (ODOT does a lot of these during logbook checks)
 - Level 5: ODOT goes to the company and reviews the vehicles at the yard, usually as part of a compliance review.

A request has been submitted to CVSA for the creation of a new level 8 electronic inspection program. It would be an automated inspection where the truck wirelessly transmits data to a weigh scale. We at ODOT/MCTD have had several discussions since the beginning of the year on this subject. Oregon's concern is that these will be voluntary pseudo-inspections for a fee. In effect, allowing carriers to pay for additional inspections that will add to the overall inspection counts and favorably affect the CSA score; however, they may not have any real measurable value to safety as far as we are concerned. We have asked ourselves:

- Is there value to this kind of inspection?
- Is the data going to be reliable and secure?

In Oregon we do over 50,000 inspections a year, but we target those inspections for a number of reasons . . . we don't have a voluntary inspection system. And, perhaps more to the point, when we inspect a driver or a vehicle we actually have physical contact with each and we do not sell the results or charge for the service.

David is interested in industry's questions or input.

Bob Russel wondered what data elements would be captured in a Level 8 inspection.

David answered that it started out as an automated level 3, but the discussion has morphed to whether or not it should include OD permit information, UCR data, etc. David feels that the large list now being discussed exceeds a level 3 inspection.

Bob asked if it would be like a pre-clearance system similar to Greenlight. Is it an expansion of that?

Dave: I think it's an expansion of a product that this service provider can offer to a motor carrier for a fee while at the same time the carrier may benefit by having good data loading into the system that has little value to us but will serve to dilute a poor CSA score.

David Gray: if the intent is to give carriers the ability to improve CSA scores by loading electronic scaling data automatically, many of those broader points you mentioned beyond the scope of a current level 3 wouldn't do anything for that. It's not data that affects the CSA score.

Dave: Our question remains "is there value in the inspection for us?" We know there's value to the carrier, but if we have good inspections, from a regulatory standpoint, the data is unimportant.

David Rios: FMCSA is in the middle of a multi-year process of doing a wireless roadside inspection initiative. Field testing is scheduled to occur this next year.

Bob asked if this would be part of the electronic logging device (ELD).

A driver's information would be tied to the ELD, so, yes.

Soona Lee said that the capability will be there to add an electronic reporting feature to an ELD, but it would be a question of how you'd implement the transmittal.

Dave: The states wouldn't be managing the program, they'd just be the recipients of the data. How would the group who built it benefit? They'd have to charge a fee to the users I'd think. At ODOT, we consider Greenlight to be a size and weight tool only, not a safety tool.

Ed Scrivner said that this is similar to what happened 25 years ago with a company that wanted something mandated so that they could sell it exclusively to carriers.

Bob: if it's someone looking for a monopoly we'd be opposed to it, otherwise, it might be beneficial to motor carriers.

Reinvention of MCTD website discussion . . . Paul Kroll & Sally Ridenour

- ◆ The ODOT Web Reinvention project is a two year, three-phase plan to develop and implement changes to rewrite existing web content and put it into a design that works on all sorts of devices from a desktop computer to a smartphone. The purpose is to bring ODOT, as a whole, into modern times by making our sites mobile friendly. The format change will improve our ability to communicate with our customers, improve accessibility, and streamline information into a searchable format.

Initially we will be doing a lot of behind the scenes work and in the second year we'll be working with NIC USA to develop the new site. This project will affect all of the Oregon.gov sites, but not applications like Oregon Trucking Online or TripCheck.com.

Phase one is research and planning. Phase two is implementation. Phase three is governance. We are currently in the research and planning phase of the project.

Paul Kroll said that we are trying to determine what people are using on our site and what needs improvement. We want to make it easier to find the information that people use. So far, internally we have identified the tasks our customers undertake but are still looking for what's missing. What might we put on the site that you'd like and what could be removed if it's no longer useful information? We want to find better ways to organize the information and still need to do usability testing. We plan to have a more robust search feature on the site similar to google search that utilizes keywords.

Bob said one of his concerns is that we might end up getting truck registration information buried in a list of registration options instead of having it separated out. Currently, there are multiple registration options on DMV's website and he doesn't want to see ours buried in among it in a new all-inclusive ODOT site.

Sally suggested checking out Wisconsin's website: www.wisconsin.gov Theirs is a good site to preview to get an idea of how our site might act. It's a mobile first design base. It's also user-task oriented.

Bob said that the restriction list must be easily accessible; this whole project for navigation structure must be organized in such a way that motor carriers can find

necessary information. He also stated that Trucking Online has become necessary so he doesn't want to see this update affect that.

Sally assured that TOL is not under this program and that ODOT will have customers test the system and terminology. It's too early to tell exactly what will change with this process. She said that if everything is the way it needs to be for MCTD then all customers might see different in 2017 would be that it's a website that is now mobile friendly and displays well everywhere.

Sally said that we may develop an interactive project map instead of the current system where you'd have to know what region a particular project is in and navigate through their site to find it. By putting everything on an interactive map, customers could click on the region where a project is and find out the information related to the project.

David Gray commented that it would be nice to have the ability to register heavy trailers under MCTD instead of having to go to the DMV website.

David McKane asked if it would be possible for a customer to set up an account which displayed specialized information. For example, when they log in to their site, could it be set up to allow them to put their own popular links and websites in one place instead of having to navigate through our pages?

Sally said nothing like that has been discussed at this point.

Meeting adjourned 10:45



Posting Signs for Specialized Single-Unit Trucks

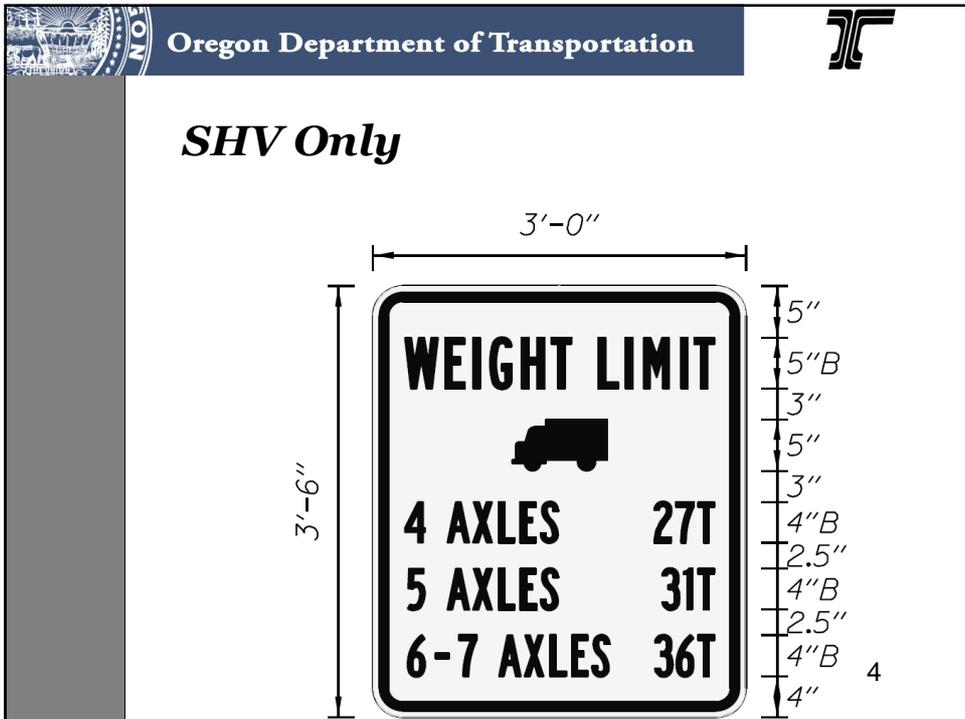
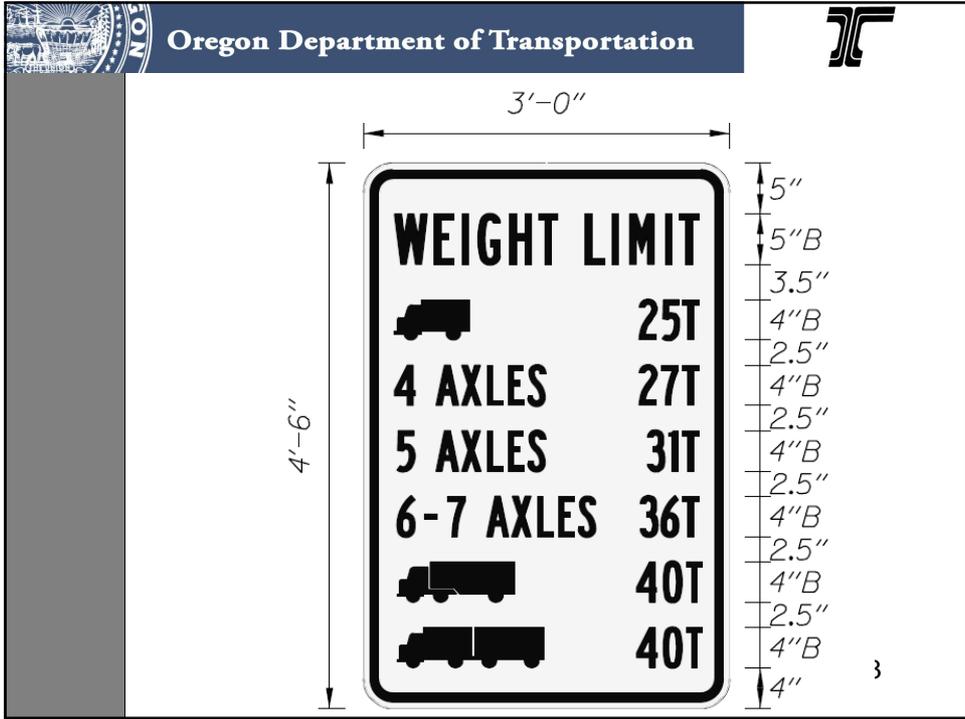


Bert Hartman
August 2015



FHWA Oregon Division Office

WEIGHT LIMIT	
	
2 - 5 Axles	23T
6 + Axles	28T
	36T
	40T





FHWA Direction to Division Offices

WEIGHT LIMIT	
SINGLES	
2 - 3 AXLES	22T
4 - 5 AXLES	25T
6+ AXLES	27T
COMBINATIONS 38T	

5



North Carolina

WEIGHT LIMIT	
SINGLES	
12 TONS	
<hr/>	
TRUCK TRACTORS	
SEMI TRAILERS	
23 TONS	

6

Flip axle at end of trailer



NON-DIVISIBLE LOADS ON TRAILERS OVER 53 FEET IN LENGTH – SINGLE TRIP PERMITS

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734-082-0045

[*Stretch*] **Trailer Provisions**

(1) [*A trailer or semitrailer capable of increasing the distance from the kingpin or coupling device to the rearmost axle shall be designated a stretch trailer. This stretch trailer provision is accomplished by using a "telescoping" principle in the trailer. This does not include fixed or sliding extensions to either end of the trailer or semitrailer or semitrailers with removable deck sections.*] **Single trip permits for trailers or semitrailers that exceed 53 feet in length for movement of non-divisible loads, or unladen movement, shall be granted on an individual basis.**

(2) Permits [*may be*] issued [*for stretch*] **authorizing semitrailers or trailers to exceed 53 feet in length must be warranted by the size or weight of the non-divisible load and meet one or more of the following criteria** [*provided that the use of such stretch trailer provisions meets one of the following*]:

(a) The use of [*such stretch*] trailer [*provisions*] is **necessary to reduce the height of a load** [*needed for a permissible load that may otherwise be damaged by allowing it to overhang the trailer or semitrailer, or by sagging due to insufficient support*]; or

(b) [*The stretch trailer is used to reduce the height of a permissible load.*] **The use of the trailer is necessary to support the load, otherwise it would be damaged by allowing it to overhang the trailer, or by sagging due to insufficient support; or**

(c) The use of the trailer is necessary to accommodate the weight of the load.

(3) [*Requests for moves using stretch trailers shall be on an individual basis, and permits will be issued for a single trip only. When not operating under the terms of a permit issued under this rule the stretch trailer must be reduced to legal dimensions.*] **When not operating under the terms of a permit, the unladen semitrailer or trailer must be reduced to no greater than 53 feet in length, and the overall length of the combination cannot exceed the length limit allowed for the highway(s) traveled.**

(4) [*All features of the stretch trailer and/or load not otherwise authorized by law, shall be fully described in the permit. This includes the laden dimensions of the trailer and combination of vehicles, the nature of the load (trailer used to reduce height) and shall also include other features of the trailer (side-stretch, etc.).*] **A truck-tractor semitrailer or trailer combination under this rule may only be granted permits for trailers over 53 feet in length for the following types of trailers:**

(a) Stretch trailers;

(b) Expanded trailers;

(c) Special use trailers;

**NON-DIVISIBLE LOADS ON TRAILERS OVER 53 FEET IN LENGTH – SINGLE
TRIP PERMITS - CONTINUED**

(d) Tow-away trailers;

(e) Trailers with flip axle(s) deployed;

(f) Trailers with a flip neck extension deployed; or

(g) Trailers that have additional axle(s) which may be pinned, and are removable.

(5) Requests for permits for semitrailers or trailers in a truck-tractor semitrailer or trailer combination that exceed 53 feet in length, which cannot be classified as a semitrailer or trailer under section (4) of this rule, will not be granted unless the Administrator of MCTD determines that the public interest requires the semitrailer or trailer for the impending movement, and the movement can be performed safely.

(6) An unladen truck-tractor and semitrailer or trailer combination under this rule may be granted permits for trailers that exceed 53 feet in length for the following types of trailers:

(a) Special use trailers which cannot be reduced in length; or

(b) Expanded trailers, trailers with flip axle(s) or flip neck extension deployed, pinned (axles), or other components which would require special equipment in order to accommodate reducing the trailer length.

(7) Requests for permits for unladen semitrailers or trailers in a truck-tractor semitrailer or trailer combination that exceed 53 feet in length, which cannot be classified as a trailer under section (6) of this rule, will not be granted unless the Administrator of MCTD determines that the public interest requires the semitrailer or trailer for an impending movement, and the movement can be performed safely.

(8) A combination of vehicles which consists of a truck-tractor, semitrailer or trailer as described in section (4), or a fixed trailer, which also includes at least one of the following vehicles may be granted permits for trailers over 53 feet in length:

(a) Jeep axle(s);

(b) Booster axle(s);

(c) Steering axle(s) dollies

(9) An unladen combination of vehicles as described in section (8) may be granted permits for trailers over 53 feet in length. The combination must be reduced to the shortest length practicable.

(10) Requests for permits for trailers or semitrailers exceeding 53 feet in length for movement of a non-divisible load that does not warrant the size of the trailer as described in section (2), may be authorized on a case-by-case basis as a front haul or back haul movement.

Stat. Auth.: ORS 184.616, 184.619, 810.050 & 810.060

Stats. Implemented: ORS 818.220 & 818.225

NON-DIVISIBLE LOADS ON TRAILERS OVER 53 FEET IN LENGTH - ANNUAL PERMITS

734-082-0040

Combination of Vehicles

(1) The following vehicles or combinations of vehicles may be authorized for continuous trip permits over authorized routes provided the width does not exceed 14 feet, the height does not exceed 14 feet or, except for self-propelled fixed load vehicles limited by OAR 734-082-0039, 14 feet 6 inches on specifically authorized routes, and the overall length does not exceed that stated below:

(a) A solo vehicle must not exceed 40 feet and vehicle inclusive of load must not exceed 50 feet in overall length.

(b) Truck-tractor and semitrailer combinations, which may include an auxiliary axle, must not exceed the length limits as shown on the reverse of Group Map 1 or Route Map 7, whichever is greater, and the semitrailer must not exceed 53 feet in length including the auxiliary axle. An auxiliary axle attached to the rear of a trailer must be included in the measurement of the trailer unless the combination measurement exceeds 53 feet. Group Map 1[, *dated January 2008,*] and Route Map 7[, *dated May 2008,*] available from the Over-Dimension Permit Unit, are by reference made a part of Division 82 rules.

(c) Motor truck and trailer must not exceed 75 feet in overall length.

(d) Truck-tractor with semitrailer and trailer combinations must not exceed the length limits shown on the reverse of Group Map 1 or Route Map 7, whichever is greater.

(e) Passenger or light vehicles towing any trailer must not exceed 70 feet in overall length.

(f) An unladen combination of vehicles used to transport non-divisible loads may consist of the truck-tractor, jeep axle(s), a trailer, booster axle(s), dolly(s), steering axle(s), **flip axle(s) or a flip neck extension, pinned axle(s)** and other equipment needed to transport the non-divisible load. Trailer length must not exceed 62 feet. The combination must be reduced to the shortest length practicable; however overall length must not exceed 105 feet. Unladen movement is authorized with equipment needed to legally transport the non-divisible load loaded on the trailer.

(2) When the combination of vehicles includes jeep axles, or other vehicles of a size or weight not authorized by section (1) of this rule, movement must be by single trip permit only.

Stat. Auth.: ORS 184.616, 184.619, 810.060

Stats. Implemented: ORS 818.200, 818.220

NON-DIVISIBLE LOADS – DEFINITIONS

734-082-0005

Definitions

As used in OAR chapter 734, Division 82:

(12) “Flip neck extension” means a gooseneck extension to the front of a trailer which can be flipped up or down, and can be used to adjust the axle weight(s) of a combination and load.

(13) “Pinned axle(s)” means a separate vehicle pinned to another vehicle adding extra carrying capacity to a vehicle. The additional axle(s) do not pivot from side to side at the connection point or have wheels that steer during turning.

(14) “Expanded trailer” means a trailer or semitrailer which can be extended in length by adding removable deck section(s).

(15) “Special-use trailer” means a trailer or semitrailer which is specifically designed to haul one type of commodity.

(16) “Tow-Away Trailer” means all equipment or tools mounted on wheels designed for towing by a motor vehicle, and which is not designed or used primarily for the transportation of persons or property, but is only incidentally operated or moved upon a highway.

(17) “Stretch Trailer” means a trailer or semitrailer capable of increasing the distance from the kingpin or coupling device to the rearmost axle. This stretch trailer provision is accomplished by using a "telescoping" principle in the trailer. This does not include fixed or sliding extensions to either end of the trailer or semitrailer or semitrailers with removable deck sections.

SELF LOADING LOG TRUCK

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734-074-0027

Other Permit Eligibility Requirements

(1) *[Combinations of vehicles operating under the authority of permits authorized by OAR chapter 734, division 74, will not be eligible to also operate with increased weights authorized under permits issued pursuant to ORS 818.210(3)(b) or (c).]*

[(2)] No applicant for a permit may have an unsatisfactory rating from US DOT or the equivalent safety rating from Oregon Department of Transportation, Motor Carrier Transportation Division.

[(3)] **(2)** (a) An interstate permittee operating triple trailers must have a satisfactory US DOT safety rating, and an intrastate permittee must have an equivalent safety rating from the Oregon Department of Transportation, Motor Carrier Transportation Division;

(b) Motor carriers exempt from regulation by US DOT or the Oregon Department of Transportation, Motor Carrier Transportation Division shall have a Level 1 safety inspection performed by a Commercial Vehicle Safety Alliance (CVSA) certified safety inspector to be eligible for a triple trailer permit. This safety inspection must determine the driver and combination of vehicles are free of defects. The motor carrier becomes eligible for a permit when all repairs or deficiencies written on the inspection form are corrected and verified by a CVSA-certified safety inspector. The successful completion of the Level 1 safety inspection is used to establish a satisfactory safety rating. Successful completion of this Level 1 safety inspection is required every year before the triple trailer permit may be renewed;

(c) For purposes of this rule, a satisfactory safety rating means a safety rating other than unsatisfactory.

[(4)] **(3)** Permits for triple trailers require the permittee to have an established safety program that includes drivers and vehicles.

[(5)] **(4)** Triple trailer permits may be suspended or revoked for failure to comply with any of the provisions or conditions of OAR chapter 734, division 74. The permittee and driver must comply with all of the motor vehicle laws and the latest motor carrier safety regulations issued by the US DOT.





Credit Card Service Fee Program

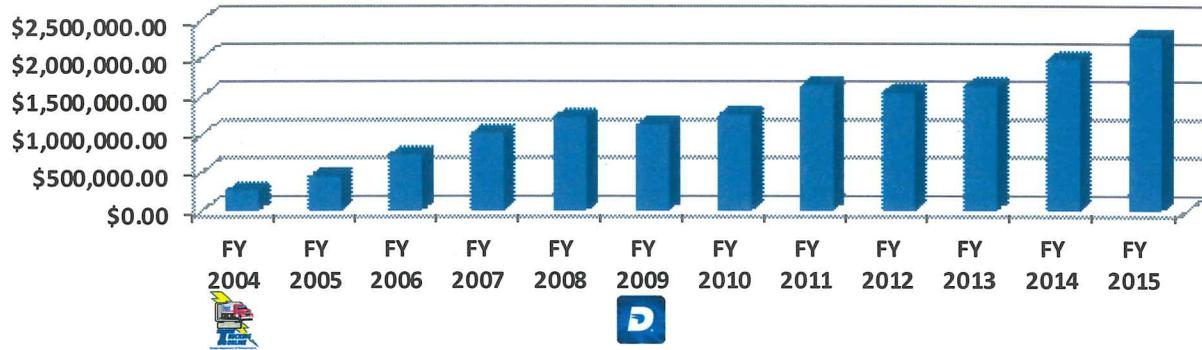
Motor Carrier Transportation Division



Start

End

Credit Card Merchant Fees Paid by ODOT Annually



2.4% Service Fee is Coming Soon!

Motor Carrier Transportation Division will soon begin charging a 2.4% service fee on transactions where a credit or debit card is tendered for payment. Technology is being developed to integrate this service fee into our payment systems. When a credit/debit card is tendered for payment, the service fee will automatically calculate and be added to the total amount paid. The purpose of this service fee is to offset the credit card network and banking fees paid out by ODOT to provide motor carriers the convenience of using credit/debit cards to transact business. The service fee is non-refundable and will be applied to all transactions including over-the-counter, telephone, and internet as allowed by ORS 825.502. Optional forms of payment without a service fee are cash, check, Direct Payment (ACH), and "Charge to Motor Carrier Account" (requires approval and some restrictions apply).

2014 Ten Largest CC Payments and Cost to ODOT

Company Name	CC Payment	Cost to ODOT
1. INTERSTATE DISTRIBUTOR CO	\$2,829,929.59	\$56,598.59
2. MAY TRUCKING COMPANY	\$1,999,510.69	\$39,996.21
3. COMBINED TRANSPORT INC	\$878,439.60	\$17,568.79
4. MAY TRUCKING COMPANY	\$615,211.51	\$12,304.23
5. SWIFT LEASING CO LLC	\$604,208.89	\$12,084.18
6. SWIFT LEASING CO LLC	\$596,721.78	\$11,934.44
7. SWIFT LEASING CO LLC	\$584,733.94	\$11,694.68
8. SWIFT LEASING CO LLC	\$575,260.19	\$11,505.20
9. MAY TRUCKING COMPANY	\$573,619.25	\$11,472.39
10. SWIFT LEASING CO LLC	\$569,349.67	\$11,386.99

ORS 825.502

For payment of any weight-mile taxes and fees, the Department of Transportation may:

(1) Accept payment of taxes and fees by credit card. Any payment made by credit card shall be for the full amount of the tax or fee, except that a surcharge may be added to the amount tendered by the customer to offset fees charged to the department for acceptance and use of the credit card.

(2) Adopt reasonable rules as necessary or proper for the administration of this section. [Formerly 767.863]

Merchant Agreement

The "Merchant Agreement" is an evolving contract that outlines the terms of the working relationship between the merchant, (State of Oregon) and it's banking partner.

Prior to 2012 Credit card merchant agreements did not allow service fees, or caps on transaction amounts.

2015 The Oregon Legislature took notice and wrote a budget note to implement a merchant fee cost recovery program.

2014 Revisions to the State of Oregon Merchant Agreement made it possible for MCTD to begin charging a service fee on credit card transactions.

July 2012 Merchants nationwide won a 7.2 billion dollar law suit. Part of the settlement allows merchants to charge a service fee.

Oregon Trucking Associations 2015 Legislative Highlights July 10, 2015

There were a total of 2,799 bills introduced during the 2015 legislative session, which is about the same as 2013. There were a total of 921 bills that passed including memorials, resolutions and budget bills. OTA actively tracked 196 bills during the session. In 2013, OTA tracked 164 bills. All bills are effective on January 1, 2016 unless otherwise noted.

Bills That Passed

HB 2007 – Prohibits an employer from imposing a disciplinary action on an employee who discusses wages with anyone. Excludes employees responsible for payroll. Includes a private right of action.

HB 2171 – Requires the Legislative Revenue Office to conduct study of tax reform. Eliminates ability to reduce corporate minimum through use of tax credits for six years. Effective 10/4/15.

HB 2259 – Combines self loading log truck size and weight permit with extended weight permit. Allows fuel tax credit for truck operating on the Road Use Assessment Fee.

HB 2274 – Reauthorizes Connect Oregon. Provides lottery bonds in the amount of \$45 million for grants. Effective 7/2/15.

HB 2912 – Eliminates requirement to carry medical card for Class A CDL drivers. Effective 5/21/15.

HB 2960 – Creates Oregon Retirement Savings Board that is responsible for developing a retirement system for private sector employees that do not have an employer sponsored plan. Effective 6/25/15.

HB 3025 – Establishes an unlawful employment practice for employers to inquire about a person's past criminal convictions on an application. Provides an exception for employers that are required by law to obtain

criminal conviction history. Does not prohibit an employer from obtaining a criminal background check.

HB 3402 – Increases speed limits on various highways in Eastern Oregon to between 65 and 70 miles per hour. Establishes truck differential of 5 miles per hour. Effective 3/1/16.

HB 5006 – Provides lottery bonds to fund safety improvements on US 26 (Powell Blvd.) from 116th to 136th streets in the amount of \$17 million, safety improvements on OR 34 between Peoria Rd. and Corvallis Bypass in the amount of \$3 million, safety improvements on OR 126 between Eugene and Florence in the amount of \$7 million and snow zone improvements on I-84 between Pendleton and La Grande in the amount of \$4 million.

HB 5040 – ODOT's budget bill. Total authorized \$3.47 billion for the 2015/2017 biennium. This is a 28% reduction from 2013/2015. Much of the reduction is due to the failed Columbia River Crossing project. Eliminates 66 full-time positions. Authorized \$30,446,463 for the DMV computer system without providing additional revenues.

SB 63 – Reconnects Oregon's income tax with the federal system. Effective 10/4/15.

SB 324 – Repeals sunset on Low Carbon Fuel Standard. Requires DEQ to develop a mechanism to protect consumers from fuel price increases. Effective 3/12/15.

SB 454 – Requires employers with 10 or more employees to provide 40 hours per year of paid sick leave. Employers with 10 or less employees must provide 40 hours of unpaid sick leave. Indicates that employers that provide Paid Time Off (PTO) leave that meets the minimum requirements of the bill are considered to be in compliance.

SB 501- Provides state highway funds in the amount of \$3.9 million for safety improvements on Cornelius Pass Road and \$5 million for roundabouts on OR 47.

SB 968 – Preempts local governments from enacting regulations regarding work scheduling through the end of the 2017 legislative session. Effective 6/25/15.

Bills That Failed

HB 2006 – Would have made paying employees of the opposite sex, at a different pay rate, for comparable jobs, an unlawful employment practice.

HB 2009 – Would have increased minimum wage, in graduated steps, to \$15 per hour.

HB 2010 – Would have allowed employees to request flexible, predictable or stable work schedules.

HB 2077 – Would have required corporations to disclose tax information to the Secretary of State. This information would have been available to the general public.

HB 2082 – Would have implemented a carbon tax on utilities and transportation fuel suppliers.

HB 2090 - Would have established a task force to study the relationship between large employers and their employees who receive public assistance. The task force was to recommend imposing a fee on employers to offset the expense of public assistance provided to their employees.

HB 2164 – Would have made persons that require a state issued license, such as truck drivers, to prove they are in compliance with all Oregon tax requirements before their licenses could be issued or renewed.

HB 2275 - Would have increased DMV fees, including those on CDL testing and CDL endorsements, to pay for the DMV computer system project.

HB 2281 – Would have increased fuel taxes and weight mile taxes to provide \$206 million per year for roads. Would have replaced the Low Carbon Fuel Standard with a fuel blending program that included consumer protections. \$400 million allocated to certain projects. Would have required ODOT to transfer \$50 million per year from non-highway uses to highways. Would have required an independent performance audit of ODOT.

HB 2386 – Would have allowed the Labor Commissioner to issue an order requiring a company to close their business if business is accused of violating wage and hour and employment conditions regulations.

HB 3250 – Would have required DEQ to implement a carbon cap and trade program to include transportation fuels.

HB 3310 – Would have required DEQ to adopt California type regulations on on-road and off-road diesel engines.

HB 3470 – Would have required DEQ to adopt statewide greenhouse gas emission limits for 2020 and 2050 and impose regulations to achieve the adopted limits.

HJR 10 – Would have busted the State Highway Trust Fund and implemented a carbon tax.

SB 182 - Would have deregulated household goods carriers with annual revenues of less than \$500,000 per year or if the fleet does not have any vehicles with a registered weight of more than 26,000 pounds.

SB 409 – Would have increased the limit on non-economic damages in civil litigation from \$500,000 to \$1.5 million.

SB 694 - Would have allowed motorcyclists to split lanes.

SB 718 – Would have eliminated independent contractors.

SB 823 – Would have severely restricted truck idling and would have allowed local governments to impose their own idling restrictions.

Copies of all bills can be obtained at <http://www.oregonlegislature.gov>. Click on the Bills/Laws tab at the top of the page. Then, click on 2015 Session. Then, click on the bills icon at the upper right. Wait for the search box to load. Then insert the bill number. Click on go. Select the enrolled version of the bill or, if the bill did not pass, select the highest letter version of the bill.