



NOTICE OF PROPOSED RULEMAKING INCLUDING STATEMENT OF NEED & FISCAL IMPACT

CHAPTER 740

DEPARTMENT OF TRANSPORTATION
COMMERCE AND COMPLIANCE DIVISION

FILED

01/28/2026 3:40 PM

ARCHIVES DIVISION

SECRETARY OF STATE

FILING CAPTION: Repeal of Trusted Carrier Program

LAST DAY AND TIME TO OFFER COMMENT TO AGENCY: 02/21/2026 5:00 PM

The Agency requests public comment on whether other options should be considered for achieving the rule's substantive goals while reducing negative economic impact of the rule on business.

A public rulemaking hearing may be requested in writing by 10 or more people, or by a group with 10 or more members, within 21 days following the publication of the Notice of Proposed Rulemaking in the Oregon Bulletin or 28 days from the date the Notice was sent to people on the agency mailing list, whichever is later. If sufficient hearing requests are received, the notice of the date and time of the rulemaking hearing must be published in the Oregon Bulletin at least 14 days before the hearing.

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Filed By:

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NEED FOR THE RULE(S)

As stewards of public dollars, the Division has decided to end this program as a cost-cutting measure after a full cost analysis and discussion with industry leaders.

DOCUMENTS RELIED UPON, AND WHERE THEY ARE AVAILABLE

None.

STATEMENT IDENTIFYING HOW ADOPTION OF RULE(S) WILL AFFECT RACIAL EQUITY IN THIS STATE

No impact.

FISCAL AND ECONOMIC IMPACT:

No economic impact. This is a cost savings change for the Division. Once the program has been discontinued it will save the agency:

OPE for current position – 43.47%

Hourly rate for position – \$50.24 (12-16 hours per month)

Plate cost (per plate) – \$1.90 (issue approximately 500 per year)

Sticker cost (per sticker) – based on quantity ordered (\$0.70-\$1)

Apportioned Registration Unit help with sending out plates, stickers and approval/denial letters – 8 hours per month

Communications Unit updating Trusted Carrier website – 2 hours per month

COST OF COMPLIANCE:

(1) Identify any state agencies, units of local government, and members of the public likely to be economically affected by the

rule(s). (2) Effect on Small Businesses: (a) Estimate the number and type of small businesses subject to the rule(s); (b) Describe the expected reporting, recordkeeping and administrative activities and cost required to comply with the rule(s); (c) Estimate the cost of professional services, equipment supplies, labor and increased administration required to comply with the rule(s).

(1) No impact.

(2) The rule change would sunset the program for all businesses, simply meaning we will not renew the plates. This impacts all participants in the program.

(2)(a) The precise number is unknown. ODOT Commerce and Compliance Division does not collect any carrier data to determine what current or potential participants are small businesses.

(2)(b) None.

(2)(c) None.

DESCRIBE HOW SMALL BUSINESSES WERE INVOLVED IN THE DEVELOPMENT OF THESE RULE(S):

With no impact on small businesses there was no need to report the repeal of this program to the small business group.

WAS AN ADMINISTRATIVE RULE ADVISORY COMMITTEE CONSULTED? NO IF NOT, WHY NOT?

This decision was made following a comprehensive analysis of the program's costs and return on investment. The review concluded that the program has reached its end of life due to technological advancements in recent years. Management subsequently approved the discontinuation and consulted with the Oregon Trucking Association (OTA) to obtain their concurrence prior to establishing the program's official end date. We also presented the repeal to the Motor Carrier Transportation Advisory Committee, our standing public forum for OAR amendments, and received support from the committee.

RULES PROPOSED:

740-045-0060, 740-045-0065, 740-045-0070, 740-045-0075

REPEAL: 740-045-0060

RULE SUMMARY: As stewards of public dollars, the Division has decided to end this program as a cost-cutting measure after a full cost analysis and discussion with industry leaders.

CHANGES TO RULE:

~~740-045-0060~~

~~Qualifications for Trusted Carrier Partner Program for a Property Carrying Motor Carrier~~

~~(1) In order to qualify for participation in the Trusted Carrier Partner program, a motor carrier must:~~

~~(a) Have at least 12 months history of Oregon operations;~~

~~(b) Have a valid USDOT number;~~

~~(c) Be a participant in Oregon's commercial vehicle electronic preclearance weigh station bypass program (GreenLight);~~

~~(d) Not have an unsatisfactory safety rating with the State or Federal regulatory agencies;~~

~~(e) Not be a carrier identified by the FMCSA Safety Measurement System as a carrier needing corrective interventions;~~

~~(f) Not have a record of safety violations, including, but not limited to, violating an out-of-service order or having a driver found driving under the influence; or~~

~~(g) Not have a driver and/or vehicle out-of-service percentage greater than the national compliance average.~~

~~(2) In addition to the requirements found in section (1) of this rule, the Department may deny participation in the Trusted Carrier Partner program for violations or conditions related to registration or tax requirements including, but not limited to:~~

~~(a) Suspensions with the Department;~~

~~(b) Civil monetary penalty actions;~~

~~(c) Revocations of IFTA tax license;~~

~~(d) More than one motor carrier related tax report filed late; or~~

(e) More than one repayment plan entered into or satisfactorily concluded.

Statutory/Other Authority: ORS 184.616, 184.619, 823.011, 825.232

Statutes/Other Implemented: ORS 825.212, 825.232, 825.250

RULE SUMMARY: As stewards of public dollars, the Division has decided to end this program as a cost-cutting measure after a full cost analysis and discussion with industry leaders.

CHANGES TO RULE:

~~740-045-0065~~

~~Qualifications for Trusted Carrier Partner Program for a Passenger-Carrying Motor Carrier~~

~~(1) In order to qualify for participation in the Trusted Carrier Partner program, a motor carrier must:~~

~~(a) Have at least 12 months history of Oregon operations;~~

~~(b) Have a valid USDOT number;~~

~~(c) Not have an unsatisfactory safety rating with the State or Federal regulatory agencies;~~

~~(d) Not be a carrier identified by the FMCSA Safety Measurement System as a carrier needing corrective interventions;~~

~~(e) Not have a record of safety violations, including, but not limited to, violating an out-of-service order or having a driver found driving under the influence; or~~

~~(f) Not have a driver and/or vehicle out-of-service percentage greater than the national compliance average.~~

~~(2) In addition to the requirements found in section (1) of this rule, the Department may deny participation in the Trusted Carrier Partner program for violations or conditions related to registration or tax requirements including, but not limited to:~~

~~(a) Suspensions with the Department;~~

~~(b) Civil monetary penalty actions;~~

~~(c) Revocations of IFTA tax license;~~

~~(d) More than one motor carrier related tax report filed late; or~~

~~(e) More than one repayment plan entered into or satisfactorily concluded.~~

~~(3) Passenger carrying vehicles identified by the Trusted Carrier Partner program are subject to periodic inspection by ODOT.~~

~~Statutory/Other Authority: ORS 184.616, 184.619, 823.011, 825.250, 825.232~~

~~Statutes/Other Implemented: ORS 825.212, 825.232, 825.250~~

RULE SUMMARY: As stewards of public dollars, the Division has decided to end this program as a cost-cutting measure after a full cost analysis and discussion with industry leaders.

CHANGES TO RULE:

~~740-045-0070~~

~~Trusted Carrier Partner Plates for Property-Carrying Vehicles~~

- ~~(1) In order to identify their status, Trusted Carrier Partners will be issued Trusted Carrier Partner plates (TCP plates) for each motor vehicle in their fleet.~~
- ~~(2) A Trusted Carrier Partner must:~~
 - ~~(a) Display TCP plates on the front of the vehicle(s) and in accordance with OAR 740-045-0020(2)(c); and~~
 - ~~(b) Display the motor carrier's USDOT number on the TCP plate.~~
- ~~(3) TCP plates are valid unless the Trusted Carrier Partner to which they are issued:~~
 - ~~(a) No longer meets the qualifications identified in OAR 740-045-0060;~~
 - ~~(b) Uses the transponder or other device or TCP plate in a manner not authorized by the Department; or~~
 - ~~(c) Files bankruptcy.~~
- ~~(4) When the motor carrier is notified by the Department that a TCP plate is invalidated, the motor carrier must immediately remove the plate from the motor vehicle and return it to the Department.~~
- ~~(5) A Trusted Carrier Partner who leases a motor vehicle with a TCP plate to another motor carrier must remove the TCP plate until the leased motor vehicle is returned to the control of the Trusted Carrier Partner.~~

Statutory/Other Authority: ORS 184.619, 823.011, 825.250, 825.232

Statutes/Other Implemented: ORS 825.212, 825.232, 825.250

RULE SUMMARY: As stewards of public dollars, the Division has decided to end this program as a cost-cutting measure after a full cost analysis and discussion with industry leaders.

CHANGES TO RULE:

~~740-045-0075~~

~~Trusted Carrier Partner Plates for Passenger-Carrying Vehicles~~

~~(1) In order to identify their status, Trusted Carrier Partners will be issued Trusted Carrier Partner plates (TCP plates).¶~~

~~(2) A Trusted Carrier Partner must:¶~~

~~(a) Display TCP plates on the front of the vehicle(s) and in accordance with OAR 740-045-0020(2)(c); and¶~~

~~(b) Display the motor carrier's USDOT number on the TCP plate.¶~~

~~(3) TCP plates are valid unless the Trusted Carrier Partner to which they are issued:¶~~

~~(a) No longer meets the qualifications identified in OAR 740-045-0065;¶~~

~~(b) Uses TCP plate in a manner not authorized by the Department; or¶~~

~~(c) Files bankruptcy.¶~~

~~(4) When the motor carrier is notified by the Department that a TCP plate is invalidated, the motor carrier must immediately remove the plate from the motor vehicle and return it to the Department.¶~~

~~(5) A Trusted Carrier Partner who leases a motor vehicle with a TCP plate to another motor carrier must remove the TCP plate until the leased motor vehicle is returned to the control of the Trusted Carrier Partner.~~

Statutory/Other Authority: ORS 184.616, 184.619, 823.011, 825.250, 825.232

Statutes/Other Implemented: ORS 825.212, 825.232, 825.250