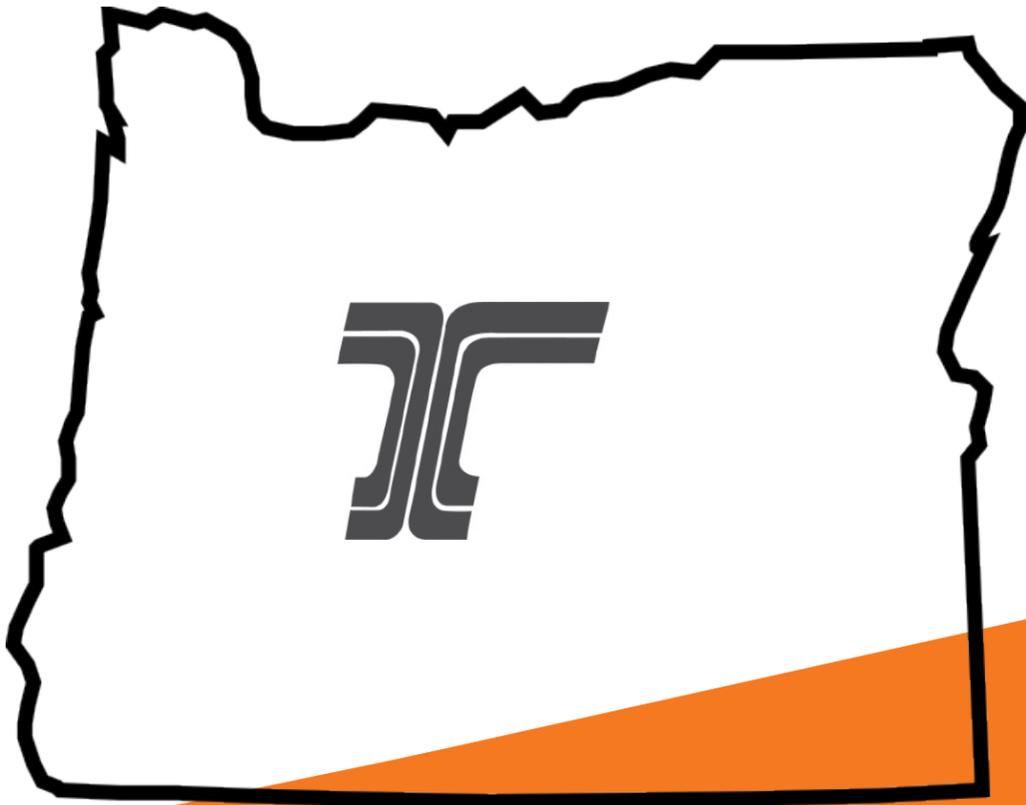


MOTOR CARRIER NEWS



Motor Carrier Transportation Division
Oregon Department of Transportation
Quarterly Issue II, Volume 1, July 2019

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Reaching the Next Generation of Transportation Professionals

Over the last decade, [research has consistently shown](#) decreased interest in science, technology, engineering and math (STEM) subject matter in K-12 schools across the US. In fact, [the Center for American Progress cites that](#) only 39% of fourth graders score proficient or above in math and only 34% demonstrate proficiency in science. The problem is particularly acute among underserved communities where STEM scores are reported to be lower than average.

This phenomenon has come during a particularly inconvenient time for transportation agencies across the US, as a growing number of STEM career professionals are set to retire within the next decade. With this large void to fill in their workforce, and a decreasing interest in STEM subject matter, it is vital that state transportation agencies invest resources in promoting STEM in schools now. However, the need for STEM professionals in Oregon extends far beyond the needs of ODOT. In a 2016 report conducted by the Oregon Department of Education, studies showed that 49% of STEM careers require a bachelor's degree. The growing concern is whether there will be enough graduates with STEM skills to meet the market demand in the future.

Funded by the Federal Highway Administration (FHWA), the **ODOT STEM Program** seeks participants from across ODOT's staff to help drive interest in STEM careers in our underserved elementary schools throughout Oregon.

The ODOT STEM Program partners with [In4All](#), the “only non-profit in Oregon that brings educators and businesses together to impact students who have been historically underserved at critical points in their K-12 education.” ODOT staff visit schools all across the state and lead educational STEM activities and lessons for fourth and fifth grade students.

Fourth and fifth grade students are the target based upon research showing that youth introduced to STEM careers at 9 to 10 years of age are more likely to pursue careers in STEM. Typically, the programs include three visits to each group of students.

Additionally, there is an end of year event – the ODOT Fair – where subject matter experts introduce students to machines, equipment, drones and other technology to learn more about what ODOT does. Students complete their passport of activities across different educational stations and earn an ODOT “swag bag.”

Last year, over one-hundred ODOT employees volunteered their time. Last year's STEM Program manager, Carla Phelps, found from employee feedback that volunteering with the program was “incredibly rewarding,” and participants felt their work was a “great way to give back to the community.”

Another way that ODOT tries to reach the next generation is through our annual **Take Your Kids to Work Day**.





Motor Carrier hosted our annual Take Your Kids to Work Day on April 25th. Administrator Amy Ramsdell greeted our more than thirty special guests by telling them a little about what we do here at MCTD and quizzing them on some fun Oregon history and facts.

From there, the kids enjoyed a number of activities that, by all accounts, were greatly enjoyable for all. Staff presented a lively slide show illustrating some of the more interesting things we work on here at MCTD. Among the most popular pictures and stories were those involving the over-dimension loads and “blooper reel” from failed movements when rules were broken.

Speaking of blooper reels, in “lessons learned from the past”, we introduced the kids to the exploding whale incident in Florence in 1970. Other than being shocked that such a bad idea could have been approved, the kids’ mixed reviews ranged from “blowing stuff up is awesome” to creative suggestions on what would have been superior plans. Ultimately, the video proved to be a good example of bad plans happening to good people.

After building toothpick and marshmallow bridges and working on some arts and crafts activities, our visitors went outside and enjoyed MCTD Enforcement’s demonstration

of our portable scales.

Motor Carrier would like to again send **special thanks to** our friends from **A&M Trucking** and our partners at **Oregon Trucking Association**. A&M sent a truck and trailer for the kids to inspect themselves, showing first hand new and impressive features and technology used in trucking today. And yes, some kids took advantage of the opportunity to honk the truck’s horn!

ODOT’s STEM Program and Take Your Kids to Work Day are just two examples of how ODOT and Motor Carrier are always looking ahead and thinking of the next generation of leaders and professionals in transportation.

See some more photos on the next page.



Take Your Kids to Work Day

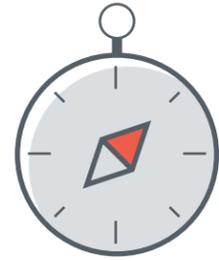


MCTD Industry Outreach Open House Events

Motor Carrier Transportation Division (MCTD) is hosting a series of Industry Outreach Open Houses. The events will start at 6:00pm and end at 8:00pm. Motor Carrier Safety, Registration, OD Permits, and Enforcement, along with the Federal Motor Carrier Safety Administration, will be in attendance to share information and answer questions. The locations and dates for the open houses are as follows:



~~Bend, July 24th*~~
Portland, August 22nd
La Grande, September 17th
Klamath Falls, October 24th



Topics to be covered:

Motor Carrier Safety: ELD mandate, ELD exemptions, general hours of service rules, and common issues inspectors are finding during inspections

Registration and OD Permits: After hours emergencies, e-credentials, and any other registration questions.

Motor Carrier Audit: Weight-Mile Tax, IFTA and IRP recordkeeping requirements; Fuels tax credit requests and any other audit-related questions.

Federal Motor Carrier Safety Administration: New agricultural and personal conveyance rules.

RSVP Required!

If you are interested in participating in these events, please RSVP, as space is limited. To RSVP, please email Jason Lawrence at jason.lawrence@odot.state.or.us. In the RSVP, please provide how many people will be attending, along with a contact number. As the open house date nears, you will receive your formal confirmation email with full event details. If there is an overwhelming response, MCTD will add more dates to the schedule.

*Our July 24th event in Bend reached capacity. If you were not able to RSVP in time and would like a second event in the Bend area, please continue to contact Jason. If we receive enough interest for a second event, we will schedule one at that time.



2019 Oregon Legislative Recap



Oregon's annual legislative session ended June 30, 2019. There were 2,768 bills, memorials, and resolutions introduced during the 2019 session, and of those, the legislature passed 1,205.

Legislators advanced a number of bills, memorials, and resolutions that directly or indirectly affect ODOT. If you have questions about 2019 motor carrier-related legislation, please contact our staff at MCTDcomms@odot.state.or.us.

Measures signed into law are known as "session laws" and are available on the legislative website under Oregon Laws. Permanent laws passed during the 2019 Legislative Session will not be codified until the 2019 edition of Oregon Revised Statutes is released. The 2019 ORS will be distributed and made available online late summer 2019.

Here are key motor carrier-related highlights from this legislative session:

HB 5039 is the ODOT biennial budget for the 2019-2021 biennium. The department's 2019-21 Legislatively Adopted Budget totals \$4.5 billion in total funds and 4,796 positions – a 5.7% increase from the 2017-19 Legislatively Approved Budget. Of that \$4.5 billion, the Motor Carrier budget will be \$70.6 million.

HB 2591 amends ORS 818.210 to add exclusions to variance permit requirements in ORS 818.200. In short, it adds particular exclusions regarding the transport of sugar beets on U.S. Highways 20, 26, and 30 and State Highway 201 near Ontario, Nyssa, and Vale.

HB 2592 is the 2019 legislative session's omnibus transportation fix bill. The measure includes several technical corrections to HB 2017 (Transportation Funding Package of 2017), as well as technical corrections and programmatic changes.

For Motor Carrier, the measure modifies certain provisions related to use tax collection, and modifies certain provisions related to administration of weight-mile tax.

Regarding the former, Oregon will once again join the IFTA and IRP clearinghouse. The motor fuel taxes, registration fees, penalties, and interest imposed on motor carriers and payable through the clearinghouse operated under the International Fuel Tax Agreement (IFTA) and International Registration Plan (IRP) are not public funds for purposes of ORS 295.001 to 295.108 for the period during which the moneys are held by the clearinghouse.

For the latter, a bill concept that came directly from MCTD (previously SB 56) proposed to eliminate the paper weight receipt and the \$8 fee the state charges. With its passage in this omnibus measure, carriers will continue to enroll to pay their weight-mile tax, as they do today, however, there will no longer be a requirement to carry the paper receipt and pay the corresponding fee.

Eliminating the weight receipt will save the trucking industry millions of dollars every year in fees and administrative expenses. The paper receipt is no longer necessary for the department to enforce Oregon's tax laws.

HB 2007, the "Clean Diesel Bill," requires all medium- and heavy-duty trucks operating in the tri-county area (Multnomah, Clackamas, and Washington counties) to reduce emissions and meet new emissions standards as a condition of vehicle title and/or registration. Older trucks may initially meet these standards through retrofitting with emissions filters, but after a grace period, all trucks will have to meet the new standards. The schedule of restrictions is as follows:

2023: Registering medium-duty and heavy-duty vehicles model year 1996 or older.

2025: Titling medium-duty vehicles 2009 or older; and Titling heavy-duty vehicles 2006 or older.

2029: Registering medium-duty vehicles model year 2009 or older; Registering heavy-duty vehicles owned by a public body, model year 2009 or older; and Registering heavy-duty vehicles model year 2006 or older.

The measure also establishes certain standards for construction equipment used on large public improvement contracts in the tri-county area. These requirements apply to certain large projects contracted 2022 and later, and apply to three specific projects in the Portland metro area (I-5 Rose Quarter, I-205: Stafford Rd to OR 213, and OR 217).

Additionally, the bill establishes the Supporting Businesses in Reducing Diesel Emissions Task Force. The Task Force will identify ways to raise revenue to fund support programs that help businesses upgrade their machinery to be compliant, and it will prioritize funding from the Clean Diesel Engine Fund for grants to assist owners and operators of diesel-powered vehicles and equipment for qualifying replacements or retrofits of older engines. It must report public funding strategies to the Legislature by September 2020.

Finally, the measure authorizes DEQ's use of the Volkswagen Settlement Fund.

SB 57 makes adjustments and technical changes to statutes related to the Driver and Motor Vehicle Services Division (DMV) of ODOT, particularly to optimize the state's \$90 million investment in its Service Transformation Program. Changes include providing notice by means other than mail for compliance with motor vehicle insurance, card expiration reminder, implied consent hearings, suspension of driving privileges, and cancellation notices. The bill also eliminates the change of address sticker requirement on driver licenses and identification cards; allows use of information on "junk vehicles" from a federal database now available to Oregon DMV with the new system; and rulemaking authority to seek out-of-state records for applicants.

SB 411 increases the maximum allowable weight of heavy trucks powered primarily by electric battery. This exemption is the same already granted to vehicles that use natural gas as a fuel source, and allows these vehicles to exceed the maximum weight limitation by up to 2,000 pounds. Federal law changed, authorizing states to make this weight allowance for electric-powered trucks if they choose to do so.

Other Legislative Updates

Looking back, some measures from the previous legislative sessions have taken effect, with others soon to follow.

HB 2750 (2017) permits the Port of Hood River to enter into agreements for any bridge project that is partially or completely within the port's district. Since its passing, **the Port of Hood River has established tolling fees**, and this touches our operations here at MCTD.

The Port of Hood River will soon begin reporting to MCTD any carriers who are delinquent in paying their tolls and fees to the port's district. These carriers will not receive permits from MCTD until they have paid their debt with Hood River.

Another bill, HB 4059 (2018), established some **fee changes** on certain motor carrier-related fees. These changes will go into effect on January 1, 2020, as follows:

For over-dimension operations:

RUAF: increase by 9.3 cents

Variance permits: \$8

Shifting and leaky loads: \$8

And for flat fee carriers:

Logs: \$10

Dirt/Gravel: \$9.90

Chips: \$40.20

Finally, HB 2017 (2017) (Transportation Funding Package) established a wide range of rate changes that will also take effect on January 1, 2020. Look for all of those details in our *Motor Carrier News Special Renewal Edition* coming to you in September.



Five Tips for a Quicker ELD Inspection

Electronic Logging Devices (ELDs) became mandatory on December 18, 2017. With this implementation, motor carriers, drivers, and roadside inspectors have all had to learn how these devices work.



Currently more than 300 different ELD models on the market are registered with the Federal Motor Carrier Safety Administration (FMCSA). On any given day, a roadside inspector encounters as many as ten different ELD devices. When drivers are not familiar with their device or ELD regulations, inspections can often take an hour or longer to complete.

Here are some tips to help shorten inspection times and get you back to moving freight:

1

Make sure drivers know their device: Is your device an ELD or an Automatic On-board Recording Device? When drivers know the type of device they're using, inspectors can apply the correct standard and conduct the inspection quickly. The FMCSA explains the difference on their website: <https://www.fmcsa.dot.gov/faq/what-are-differences-specs-1988-aobrd-rule-and-eld-rule>.

2

Instruct drivers how to operate their ELDs: Drivers especially need to know how to upload logs to an inspector's computer. When an inspector asks for logs, the driver should know how to perform the data transfer.

3

Use "telematics" for transmitting logs: When selecting an ELD, consider purchasing one designed with the telematics transmission option rather than the "local" option. With the telematics option, ELD logs instantly upload to inspectors' computers and inspections move along rapidly. The local option can take far longer.

4

Know what to do if your device malfunctions: When a device malfunctions, drivers must advise their carrier in writing (email is ok), immediately switch to paper logs, and advise inspectors of the malfunction when stopped for inspection. If the malfunction cannot be remedied in 8 days, the carrier must contact the FMCSA for an extension or stop operating the vehicle until the malfunction is repaired.

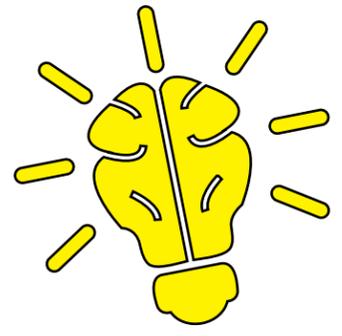
5

Know when an ELD is not required: If a vehicle's engine is older than model year 2000, an ELD is not required. However, we suggest keeping documentation in the vehicle verifying the model year. This could include a picture of the engine's data-plate. Anything that helps the inspector confirm the age of the engine shortens inspection time.

Additional exemptions, waivers and vendor malfunction extensions can be found on the FMCSA website: <https://www.fmcsa.dot.gov/hours-service/elds/electronic-logging-device-eld-exemptions-and-waivers>.

2020 Renewal Season Tips

Oregon's **2020 renewal season** is almost here and trucking companies will soon receive their renewal forms and documents.



In the coming months, thousands of carriers will avoid headaches by using Oregon Trucking Online to renew their registration and weight-mile tax credentials. **Last year, over 200,000 vehicles renewed online.**

Here are some tips to help ensure a speedy and hassle-free renewal process:

1. **Do it online:** Have you registered with Oregon Trucking Online (TOL)? Go to www.oregontruckingonline.com to request a Personal Identification Number (PIN).
2. **Avoid transactions by phone:** During the busy renewal period, it is common for staff to receive up to 20,000 calls each month.
3. Return the **vehicle list** with your **signed fee calculation** renewal summary page.
4. **Don't post-date checks:** Renewal documents received with checks to be cashed on a future date will be rejected and returned. Make checks payable to ODOT/MCTD.
5. **Disclose carrier name or ownership changes:** Such changes require completion of an Application for Motor Carrier Account (Form 935-9075). Failure to update account information prior to January 1, 2020 may result in processing delays and additional costs.
6. Return a **completed Power of Attorney Form** if one is required for your account.

For Oregon-based vehicles ONLY:

7. Provide the name of your **Drug and Alcohol Testing Consortium**, or write "IN HOUSE" if you maintain your own program.
8. Provide **proof of federal Heavy Vehicle Use Tax (HVUT)**. A current copy of your IRS Form 2290 Schedule 1 is required to renew Oregon-plated heavy motor vehicles with a taxable weight of 55,000 pounds or more.



Questions about Renewal Season?
Call our Salem Contact Service Center
at 503-378-6699.

Do You Need to File IRS Form 2290?

Form 2290 is used to figure and pay your federal heavy highway vehicles use taxes.

Before filing, we recommend you visit the new IRS Trucking Tax Center online at [IRS.gov/trucker](https://www.irs.gov/trucker). This new website should answer any questions you have regarding federal motor carrier taxes.

Still have questions? There are two other options to consider.

First, call the toll free call line at (866) 699-4096, Monday through Friday between the hours of 8am and 6pm EST, for all questions regarding Form 2290.

You can also make appointments for help with your tax forms with your local IRS office. Call (844) 545-5640 today.



Did You Know?



There are now two ways to reach the Oregon-based Motor Carrier call line.



You may continue to call 503-378-6699 and press the silent option “8” after providing your account number. The system does not state that “8” is an option, but it is and it works!



The second option is to call the **new Oregon-based line directly at **503-378-5983**. This will link you directly to our registration analysts during our business hours of 8 am to 5 pm. This new option makes contacting our analysts quicker and easier for Oregon-based carriers.**



If assistance is required after business hours, registration analysts are still available at 503-378-6699.



New Feature Coming to Trucking Online in August

The Motor Carrier Transportation Division is happy to announce that we will be adding a new feature to our Trucking Online (TOL) services.

Motor carriers will be able to self-certify Outstanding Driver/Vehicle Examination Reports (Inspections) through TOL.

When carriers login to their account, TOL will present a flashing alert to notify you of any outstanding inspections. Simply click on the “alert” to be directed to a new page listing your outstanding inspections. If you have corrected your violations, you will be able to self-certify.

We expect this new timesaving feature to be up and running by mid-August.



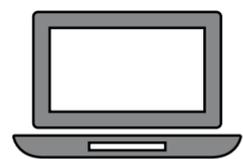
Oregon Trucking Online allows you to completely manage your account, including paying your taxes, getting your permits, processing your IFTA and IRP transactions, and renewing your plates.



Trucking Online is free, secure, and available 24/7 year round.



When tax rates change, TOL automatically updates for those changes so you don't have to. Just enter your miles and let TOL do the rest.



There's no waiting on the phone. Handle your business when you want without waiting.



You can print or save documents directly from your account.



You get instant results, no waiting.



TOL makes things easy and saves you time and money!

2019 Oregon Truck Parking Survey

ODOT is studying ways to improve commercial truck parking for driver rest periods in Oregon and needs your input. Take a 10-minute survey at the link below and tell us about your experiences. Your answers will help determine potential truck parking solutions throughout the state.

The survey is open through August 11:

bit.ly/oregontruckparking

About the Study:

The [Oregon Commercial Truck Parking Study](#) is exploring truck parking issues for rest periods within key freight corridors. The study will consider capacity, safety and convenience to truck drivers and determine where additional truck parking is needed. The study will help decision-makers prioritize projects and allow ODOT to better plan future parking infrastructure that will better serve the trucking industry while supporting Oregon's overall economy.

If you have any questions or concerns, please contact Mary Augustine, Public Involvement Coordinator, at mary.augustine@jla.us.com or 503-235-5881.



MCTD Communications Survey

As we mentioned in our last newsletter, here at Motor Carrier we are seeking ways to better communicate with our customers by finding the best ways to share important information, and by making all information more readily available and easy for you to access.

We have developed an online survey to help us improve our communications:

<https://www.surveymonkey.com/r/MCTDNews>

The survey is only 12 questions and will take about 3 minutes to complete. Your answers will help us better serve carriers operating in Oregon.

All responses to the survey will remain anonymous. We thank you for your feedback!

Oversize Load Restrictions for Labor Day 2019

From Memorial Day to Labor Day, overwidth loads cannot move in Oregon during the daytime after noon on Saturdays and all day Sunday.

Exception: If overall width is 14' or less, then weekend daytime travel is allowed on interstate routes or on permitted routes east of the summit of the Cascade Mountains.



Also, triple trailers, mobile and modular homes, towed units, long logs, poles, and piling, and non-divisible overwidth loads are subject to special restrictions on major holidays.

Here are the restrictions for Labor Day:

Triple trailer combinations: Cannot operate on those routes shown as Holiday or Holiday & Weekend restricted on Route Map 5 from 4 p.m. Friday, August 30 until 12:01 a.m. Tuesday, September 3.



Mobile/modular homes: Cannot be moved if over 8'6" in width from noon Friday, August 30 until 1/2 hour before sunrise Tuesday, September 3.

Exceptions: Operations may recommence on interstates at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 10' AND the outermost extremities are illuminated by lamps or markers as required by ORS chapter 816.

Towed units: Cannot be moved if over 8'6" in width or towing a combination of vehicles from 2 p.m. Friday, August 30 until 1/2 hour before sunrise Tuesday, September 3.



Exception: This rule does not apply when the tow vehicle is performing the initial emergency removal of a disabled unit from the highway or when the disabled vehicle or combination of vehicles is operating under a rule or variance permit allowing movements prior to the emergency. See Permit Attachment H for specific hauling hours and days for overwidth movements.

Long logs, poles, and piling: Cannot be moved if over 105' in overall combination length from 2 p.m. Friday, August 30 until sunrise Tuesday, September 3.

Non-divisible loads: Cannot be moved if over 8'6" in width from noon Friday, August 30 until 1/2 hour before sunrise Tuesday, September 3.



Exceptions: Operations may recommence on interstates at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 12' AND the outermost extremities are illuminated by lamps or markers as required by ORS Chapter 816. Operations may recommence on Green Routes on Route Map 2 at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 10' AND the outermost extremities are illuminated by lamps or



Safety-Enforcement Report

From March 2019 through June 2019, the Oregon Motor Carrier Safety-Complaint Resolution work group finalized a total of 365 Final Orders, with 117 receiving Civil Monetary Penalty fines.

SAFETY VIOLATIONS

The Final Orders issued contain violations of safety, hazardous materials, and/or violation(s) of an out-of-service order or a combination of the three. Violations are found during a Safety Compliance Review conducted by a Safety Investigator.

There were 114 motor carriers who received a Compliance review. Of those, 40 were fined Civil Monetary Penalties:

Pave Northwest Inc	Point Trucking Inc
Foster, William F Inc	Rojas, Ramiro F
Kriege Logging LLC	Pin Trucking LLC
Countryside Transportation	Lemus, Marcial Ayala
Krome Transportation Services LLC	CAR Transport LLC
Heavy Metal Transport	Van Norman Off Road
Jag Transportation LLC	Gizmo Trucking LLC
West Coast Wire Rope & Rigging Inc	YLT Transport
Diesel Logistics LLC	Wriighthouse Trucking
Hostetler Trucking	General Freight Corporation
Gettis Paving Inc	Global Importing Group
Mag Transport LLC	J&G Trucking Inc
Calloway, Denny Log Hauling	Unlimited Express LLC
Ashland Medford Plubming Inc	Roxy Ann Rock Inc

Roth, RA Construction & Son LLC
VIP Transporter LLC
JP & Sons Trucking LLC
All Dirt Inc
McCarty, David
Pavement Maintenance Inc

Pulliam Petroleum Inc
The Excavators LLC
Oregon Soils Inc
Valley Pacific Construction Inc
Hicks Striping & Curbing Inc

Motor Carrier Crash Report Filing

MCTD identified 24 motor carriers that failed to submit the required Motor Carrier Crash Report form to the Department. Of those 24 Final Orders issued, all were fined Civil Monetary Penalties.

Other Safety Violations

A total of 227 Final Orders were issued for failure to return a signed copy certifying that violations listed on the Driver/Vehicle Examination Report have been corrected. Of the 227 Final Orders issued, 53 were fined Civil Monetary Penalties.





OTHER VIOLATIONS

The Economic Regulation and Complaint Resolution Unit finalized a total 23 actions related to other violations, such as operating in excess of size or weight limits, operating without valid registration credentials, illegally bypassing a weight station, offering or providing unauthorized household goods moving services, or operating in violation of farm registration laws and rules. Those violations were committed by the following:

Lombardo Enterprises LLC, College Hunks
 Dennis C Burdett, EZ Movers
 PDX Moving & Delivery, Budget Movers
 Luke Schneibel
 Roy D Sandoval DBA, Done Rite Moving
 Miracle Man Movers LLC
 Pavel Yashin ABN, Salem Affordable
 Movers
 Muscle Pro Movers LLC
 E-Z Small Moves Inc
 Mychal Redthunder DBA, Mychal's
 Movers
 Assured Moving LLC

Brian P Metts, Brian's Expert Movers
 Buckley/Novak, Hanson's Piano
 John Wagura ABN, I-5 Relocation Services
 Reliable Cargo Transport Inc
 Benjamin B Stokes ABN, Stokes Trucking
 Bateman Forest Management Inc
 J's Moving Specialist LLC
 Miracle Man Movers LLC
 QAR Moving LLC
 David L Penegor Inc
 Supor Heavy Haul LLC
 On the Spot Concrete Inc



Other Enforcement

Summary of work by Motor Carrier Enforcement Officers for March 2019 through June 2019:

	MARCH 19	APRIL 19	MAY 19	JUNE 19
Trucks weighed on static scales	149,584	132,857	114,261	109,930
Trucks precleared to pass Green Light weigh stations	137,734	89,868	104,602	95,251
Weight-related citations	755	696	651	568
Weight-related warnings	446	409	324	292
Size-related citations	46	40	57	50
Size-related warnings	13	3	8	11
Trucks required to "legalize" (Correct size and/or weight)	124	124	117	124
Other Citations	170	126	593	75
Other Warnings	635	561	530	494
Citations for operating without OWRATI	686	734	593	474
Warnings for operating without OWRATI	755	606	571	602
Total enforcement	3,506	3,175	2,812	2,600

The enforcement actions conducted by city, county, and Oregon State Police officers are not included in the totals listed above.

Message from the Administrator

Much has happened in the last quarter, but as this issue of Motor Carrier NEWS illustrates, we are always looking ahead at Motor Carrier Transportation Division. Our [mission statement](#) speaks to this forward-looking mindset, as a safe, efficient and responsible commercial transportation industry requires thoughtfulness, innovation and strong public/private partnership.

This newsletter highlights our commitment to our mission statement:

Simplifying compliance and reducing regulatory requirements wherever appropriate:

A busy 2019 legislative session saw the passage of an omnibus transportation bill that included our legislative proposal to eliminate the weight-receipt and its accompanying \$8 fee. We recognized that requiring a paper weight-receipt was no longer necessary to enforce Oregon's tax laws, and this streamlining of our procedures will save the trucking industry millions of dollars in fees and administrative expenses.

Enhancing the private/public partnership and fostering effective two-way communication:

We know that time and information are valuable commodities, so we continually seek ways to save the former and make the latter easily accessible. Your participation in our [communications survey](#) will help us to ensure that we are sharing the information carriers need through preferred channels. Moreover, as we continue to strengthen our means of two-way communication with carriers, we can identify and implement timesaving features such as our new Outstanding Driver/Vehicle Examination

Reports (Inspections) self-certification process through TOL and our new direct access phone feature for Oregon-based carriers.

Delivering superior customer service while recognizing the vital economic interests of the commercial transportation industry:

With technological and regulatory changes and growth in our industry, there are no shortage of questions from new and established carriers alike. Thus, we see our MCTD Open House events as a vital aspect of enhancing public/private partnership and establishing effective two-way communication built upon confidence and trust.

Finally, I want to again send special thanks to our friends from A&M Trucking and our partners at Oregon Trucking Association. One of our favorite days each year is Take Your Kids to Work Day. This year, we had the privilege of hosting more than 30 children from the families of MCTD, and A&M sent a truck and trailer for our kids to inspect themselves, allowing them to see firsthand new and impressive features and technology used in trucking today. It was our great pleasure to share some of the important and interesting work we do here, and expose children to trucking in Oregon.

So, as we look ahead to the next quarter, keep our tips for quicker ELD inspections in mind, ready yourselves for renewal season, and plan to come see us at our upcoming Open House events in Portland, La Grande, and Klamath Falls!

**Amy Ramsdell
Administrator**

MOTOR CARRIER NEWS

Motor Carrier Transportation Division
Oregon Department of Transportation
<https://www.oregon.gov/ODOT/MCT/>



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