

MOTOR CARRIER NEWS



Commerce and Compliance Division
Oregon Department of Transportation
Quarterly Issue 1, Volume 2, Winter 2020

[Message from the Administrator](#)

[Human Trafficking Awareness Day](#)

[Oregon Commercial Truck Parking Survey/Study Update](#)

[ELD Exemption Ending Soon for Oregon Intrastate Carriers](#)

[New Oregon Tax and Fee Tables](#)

[2020 Oregon Legislative Session](#)

[FMCSA Drug and Alcohol Clearinghouse Update](#)

[New USDOT Drug and Alcohol Policy Compliance Notice](#)

[Safety Focus: Winter Travel and Oregon Chain Law](#)

[Sign Up for Emergency Text Alerts](#)

[Did you know? OD Permits](#)

- [Annual OD Permits](#)
- [Self-Issue Permit Program \(SIPP\)](#)

[Compliance Focus: Recordkeeping Reminders and Tips](#)

[Safety and Enforcement Report](#)

[Oregon Motor Carrier Renewal and Tax Enrollment Survey](#)

Message from the Administrator

Oregon is in the midst of tremendous change in the form of historic and unprecedented investments in the range of transportation choices offered to Oregonians, and in the development of new methods for financing those investments.

As our transportation system and the funding of our system continue to evolve, so too will the users of our system. Thus, ODOT must ensure that we are organized and able to keep pace with accelerating change and deliver the transportation system of the future.

On Monday, December 16, the Oregon Transportation Commission approved a reorganization of our agency's divisions.

Rather than having eight division Administrators directed by one Director, we are reorganizing our divisions and their Administrators under four areas guided by our new Assistant Directors. These four areas are *Operations; Government and External Relations; Revenue, Finance and Compliance; and Social Equity.*

Motor Carrier Transportation Division is now Commerce and Compliance Division (CCD), working under the Assistant Director of Revenue, Finance, and Compliance.

What does this mean for motor carriers? Not much! All of our motor carrier services will continue. Beyond name changes on forms and documents, webpages, and signage for our offices, everything will stay the same for our customers.

Additionally, there are no changes to our online services: Oregon Trucking Online and our Oregon.gov webpages will keep their same web addresses.

Simply put, we will continue to provide the same excellent service to the trucking industry, just as we always have!

In this edition of Motor Carrier News, we provide important updates on topics such as ELDs and the new federal Clearinghouse, along with other news and important reminders.

As always, thank you for reading!

Amy Ramsdell
Administrator



Human Trafficking Awareness Day

Human trafficking is defined as the “recruitment, transportation, transfer, harboring or receipt” of people by ways such as “force, abduction, fraud or coercion,” according to the [National Institute of Justice](#). People who are trafficked have been taken without their consent, and victims are typically forced into labor or sexual exploitation.

Polaris, a nonprofit organization combating modern slavery, estimates that [in 2018 alone](#), more than 10,000 cases were reported to its [National Human Trafficking Hotline](#), a majority of those being sex trafficking cases. More than 23,000 survivors were identified, most of whom were female. The U.S. Justice Department said it secured more than 500 human trafficking convictions in fiscal year 2018, an increase from the previous year.

Advocates say those numbers alone do not tell the whole story, though, because the issue is [largely underreported](#) across America.

Human trafficking is not a subject that people like to think about, especially when it involves children. However, trafficking happens, and it happens in Oregon.

“Human trafficking and the exploitation of minors, sadly, affects every corner of Oregon,” said Oregon Attorney General Ellen Rosenblum at an event for [Human Trafficking Awareness Day](#) on January 10th.

At the awareness day event hosted by the Oregon Department of Justice (DOJ), the DOJ and the Oregon Department of Human Services (DHS) released a [report on human trafficking in Oregon](#). The State identified [746 victims](#) of human trafficking across Oregon in the 12-month period between October 2018 and October 2019.

STATISTICS*

Victims Identified:

Clackamas	138	Lane	120
Deschutes	48	Malheur	4
Douglas	16	Marion	94
Jackson	27	Multnomah	208
Klamath	9	Washington	82

Human Trafficking-Related Prosecutions:

Clackamas	28
Multnomah	45

*Statistics from October 2018 - October 2019

Rosenblum and Rebecca Jones Gaston, director of the DHS Child Welfare Program, honored the efforts of Oregonians who have worked to prevent human trafficking.

Awards were presented to honor those who work to prevent human trafficking, and to raise awareness about Oregon’s current intervention efforts. These awards recognize the work of Oregonians who are taking a trauma-informed and victim-centered approach to trafficking intervention.



Photo: Jones Gaston (left) presents the Above and Beyond Award to Kelly Walsh, social services specialist with DHS. Photo courtesy of DHS.

“DHS is proud to recognize the efforts of our Lane County and Clackamas Child Welfare awardees for their teamwork and collaboration,” said Jones Gaston. “Preventing human

trafficking is not just one organization's goal, it takes everyone to work together to make a difference in this issue, which is why the teamwork and passion exhibited by these awardees is so critical."

Truckers: Everyday Heroes

Because traffickers often exploit the transportation system to move their victims across the country, truckers are at an advantage in spotting signs and making reports. They're moving in and out of various industries, including rest stops, hotels, motels and restaurants, and, at any given time, there are more professional truckers on the road than law enforcement, according to [Truckers Against Trafficking \(TAT\)](#).

The Colorado-based nonprofit trains truck drivers and various other members of the transportation industry to recognize human trafficking and alert authorities to potential victims. TAT says that since it was created in 2009, it has trained about 845,000 people in the transportation industry, over 700,000 of whom are truck drivers – roughly 1 in 5 of the total 3.5 million truck drivers who are employed in the U.S., according to the American Trucking Association.

Truckers can play an important role in [fighting human trafficking](#). TAT says that, in the past decade, truckers have made more than 2,000 calls to the National Human Trafficking Hotline,

helping to generate more than 600 likely cases and potentially identify more than 1,000 victims. According to Caroline Diemar, Director of the Hotline, TAT trained most of the truckers who called.

Visit TAT online to find more [resources](#), and find for more information on human trafficking and the ways the trucking industry is fighting to save lives.



Look for materials from TAT at our Motor Carrier Salem and Portland Bridge offices. Pick up a [sticker](#) for your trucks and show victims that you are an advocate who wants to help!

Immediately:

If you're watching a crime in progress, call 911 and then call the hotline. If you're at a truck stop/travel plaza or any other place of business, please notify the manager-on-duty of the suspicious activity; she/he needs to be aware of what is taking place on the lot and assist in ending it.

Warning:

Please do not approach traffickers. Allow law enforcement to deal with traffickers and recover victims. Approaching traffickers is not only dangerous for you and their victims but could lead to problems in the eventual prosecution of traffickers.

Note:

In the US, there is now a lifetime ban on a CDL for any individual who uses their CMV to commit a felony involving a severe form of human trafficking. All 50 states and DC have a law criminalizing sex trafficking. Some states punish sex purchasers the same as sex traffickers, generally with felony level crimes, and 31 states have a buyer-applicable trafficking law that prohibits a mistake-of-age defense in prosecutions for buying a commercial sex act with any minor under 18.

**Make the Call,
Save Lives.**

1-888-3737-888 (US)
1-833-900-1010 (Canada)
01800-5533-000 (Mexico)

Text INFO or HELP to BeFree (233733)
www.truckersagainstafficking.org

Oregon Commercial Truck Parking Survey/Study Update

In 2012, federal legislation known as “Jason’s Law” established a “national priority on addressing the shortage of long-term parking for commercial motor vehicles on the National Highway System (NHS)” to improve safety for all system users.

The Oregon Commercial Truck Parking Study (OCTPS) has been analyzing current parking needs by seeking to understand public perceptions about the availability and quality of commercial truck parking in Oregon. The study sought feedback from truck drivers on truck parking issues within key freight corridors of the State, including I-5, I-205, I-84, US 97, OR 22, US 20/26, and OR 58. The study included questions about capacity, safety and convenience, and sought to determine additional truck parking needs. The data collected will help decision makers prioritize projects related to future parking infrastructure.

The online survey was live from June 7 through August 26, 2019. ODOT and the Oregon Trucking Association coordinated to

promote the survey, and there was a feature article in the online magazine OverDrive in July. In the end, the survey received 729 responses. The majority of respondents (80%) self-identified as truck drivers.

Most respondents (over 58%) identified the general availability of truck parking in Oregon as “Poor” (39.7%) or “Very Poor” (19.1%). Only 13.5% of respondents held a positive view of parking availability.

Ultimately, respondents identified a general lack of available parking for trucks as a significant issue in Oregon. The deficiency is particularly pronounced near urban areas, but problematic throughout the state. Additionally, parking limitations at rest areas and the difficulty associated with knowing when and where spots are available were problems widely identified by survey takers.

Many respondents also identified problems with delays, both from traffic and loading/unloading, as key in parking troubles.

As far as why drivers stop to look for parking, the most common response was rules and regulations surrounding hours of service. Sixty-percent of respondents said that the number one reason they stop driving is that they are required to do so by hours of service rules, with 75% of respondents identifying this as one of their top-three reasons to stop. In the Portland metro area, “overnight stays waiting for next day deliveries” was the most common reason for stopping there.

You can find the full survey results and the parking demand analysis online at the OCTPS [webpage](#).

The OCTPS Technical Advisory Committee will have their final meeting in March, where they will present their strategies and recommendations based upon the results of the study.

Motor Carrier News will cover the OCTPS final report in our spring issue this May.



ELD Exemption Ending Soon for Oregon Intrastate Carriers

The Federal Motor Carrier Safety Administration (FMCSA) issued its final rule in December 2015 requiring the use of electronic logging devices (ELD) to record hours of service (HOS) for commercial drivers operating in interstate commerce.

Initially, Oregon motor carriers conducting intrastate transportation were not required to install and require each of its drivers operating in intrastate commerce to use an ELD to record the drivers' duty status.

That exemption is nearing its end.

The exemption from the ELD mandate that Oregon intrastate carriers currently enjoy will end as of April 1, 2020.

After that, drivers operating without a proper ELD will be subject to citation for a violation of ELD rules.

Note: There will be a six-month "soft enforcement" period before drivers are placed out-of-service (OOS) for these violations.



Remember, transitioning to ELDs can be a multi-step process, including selecting a device, contracting with a provider, training drivers and administrative staff and updating software and other equipment.

Do not miss this important deadline!

New Oregon Tax and Fee Tables

Updated tax and fee tables took effect January 1, 2020. The updated tables are available online at Oregon Trucking Online in the "Forms" tab, as well as on the Motor Carrier [website](#).

These changes affect Weight-Mile Tax Tables A and B, Flat Fee Rate Tables, the Road Use Assessment Fee (RUAF) Table, the Heavy Motor Vehicle Registration Fee Table, and the Tow/Recovery and Manufactured Structure Toter Registration Fee Table.

Note: For all carriers who registered their vehicles prior to January 1, the updated tax and fee tables were applied.

OR OREGON DEPARTMENT OF TRANSPORTATION
FOR MOTOR CARRIER REGISTRATION AND TAXES
 3333 MARSHALLS CANYON DRIVE, SE
 SALEM, OREGON 97306

**RATES EFFECTIVE
 JANUARY 1, 2020**

MILEAGE TAX RATES
INSTRUCTIONS FOR TABLE "A":

- Use these rates only when operating at declared weight(s) of 80,000 pounds or less. Use Table "B" rates for operations over 80,000 pounds.
- To compute the tax, select the weight group that includes the declared weight of your vehicle. Multiply your Oregon taxable miles times the rate listed for the weight group to calculate the amount of tax due. Taxable miles in Oregon includes all miles driven in Oregon on roads accessible to the public. If returning empty, use the same declared weight and rate as when loaded.

You may claim a credit if you paid Oregon state fuel tax on fuel for a vehicle subject to weight-mile tax. The deduction must be for the reporting period that you used the fuel. Credits for previous reporting periods will not be granted until time of audit. You must attach copies of fuel invoices to the highway-use tax report.

See Instructions for Filing Highway-Use Tax Reports available on COOT's Web site for information required to be included on fuel receipts, for claiming fuel tax credit on bulk fuel purchases, other record keeping requirements, and tax reporting information.

<https://www.oregon.gov/ODOT/MCT/Pages/FormsandTables.aspx>

TABLE "A" FOR ALL TYPES OF FUEL (OVER 26,000 LBS)

COLUMN A WEIGHT GROUP	COLUMN B		COLUMN A WEIGHT GROUP	COLUMN C	
	MILLS (1/10 OF 1 CENT) PER MILE	DOLLARS PER MILE* DECIMAL FRACTION		MILLS (1/10 OF 1 CENT) PER MILE	DOLLARS PER MILE* DECIMAL FRACTION
26,001 - 28,000	65.4	.0654	52,001 - 54,000	109.3	.1093
28,001 - 30,000	69.3	.0693	54,001 - 56,000	113.4	.1134
30,001 - 32,000	72.4	.0724	56,001 - 58,000	118.1	.1181
32,001 - 34,000	75.7	.0757	58,001 - 60,000	123.5	.1235
			60,001 - 62,000	129.9	.1299
34,001 - 36,000	78.6	.0786			
36,001 - 38,000	82.7	.0827	62,001 - 64,000	137.1	.1371
38,001 - 40,000	85.8	.0858	64,001 - 66,000	144.9	.1449
40,001 - 42,000	88.9	.0889	66,001 - 68,000	152.2	.1522
			68,001 - 70,000	162.2	.1622
42,001 - 44,000	92.2	.0922	70,001 - 72,000	177.1	.1771
44,001 - 46,000	95.3	.0953			
46,001 - 48,000	98.4	.0984	72,001 - 74,000	187.3	.1873
48,001 - 50,000	101.6	.1016	74,001 - 76,000	199.9	.1999
50,001 - 52,000	105.4	.1054	76,001 - 78,000	208.4	.2084
			78,001 - 80,000	215.0	.2150
			80,001 AND OVER	USE TABLE B	

*NOTE: Column C converts mills per mile to dollars per mile by moving the decimal point three places to the left. Multiply the decimal fraction by the Oregon Taxable Miles for the amount of tax due for each weight.

EXAMPLES:

COLUMN A	COLUMN B	COLUMN C	
32,000	72.4	.0724	1000 Miles X .0724 = \$ 72.40
80,000	215.0	.2150	100 Miles X .2150 = 21.50

SEE TABLE "B" RATES FOR VEHICLES OVER 80,000 POUNDS.

FORM 100-8013 (1-19)

2020

Legislative Session

The Legislative Assembly convened on Monday, February 3rd. The Oregon Legislative Information system (OLIS) allows you to keep up with scheduled [committee meetings](#) and [track bills](#) throughout the session.

Look for a full recap of the legislative session in our next edition of *Motor Carrier News*.



FMCSA Clearinghouse System “Good to Go”

The Drug and Alcohol Clearinghouse (DACH) is a secure online database that gives employers, the Federal Motor Carrier Safety Administration (FMCSA), state driver licensing agencies (SDLAs), and state law enforcement personnel real-time information about commercial driver's license (CDL) and commercial learner's permit (CLP) holders' drug and alcohol program violations.

Though the Clearinghouse has suffered through technical difficulties in its early stages, as of January 22nd, FMCSA has reported that all system issues with the Clearinghouse have been resolved.

**DRUG & ALCOHOL
CLEARINGHOUSE**

Instructions specific to each user's role in the Clearinghouse are [available](#), along with answers to [FAQs](#).

In partnership with CleanFleet, we provided a [step-by-step guide](#) with tips for Clearinghouse registration in the fall edition of the *Motor Carrier News*.

You can [sign up for FMCSA news](#) online, and we will continue to communicate updates when helpful.



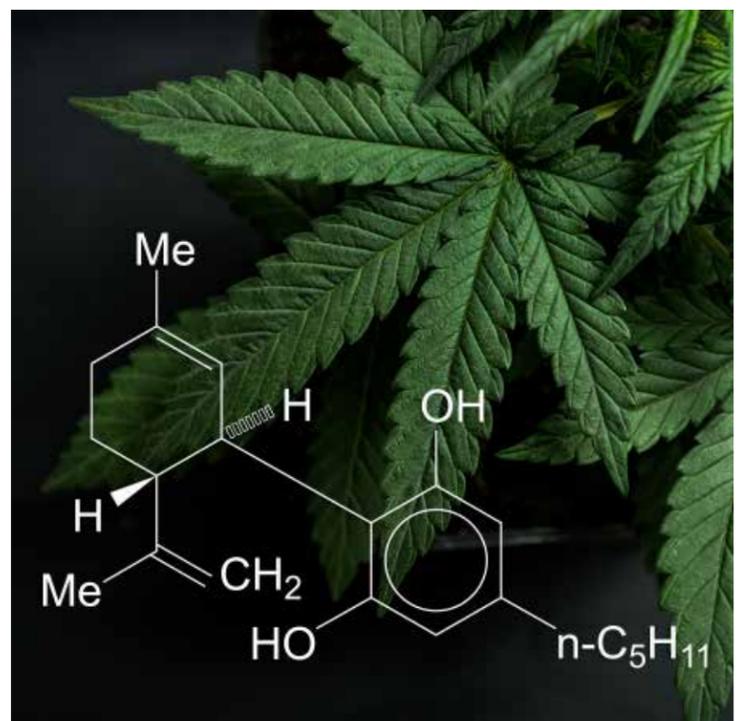
Cannabidiol products, known as [CBD products](#), have become popular for relieving stress, pain and other ailments.

The Food and Drug Administration (FDA) and U.S. Department of Transportation (USDOT) have [issued a warning](#) about their use. Currently, these products are [not regulated](#) and may contain more than the 0.3% of Tetrahydrocannabinol (THC) allowed under the Controlled Substances Act.

What does this mean for motor carriers and their drivers?

CBD products with more than 0.3% THC can cause a positive drug test. The USDOT's Drug and Alcohol

Testing Regulation, Part 40, does not allow THC levels above 0.3% for any reason, even if from over-the-counter CBD products. If a driver tests positive, they will be required to see a Substance Abuse Professional, take a return to duty test, and complete at least six follow-up tests. There are no exceptions.



Annual OD Permits

Permits to exceed the legal dimensions are required for movement of oversize loads in Oregon.

An annual OD permit may be available to allow exceeding legal dimensions or weights for one year for approved routes (including county roads), dimensions and weights.

Rather than getting a single trip permit many times throughout the year, you can save time and money with one annual permit for those recurring over-dimension trips.

For questions regarding what oversize loads qualify for annual permits, please call 503-373-0000.

Annual OD permits are available at Oregon Trucking Online, and from the following third party agents:

- Oregon Trucking Associations: 888-293-0005
- A Work Safe Service: 503-391-9363
- Clackamas County Motor Carrier: 503-742-4770
- Lane County Transportation Permits: 541-682-6902
- Marion County Public Works: 503-584-7710



Self-Issue Permit Program

The Self-Issue Permit Program (SIPP) allows certified carriers to issue their own single-trip over-dimension permits without prior analysis by ODOT staff. Self-issuance of single-trip permits saves time and money, protects the traveling public and protects the highway system and infrastructure from potential damage.

If your application is approved, each representative that is self-issuing permits must attend a training session.

Classes are available at our Salem headquarters and by video conference.

To attend by video conference, a telephone to a toll-free number and internet access are required.

Our 2020 SIPP Training Classes are at 9am on the following dates (Note: A minimum of five participants is required.):

- Tuesday, March 10
- Tuesday, May 12
- Tuesday, July 14
- Wednesday, September 2
- Wednesday, November 4

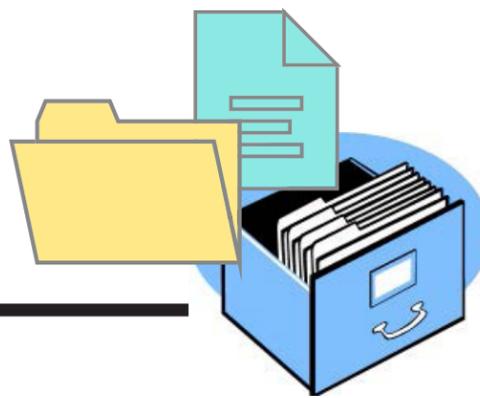
For more information on SIPP certification and the application process, including requirements for approval, please visit the SIPP program



Compliance Focus: Recordkeeping

All motor carriers operating in Oregon [must maintain records](#) of their motor vehicle operations for a period of three years, and must produce these records for inspection upon request. If operating under the International Registration Plan and International Fuel Tax Agreement, carriers must maintain all records pertaining to such operations as required by [IRP](#) and [IFTA](#).

A motor carrier should view good recordkeeping as a way to save time and money. Maintaining good records allows auditors to verify the accuracy of operations, including taxes and fees paid by a motor carrier. Without adequate records, carriers may face additional fees and penalties.



The Commerce and Compliance Division has a [motor carrier's guide to recordkeeping](#) with detailed information answering questions such as:

- What information should I keep?
- How do I record all that information?
- How long do I keep records?
- Who is going to look at those records?

Recordkeeping Tips and Reminders!

Sven Johnson, Motor Carrier Audit and Compliance Manager, says there are three mistakes that carriers most commonly make.

First, carriers do not maintain records for the minimum of three years. Often, they keep records for six months - in accordance with the Federal Hours of Service rules - and disregard the tax and registration recordkeeping requirements.

This is not good! Remember to keep your WMT records for three years, and your IFTA/IRP records for 5.5 years!

Second, carriers often claim exempt miles without proper documentation.

Remember, to claim exempt miles you must keep records of beginning and ending odometer readings, or other mileage recording device readings, for the exempt portion of each trip.

If repeated trips are made to and from the same locations, a one-time recording for the exempt portion of those trips may be applied to the total number of trips.

These trip records are documents you should keep for three years.

Finally, third, carriers often report at the incorrect tax rate.

Sometimes this happens when we have tax rate changes, like the changes that just took effect on January 1.

However, sometimes carriers simply report at the wrong rate for the weight/configuration that they operated the vehicle in.

Remember, you can always find our current weight tables and rates [online](#).

Safety and Enforcement Report

From October 2019 through December 2019, the Oregon Motor Carrier Safety-Complaint Resolution work group finalized a total of 273 Final Orders, with 75 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 62 motor carriers who received a Compliance Review. Of those, 59 safety cases received findings (listed below), and 23 were fined Civil Monetary Penalties.

Don Moss Enterprises
Moffit Bros Construction, LLC
MCV Transport
SandR Trucking
Todd Kalebaugh Trucking
Brandon Deatley Trucking, LLC
Miller Timber Services, Inc.
Windswept Trucking, Inc.
Spud Smith Trucking, Inc.
Sinai Transport, LLC
RA Gray Construction, LLC
Hanging Rock Excavation and Construction
Juniper Fuel, Inc.
BLS Transport, LLC
Mick Trucking, LLC
Two Bros and Jack Company, LLC
Jackson and Son Distributors, Inc.
First Call Oil Company

Universal Auto Haul, LLC
BTV Express, Inc.
Montejo Trucking, LLC
Epsilon Express, LLC
AAA Assets and Holding, LLC
Pendleton Sanitary Service, Inc.
AI Transportation, LLC
Pepsi Cola Bottling Company
4 Lee's Excavation
Powersport Services NW, LLC
Mike O'Neill Trucking, Inc.
Parker Concrete, Inc.
Fallon Logging Co, Inc.
Thompson's Sanitary Service, Inc.
Fox Harvesting of Oregon, Inc.
Barreto Transportation, LLC
New World Trucking, LLC
Rudnick Electric Signs, LLC
Pacific AG Carriers, LLC
SKN Lumber, Inc.

CandT Excavation
M2 Construction
Chavarria Construction, Inc.
NES Trucking, LLC
Space Age Fuel, Inc.
NW Metal Fabricators, Inc.
A1 Industrial Supply, LLC
Madrigal Transportation, LLC
LG Trucking LLC
Silverline Transportation, LLC
Red Bark, Inc.
Country Bark, Inc.
Tres Monarcas Trucking, LLC
JK Transportation
GMRS, Inc.
EEZ Trucking, Inc.
Atlantic Transport, LLC
Escalante Trucking
Rose City Logistics Corp.
Timothy Staten
Jenks Trucking, LLC



Motor Carrier Crash Report Filing

CCD identified 30 motor carriers that failed to submit the required Motor Carrier Crash Report form to the Department. Of those 30 Final Orders issued, all were fined Civil Monetary Penalties.

Other Safety Violations

A total of 181 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 181 Final Orders issued, 22 were fined Civil Monetary Penalties.

Other Violations

The Economic Regulation and Complaint Resolution Unit finalized only one action 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.

That violation was committed by Knife River Materials.

Other Enforcement

Summary of work by Motor Carrier Enforcement Officers for October 2019 through December 2019*:

	OCTOBER 19	NOVEMBER 19	DECEMBER 19
Trucks weighed on static scales	173,624	156,747	178,839
Trucks precleared to pass Green Light weigh stations	207,293	112,396	125,633
Weight-related citations	881	558	632
Weight-related warnings	425	281	350
Size-related citations	49	42	37
Size-related warnings	14	12	9
Trucks required to "legalize" (Correct size and/or weight)	121	83	85
Other Citations	100	116	151
Other Warnings	761	828	684
Citations for No Tax / Registration	626	470	543
Warnings for No Tax / Registration	805	597	709
Total enforcement	3,661	2,904	3,115

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



To check the current status of Oregon's [Green Light](#) weigh-in-motion scales, visit our WIM status page [online](#). Information is current, and you can also sign up for email alerts for WIM status changes.



Oregon Trucking Online allows you to completely manage your account, including paying your taxes, getting your permits, processing your IFTA and IRP transactions, and more. [Sign up today!](#)



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!

Motor Carrier Renewal and Tax Enrollment Survey

With the passing of HB 2592, effective September 26, 2019, Oregon no longer issues weight receipts to vehicles subject to weight-mile tax. We realized that the paper receipt is no longer necessary for the Department to enforce Oregon's tax laws, and we found that eliminating the weight receipt would save the trucking industry millions of dollars every year in fees and administrative expenses.

With this survey, we want to hear from motor carriers how well we communicated information about HB 2592 and the renewal/tax enrollment process for 2020. This ten-question survey should only take three minutes to complete, and your responses will help us improve how we communicate important information in the future. Thank you for your time!

https://www.surveymonkey.com/r/renewal_enrollment2020



CCD can be found [online](#).



We welcome feedback and comments via [email](#).



(503) 378-5849



3930 Fairview Industrial Dr SE
Salem, OR 97302

