



Motor Carrier Transportation Advisory Committee Agenda

3930 Fairview Industrial Drive SE Salem, OR 97302
Room 230, Ashland Conference Room
Thursday, August 9th, 2018 8:30am-11:30am

Join Me: <https://join.me/mctd.admin>
Conference line: 1-888-204-5984; access code 1401540

Time		Topic	Action	Lead
8:30-8:35	5mins	Welcome & Minutes Approval	Decision	All
8:35-9:05	30mins	DMV CDL Policy Presentation	Informational	Ken Stewart
9:05-9:35	30mins	CAV Presentation	Informational	Jenna Addams-Kalloch
9:35-9:55	20mins	FHWA – Bridge Hit Study	Informational	Audrey Lawson
9:55-10:25	30mins	Open House Updates	Informational	Abe Dunivin
10:25-10:55	30mins	Region 1 Construction Overview	Informational	Tony Coleman
10:55-11:20	25mins	Household Goods Presentation	Informational	Kim Toews
11:20-11:30	10min	Agenda Build	Discussion	All

MINUTES
MOTOR CARRIER TRANSPORTATION ADVISORY COMMITTEE MEETING
August 9, 2018

Attendees:

Andrea Comer – ODOT/MCTD
Tara Caton – ODOT/MCTD
Amy Ramsdell – ODOT/MCTD
Mark Richardson – Omega Morgan
Kim Toews – ODOT/MCTD
Ken Stewart – ODOT/DMV
Margaret Geer – ODOT/DMV
Tony Coleman – ODOT/Region 1
David McKane – ODOT/MCTD
Sven Johnson – ODOT/MCTD
Audrey Lawson – ODOT/MCTD
Amy Joyce – ODOT/Government Relations
Alex Vukonich – Glostone Trucking Solutions
David Rios – FMCSA
Kristine Kennedy – Highway Heavy Hauling
Jenna Adams-Kalloch – ODOT/Emerging Tech.

Phone - 0

Facilitator: Andrea Comer

Minutes Approval: June 14, 2018

- ◆ Mark Richardson motioned to approve the June 14, 2018 MCTAC minutes and Amy Ramsdell seconded the motion. The minutes were approved unanimously.

DMV Updates. . . Margaret Geer & Ken Stewart

- ◆ **See Attach. A**
Margaret shared a list of contact information for the CDL Policy Unit.

National Registry 2: FMCSA has postponed certain provisions of the National Registry 2 until June 22, 2021. There are no changes to the current process.

- Medical examiners will continue to issue paper medical examination certificates (MECs).
- Drivers must submit their MECs to DMV.
- Drivers can carry their MEC for 15 days as proof of their medical qualification.
- DMV will continue to manually post MEC information to CDLIS records within 10 days of receipt. (DMV has been meeting the 10 day input deadline without issue.)

- Motor carriers are required to check the National Registry and verify that the medical examiner is certified.

Entry Level Driver Training: The compliance date for the ELDT rule is February 7, 2020. EDLT will be applicable to all individuals subject to Part 383 who are applying for:

- A Class A or B commercial driver's license (CDL), or a hazardous materials, passenger, or school bus endorsement, for the first time; or
- An upgrade of their CDL (e.g., a Class B CDL holder seeking a Class A CDL).

EDLT curriculum is divided into classroom and behind-the-wheel (BTW) segments, but there is no minimum number of hours a driver-trainee must spend on classroom or behind-the-wheel training. Curriculum Requirements are in the Appendices A-E of Part 380. Training must be provided by an entity listed on the Training Provider Registry (TPR). A driver-trainee must pass the classroom segment with an overall score of at least 80% and demonstrate proficiency in all required BTW skills. Once the applicant completes the training, the training provider uploads the EDLT certificate to the FMCSA through the TPR and FMCSA transmits the certificate to DMV, which is then posted to the driver trainee's CDLIS record. The ELDT certificate must be posted to the record before a CDL skills test or HME knowledge test is conducted.

CAV Presentation . . . Jenna Adams-Kalloch

◆ See Attach. B

ODOT is preparing for the arrival of Automated Vehicles (AVs) as they will bring many changes to the transportation system. House Bill 4063 designated ODOT as the lead agency (agency in charge) for automated vehicle technology. In the past four months, we have already created an AV Task Force and conducted several meetings to examine licensing and registration, law enforcement and crash reporting, insurance and liability, and cybersecurity and long-term effects. The Task Force has 31 members representing a broad range of the transportation industry and has been focusing on the highly automated, categories 4-5, type of AVs. A report, including recommendations for legislation, is due to the Legislature by September 15, 2018.

We aren't yet ready to start the conversation about commercial use of AVs, but it will be coming soon. Daimler has invested approximately 1 billion dollars in the Portland area to develop a site for their CAV freight program here. Truck Platooning coordinates speed, acceleration, and braking, but it isn't completely automated, rather it's connected technology. There will need to be an exemption to the following-distance law to allow for this use of technology.

We expect fully automated passenger vehicles will be in use before short and long-haul freight trucks are ready for the roadways. However, in Oregon, we are only in the testing phase for full automation of anything.

FHWA – Bridge Hit Study . . . Audrey Lawson

- ◆ There is a current perception that bridge hits have been increasing, but there was no factual data available to support the perception. Conversation at the AASHTO regional meeting led to a preliminary bridge hit study which was presented at WASHTO. The study was based on the review of up to 10 years of bridge hit data. After the data was collected, the study was refined to determine if the vehicle involved in a bridge hit was operating on an over-size/over-weight permit; if so, were the permit limits exceeded?

Overall, the determination was that there hadn't been an increase in hits, but those that did occur typically were the result of unpermitted loads. The final results should be shared soon and we can seek further solutions to the problem. A follow-up presentation is scheduled for the WASHTO fall conference in Phoenix, AZ in September, where the final results of the study will be published and distributed.

- ◆ FYI: Specialized Carriers & Rigging Association, SC&RA, has launched an initiative to have all states on a self-issuing and self-routing permit system for the 11 most common permit combinations. They would like progress on the initiative by 2020. Oregon is one of 11 states that aren't in compliance with this initiative; about 8 others are working on it in some way. This is a conversation we will bring back for detailed discussion at a future meeting.

Amy asked industry if they have experienced a shortage of pilot cars since she's been hearing some reports of shortages. Kristine confirmed that there has been a shortage of those who provide height pole service because there is an additional cost for that type of certification.

Open House Updates . . . Abe Dunivin

- ◆ 6-8 months ago the ELD rule went into effect and carriers expressed concerns. Motor Carrier Transportation Division agreed to send out staff to open house events throughout the state to provide information and help address concerns. We heard a lot of questions about hours of service since ELDs are accurate down to the second. Carriers and drivers wanted to know if they would be in trouble if they are slightly over or under (seconds one way or the other). Staff assured them that each situation is looked out individually and a determination based off the findings, but we are going to be reasonable. We also had a lot of questions about our registration services.

If the open house outreach is helpful, it is something we can look at conducting annually. Abe shared that the Ontario open house currently scheduled for September only has three participants signed up. Industry appreciated the outreach and suggested having events like this in spring or fall rather than the busy summer season; attendance would likely be stronger at those times than in summer.

Region 1 Construction Overview . . . Tony Coleman

- ◆ **See Attach. C** for the full overview that Tony shared of current and upcoming Portland area construction projects, including paving, detours, ramp closures, etc.

Household Goods Presentation . . . Kim Toews

- ◆ **See Attach. D**

Public awareness and education regarding illegal movers is essential. It's a larger problem than most people are aware of. Not only can these illegal companies hold possessions hostage until customers pay excessive charges to reclaim them, some have been known to steal and sell them. Our investigations and partnerships with law enforcement, the Better Business Bureau, and the Department of Justice have identify drug users, sex offenders, and other non-compliant individuals who have been offering illegal moving services. DOJ has moved forward with 5 unlawful trade practice cases for us as a result of these combined efforts.

The Better Business Bureau shares information and has been known to give these companies an "F" rating if they are repeat offenders.

Our goal is voluntary compliance and it's a balance between educating carriers and providing them with the tools to voluntarily comply with the existing laws and regulations. We want a level playing field for those who provide these types of services to the public.

- ◆ **Agenda Build: September**

- SC&RA Study
- IRP Ballots Overview – vote due 9/18
- OWRATI Proposal summary
- Presentation related to towing industry requests

Adjourned at 10:20 a.m.



DMV Update and Entry Level Driver Training (ELDT) Overview

MCTAC

August 9, 2018



Update Agenda

- CDL Policy Staff Changes
- National Registry 2
- Entry Level Driver Training –
Overview



CDL Policy Unit Contacts

- Bryce McKenna – Driver Programs Manager
- Margaret Geer –Lead 503-945-5112
- Ken Stewart – CDL Testing 503-945-5282
- Charles Edelson –CDL Medical and Driver Qualifications 503-945-5109
- Josh Jones – CDLIS/PDPS and CDL Disqualifications 503-945-8927



National Registry 2

- FMCSA has postponed certain provisions of NR2 through June 22, 2021. No changes to the current process.
 - Medical Examiners will continue to issue paper MECs.
 - Drivers must submit MECs to DMV.
 - Drivers can carry the MEC for 15 days as proof of medical qualification.
 - DMV will continue to manually post MEC information to CDLIS records within 10 days of receipt.
 - Motor Carriers are required to check the National Registry and verify the ME is certified.



ELDT Overview

- The Compliance date for the ELDT rule February 7, 2020.
- ELDT will be applicable to all individuals subject to Part 383 who are applying for:
 - A Class A or B commercial driver’s license (CDL), or a hazardous materials, passenger, or school bus endorsement, for the first time; or
 - An upgrade of their CDL (e.g., a Class B CDL holder seeking a Class A CDL).



ELDT Curriculum

- Curriculum is divided into two segments, classroom (theory) and behind-the-wheel (range and public road).
- There is no minimum number of hours a driver-trainee must spend on classroom or behind the wheel training (BTW).
- Curriculum Requirements can be found in Appendices A-E of Part 380.



What must driver-trainees do?

- Complete training provided by an entity listed on the Training Provider Registry (TPR).
- For the classroom segment, a driver-trainee must pass an assessment with an overall score of at least 80%.
- For the BTW training segment a driver-trainee must demonstrate proficiency in all required BTW skills.



Training Providers

- Include public and private CDL driver training programs as well as fleet operated driver training programs.
- How does someone become a Training Provider?
 - Meet the requirements in Part 380 subpart – G.
 - Self Certify that they meet the requirements.
 - Register with FMCSA on the Training Provider Registry (TPR).



How will it work?

- Applicant completes training.
- Training provider uploads the ELDT certificate to the FMCSA through the TPR.
- FMCSA Transmits the Training Certificate to DMV.
- DMV Posts the ELDT Certificate to the driver trainee's CDLIS driving record.
- ELDT certificate must be posted to the record prior to a CDL skills test or HME knowledge test.

Questions?



ODOT and Automated Vehicles

Motor Carrier Transportation Advisory Committee

August 9, 2018



7/27/2018

Jenna Adams-Kalloch,
ODOT Emerging Technology Policy Lead

Automated vehicles are already here.





ODOT is preparing for the arrival of AVs



Connected Vehicle and Automated Vehicle Steering Team

House Bill 4063



7/27/2018

House Bill 4063 Background



Lead agency designation: what it means



Why is House Bill 4063 important?



Oregon needs a robust, statewide dialogue to address the many changes AVs will bring to the transportation system.

Automated Vehicle Task Force

HB 4063 directs ODOT to convene and staff the group, which will examine:

Licensing and
Registration

Law Enforcement
and Crash
Reporting

Insurance and
Liability

Cybersecurity
and Long-Term
Effects



Task Force on Autonomous Vehicles Membership

Representative Susan McLain

Representative Denyc Boles

Senator Rod Monroe

Senator Fred Girod

Tom McClellan,
Department of Transportation/DMV

Jim Pfarrer,
Employment Department

Cheryl Hiemstra,
Department of Justice

Richard Blackwell,
Department of Consumer and
Business Services

Capt. Teresa Bloom,
Oregon State Police

Carrie MaLaren,
Department of Land Conservation
and Development

**Daniel Fernández (Jaguar Land
Rover),**
Automotive Industry

**David McMorries (Office of the
Chief Information Officer),**
Cybersecurity industry

**Lt. Timothy Tannenbaum (Wash.
County Sherriff's Office),**
Law enforcement

Jon Isaacs (Uber),
Transportation network company

Carly Riter (Intel Corp.),
AV technology industry

Robert Nash (State Farm),
Automotive insurance industry

Neil Jackson (OTLA),
Trial lawyers

Graham Trainor (AFL),
Workers' union

Mark MacPherson (Teamsters),
Transportation union

Jared Franz (ATU),
Transportation union

Sid Leiken (Lane County),
Association of Oregon Counties

Eric Hesse (City of Portland),
League of Oregon Cities

Marie Dodds,
American Automobile Association

Jana Jarvis,
Oregon Trucking Association

Steve Entler (Radio Cab),
Taxicab industry

Eliot Rose (Metro),
Metropolitan planning organization

Jebediah Doran (TriMet),
Oregon Transit Association

**Chris Hagerbaumer (Oregon
Environmental Council),**
Nonprofit organization

Sean Waters (Daimler),
Commercial truck manufacturing
industry

Jeremiah Ross (Ross Law LLC),
Consumer protection advocates

**Becky Steckler (University of
Oregon),**
Public University



Charge from the Legislature

Framing the Future for Autonomous Vehicles in Oregon

- Develop recommendations on four policy areas relating to AVs
- Submit a report, including recommendations for legislation, to the Legislature
- **Deadline: September 15, 2018**



7/27/2018

AV Task Force schedule



Lt. Tim Tannenbaum, chair of the Task Force on Autonomous Vehicles, addresses the group at its May 23 workshop.

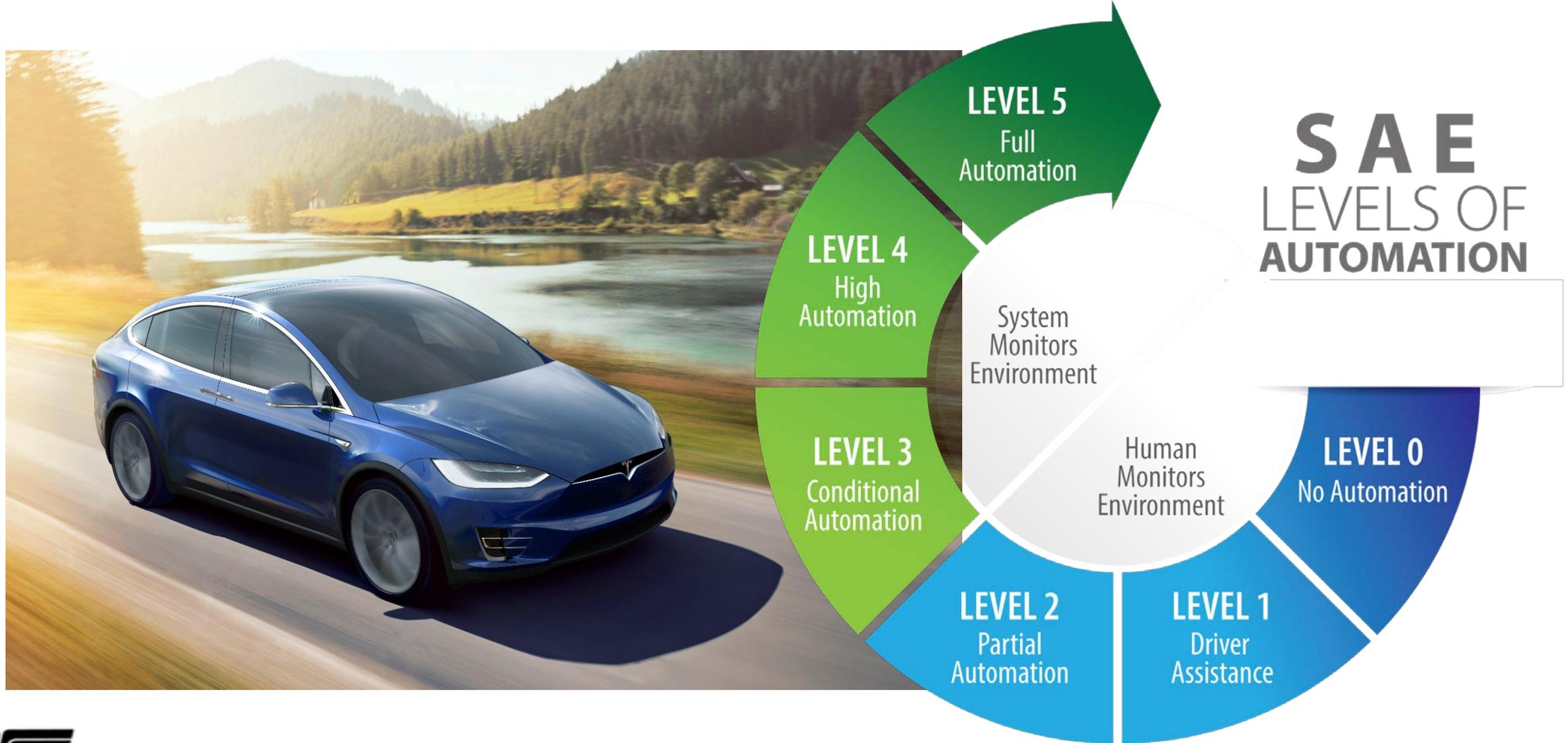
Meetings	Date
Task Force Meeting	July 12
Cybersecurity and Long-Term Policy Subcommittee Meeting	July 24
Law Enforcement and Crash Reporting Subcommittee Meeting	July 25
Insurance and Liability Subcommittee Meeting	July 25
Licensing and Registration Subcommittee Meeting	Aug. 1
Task Force Long-Term Policy Workshop	Aug. 1
Task Force Meeting	Aug. 15
First report due to Legislature	Sept. 15



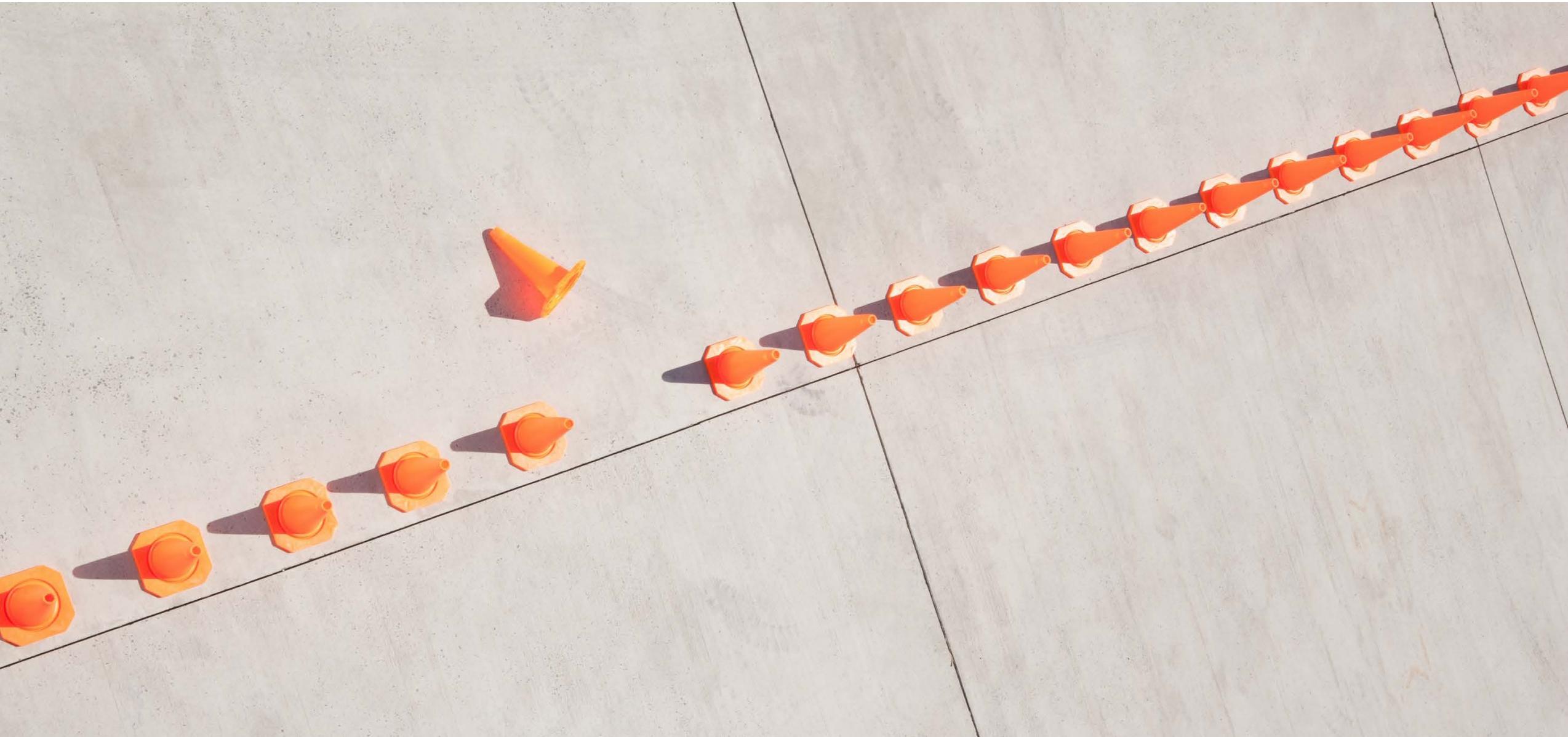
Automated Vehicle Use Cases



Levels of automation



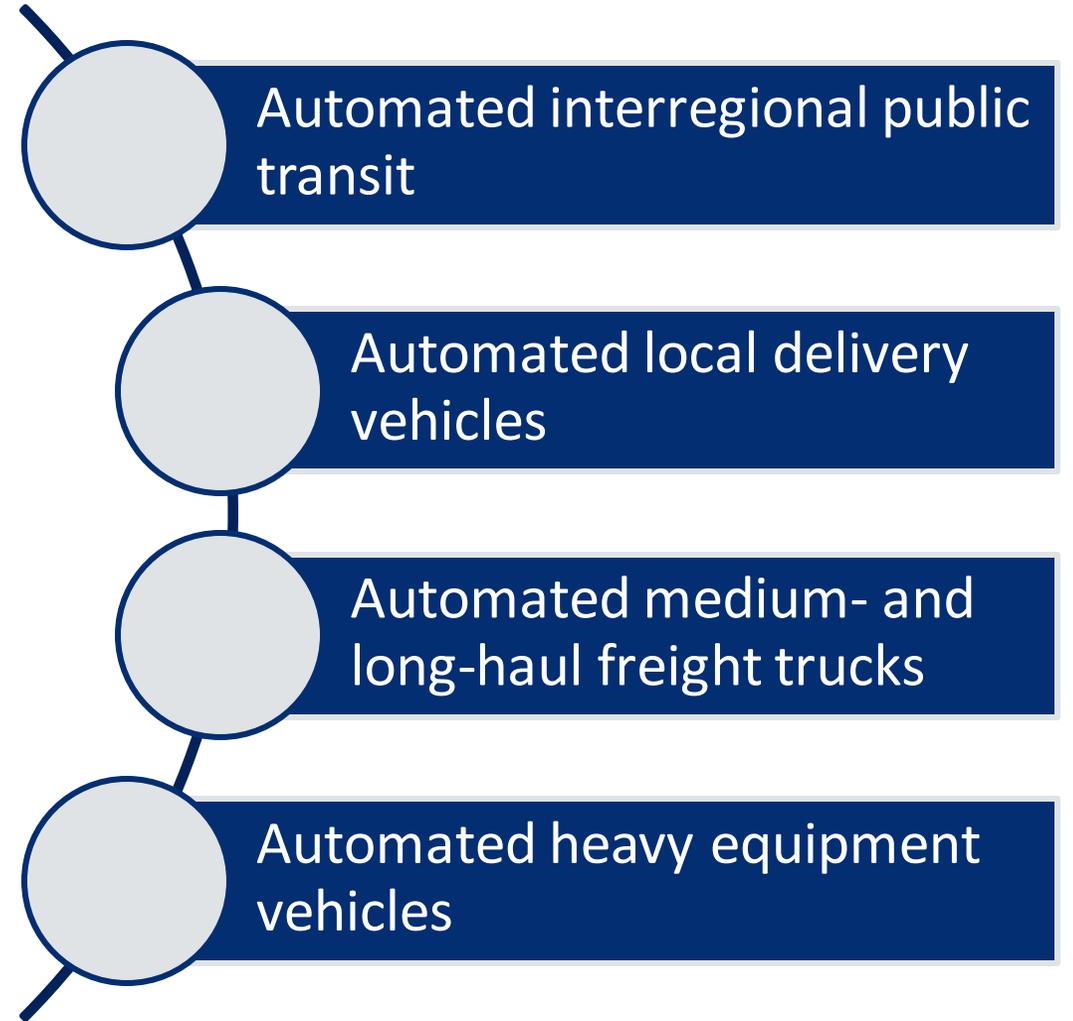
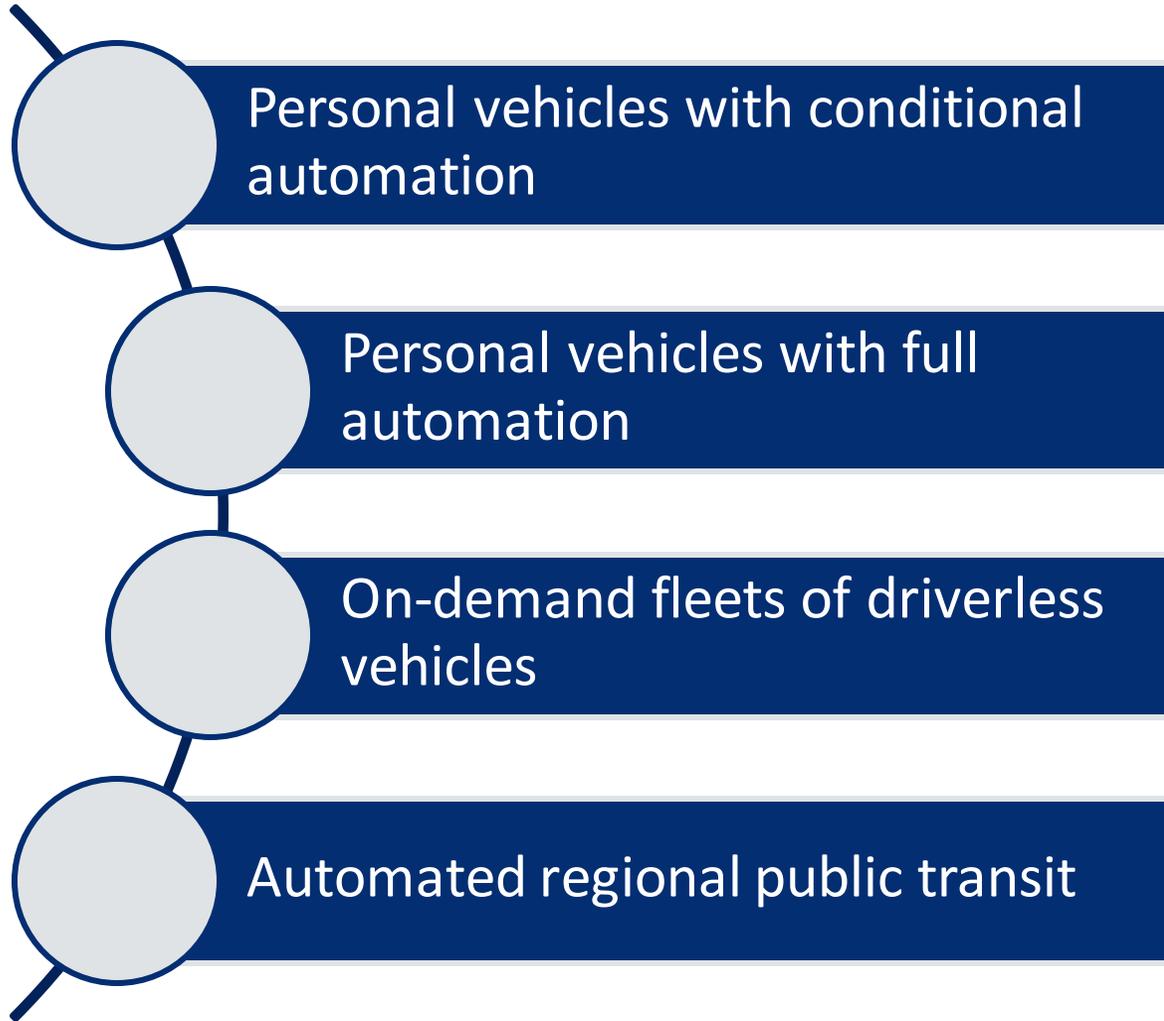
Safety benefits of automated vehicles



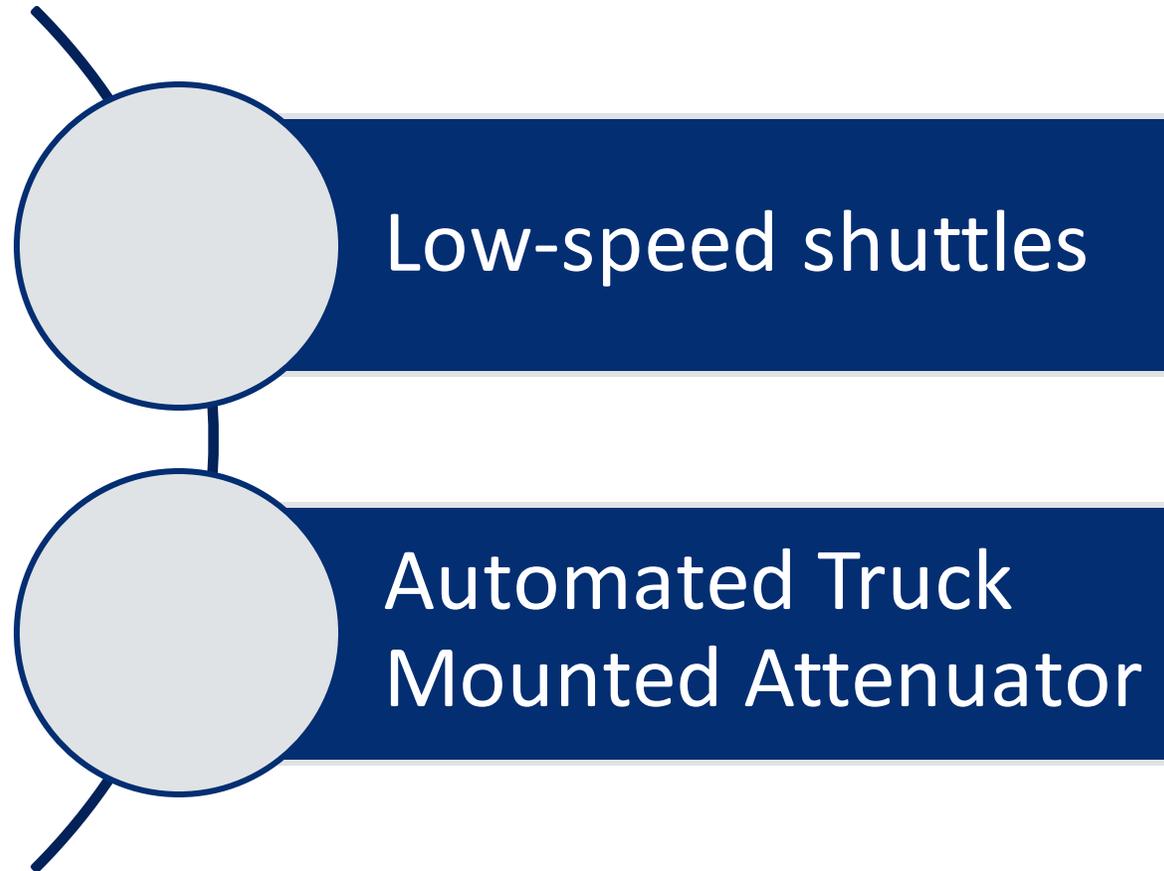
Purpose of the use cases



List of AV Use Cases



AV Use Cases: Early Deployment Opportunities



Automated low speed passenger shuttles

An early AV deployment opportunity



Automated low speed passenger shuttles

Potential policy implications



Automated Truck Mounted Attenuator

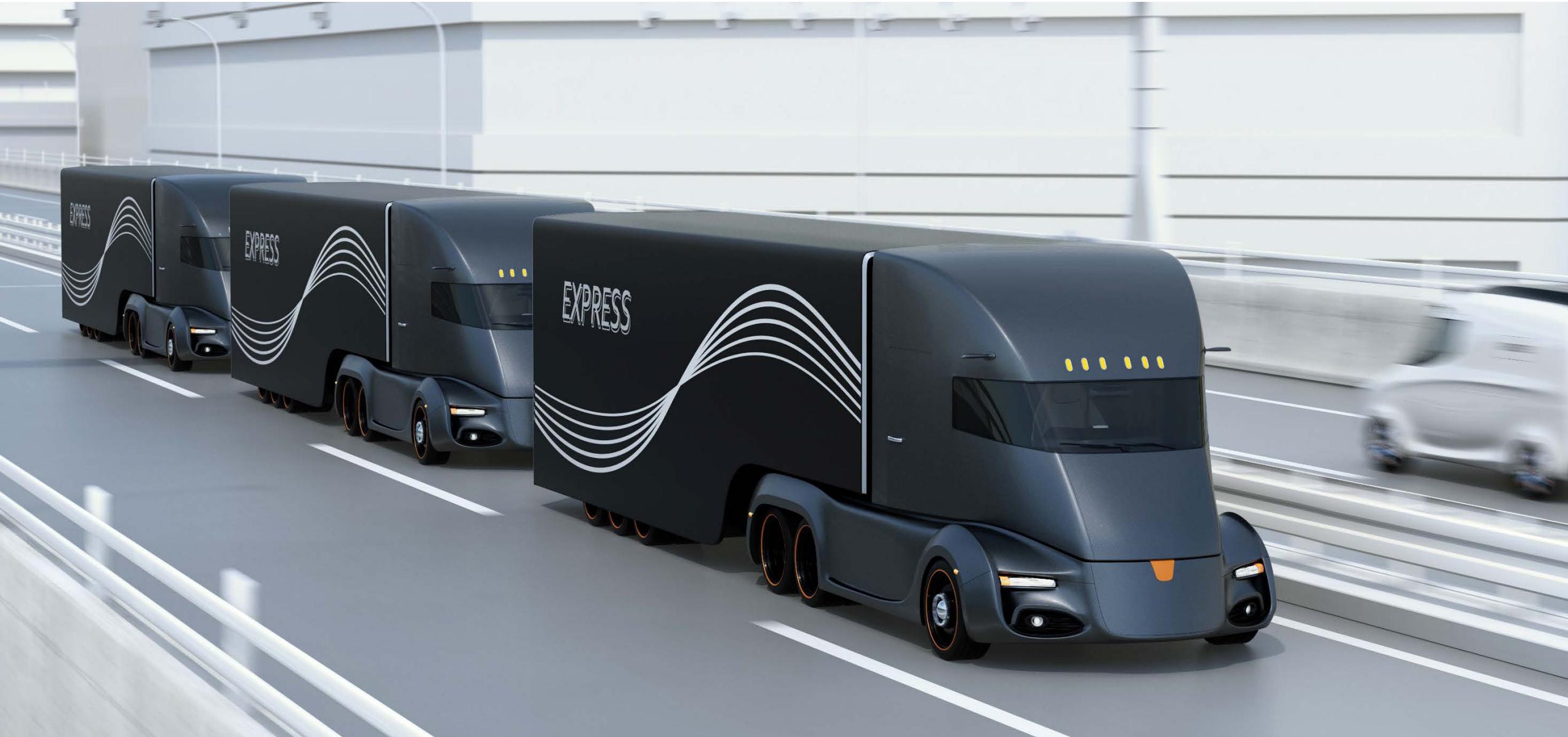
An early AV deployment opportunity



Automated Truck Mounted Attenuator



Automated medium- and long-haul freight trucks



Truck platooning vs. automated trucks



Automated medium- and long-haul freight trucks

Potential policy implications



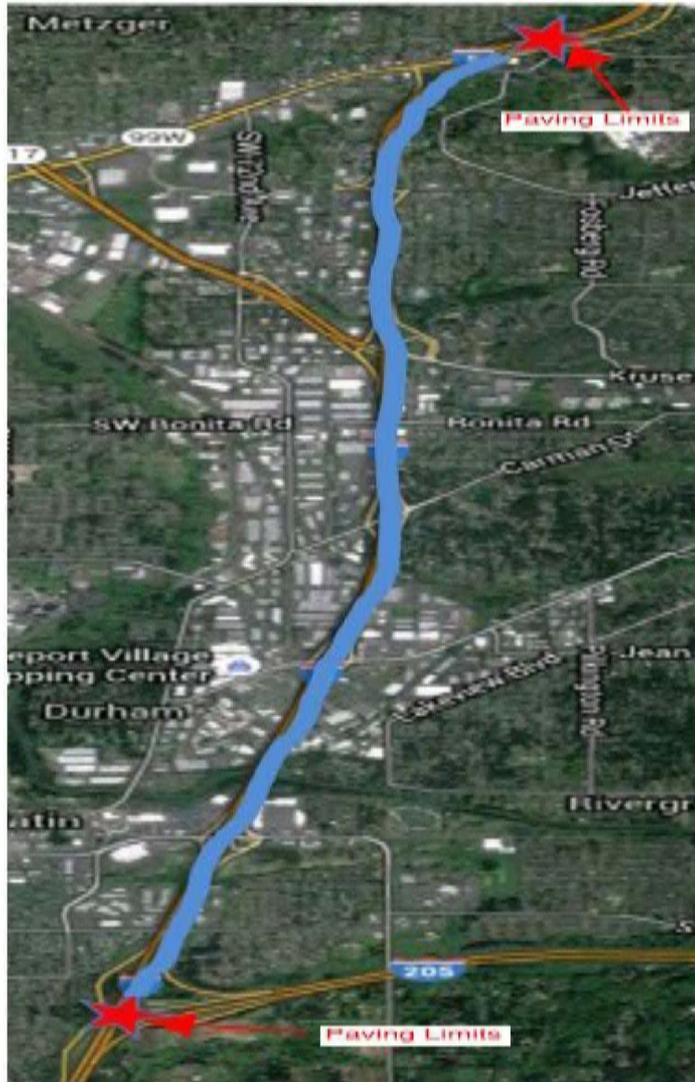


Questions?

Current



I-5: N. Tigard Interchange – E. Portland Freeway



I-5

C15018 – N. Tigard Interchange – E. Portland Freeway |

The main components are:

SB auxiliary lane widening from Lower Boones Ferry Road to I-205 which will complete the connection of an auxiliary lane between OR-217 and I-205.

- SB additional auxiliary lanes from Lower Boones Ferry Road to Nyberg Street and from Nyberg Street to I-205.
- NB ramp widening at Lower Boones Ferry Road to provide a two-lane exit.
- Installation of overhead signing, ramp meters, storm-water treatment, replace impacted lighting and construction of retaining walls.
- Interstate Maintenance pavement preservation from N. Tigard Interchange (OR99E) to E. Portland Freeway (I-205) Interchange.



I-5: Interstate Bridge – Hassalo St



I-5

C15050 – Interstate Bridge – Hassalo Street

The main components are:

Paving I-5 mainline and selected ramps

- Upgrade ADA ramps
- Replace/install tall concrete median barrier in selected locations
- Asphalt and reinforced concrete pavement repair and subgrade stabilization in some areas
- Structural work on the Elliott School Viaduct including replace/install asphaltic plug joints, tall concrete median barrier and pavement overlay
- Replace/install traffic signal loops, ramp meter loops and ATR loops
- Relocation of mainline ramp meter loops at selected locations
- Reconfigure/restripe Victory Blvd/Whitaker Road to include bike lanes
- Replace/install signs and striping
- Replace/install guardrails
- Adjust inlets



I-84: Banfield Interchange



I-84: Banfield Interchange



I-84

C15059 – I-84/I-5 Banfield Interchange

The main components are:

Provide structural overlay, retrofit bridge rail and replace compression joint seals on:

- I-84 westbound to I-5 northbound ramp, Bridge No. 08588A
- I-84 westbound to I-5 southbound ramp, Bridge No. 08588B
- I-5 southbound to I-84 eastbound ramp, Bridge No. 08588C
- Provide deck seal on the I-5 northbound to I-84 eastbound ramp, Bridge No. 08588D.





I-205: Johnson Creek – Glen Jackson Bridge



I-205

C15029 – I-205: Johnson Creek – Glen Jackson Bridge

The main components are:

- Construct all NB/SB paving between Glen Jackson Bridge to Stark Street, and Division St to Johnson Creek Blvd.
- Widening I-205 NB from I-84 EB to Killingsworth Street, and I-205 SB from I-84 EB to Division Street
- Construct all barrier work in I-205 median.
- Construct all bridge deck and joint work on multiple structures.
- All Signal Detection and permanent pavement markings within specified paving limits.
- Intersection paving and ADA improvements at the Stark, Washington, Glisan, Johnson Creek Blvd, Foster and Woodstock intersections with I-205 on/off ramps.
- Construct the Yamhill Automatic Traffic Recorder (ATR) work
- Terminal End Joint removal on I-205 NB and SB on Govt Island in the middle of the Glenn Jackson Bridge



MOBILITY CONSIDERATIONS

Coordination of Other Projects

2018

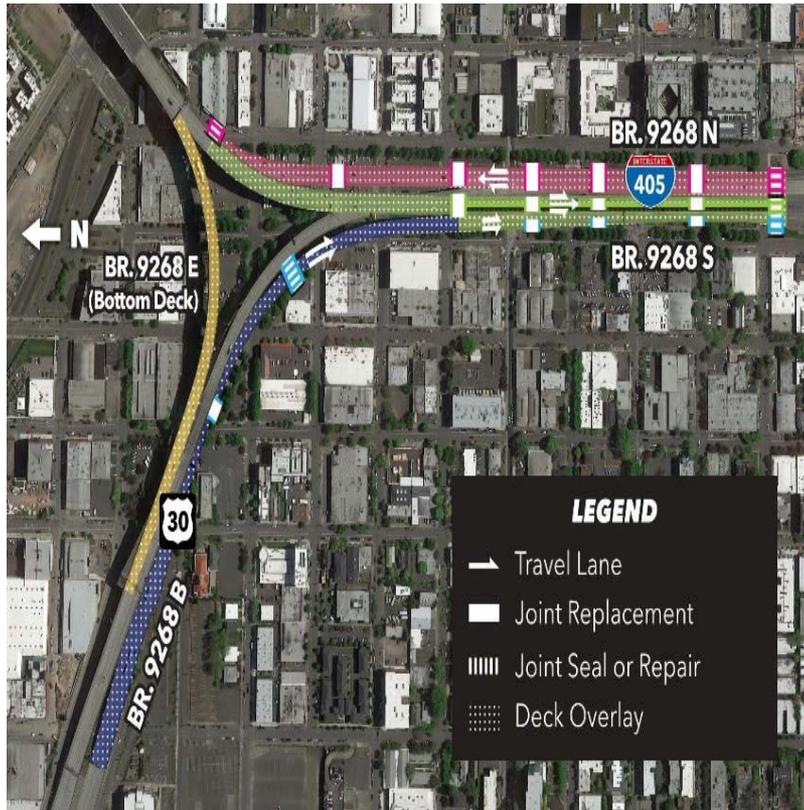
Project	2018												Anticipated Restrictions	
	J	F	M	A	M	J	J	A	S	O	N	D		
I-5: Interstate Bridge - Hassalo St														Nighttime lane, and ramp closures, weekend directional closures (Two per direction)
I-5: N Tigard - I-205														Nighttime lane, and ramp closures 10pm - 5am
2016 Signs I-5 and I-84														Nighttime lane, and ramp closures 10pm - 5am
I-5/I-84 Banfield Ramps														Three full ramp closures up to 12 days each, nighttime lane closures 10pm - 5pm
I-205: Johnson Creek to Glenn Jackson Bridge														Nighttime lane, and ramp closures 10pm - 5am



Upcoming 2019 - 2020



I-405: Fremont Bridge Approach Ramps



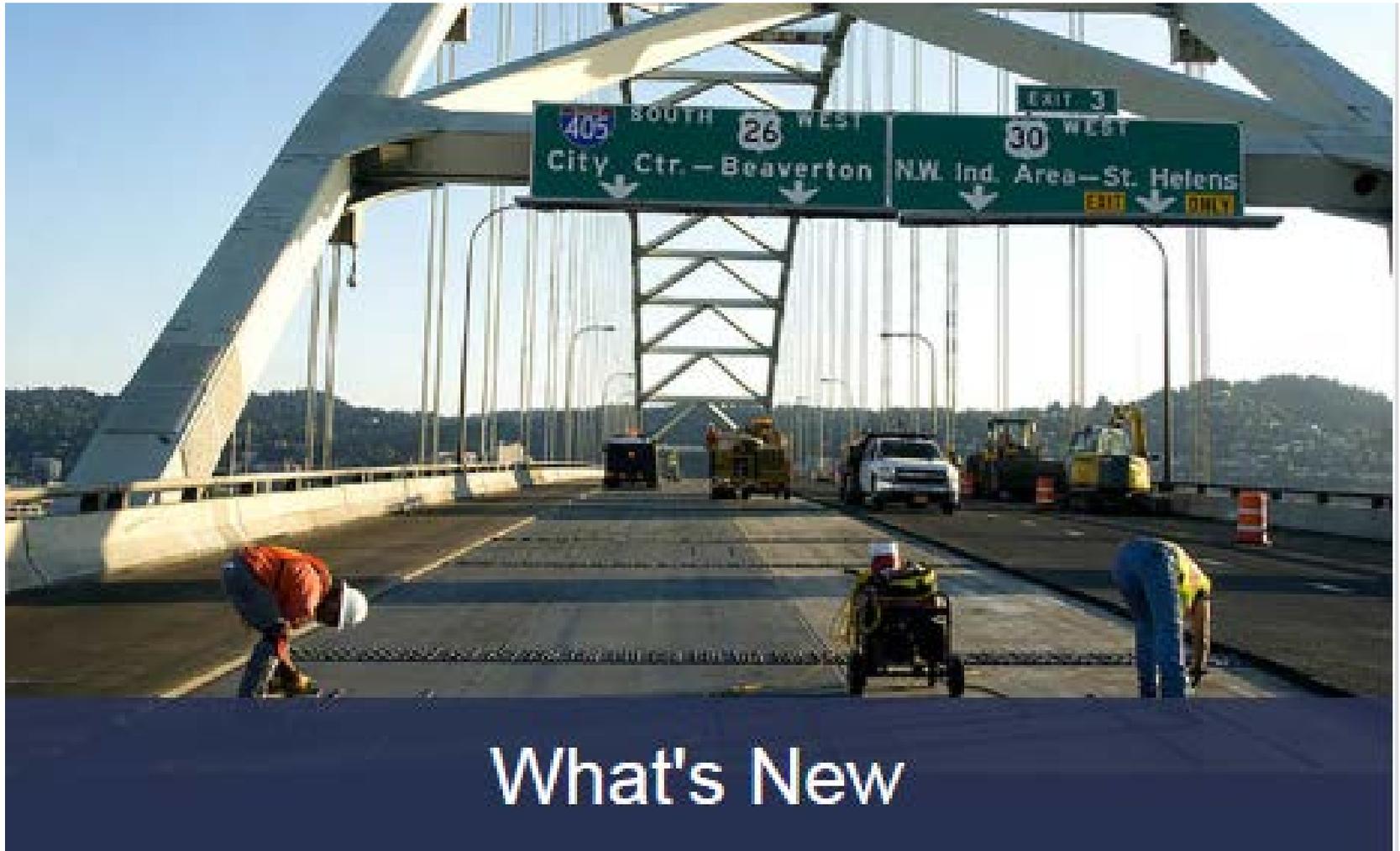
West Interchange Location Map



East Interchange Location Map



I-405: Fremont Bridge Approach Ramps



I-405

K19533 – I-405: Fremont Bridge Approach Ramps

The project is scoped to replace expansion joints on the west and east Fremont Interchanges at the following approach ramp structures to the I-405 Fremont Bridge:

- 08958B Hwy 61 over City Streets & RR (East Fremont Bridge Approach)
- 08958D Hwy 61 NB Conn to Hwy 1 SB over City Streets (E Fremont IC)
- 08958I Hwy 1 SB Conn to Hwy 61 SB over conns (E Fremont IC)
- 09268B Hwy 2W EB Conn to Hwy 61 SB
- 09268N Hwy 61 over City Streets
- 09268S Hwy 61 over City Streets

The project is also scoped to add a Premixed Polymer Concrete (PPC) deck overlay to the following approach structures to the I-405 Fremont Bridge:

- 09268B Hwy 2W EB Conn to Hwy 61 SB
- 09268E Hwy 2W EB Conn to Hwy 61 NB (scoped for PPC, but LMC structural overlay is recommended)
- 09268N Hwy 61 over City Streets
- 09268S Hwy 61 over City Streets



I-405NB: US26 WB Connection Bridge Deck Overlay



I-405

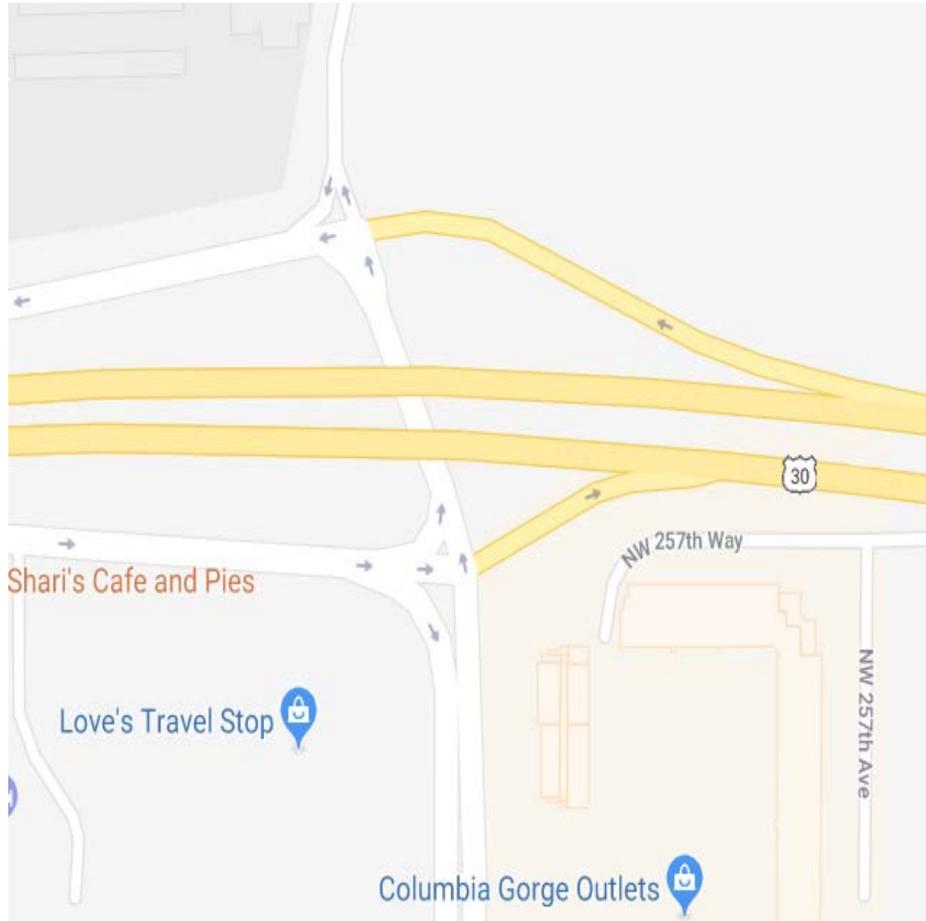
K20482 – I-405NB: US26 WB Connection Bridge Deck Overlay

The project is scoped for the following:

- Premixed Polymer Concrete (PCC) overlay
- Joint Replacement
- Striping & Pavement Markings
- Transition Paving at bridge ends



I-84: Graham Road Bridge Replacement



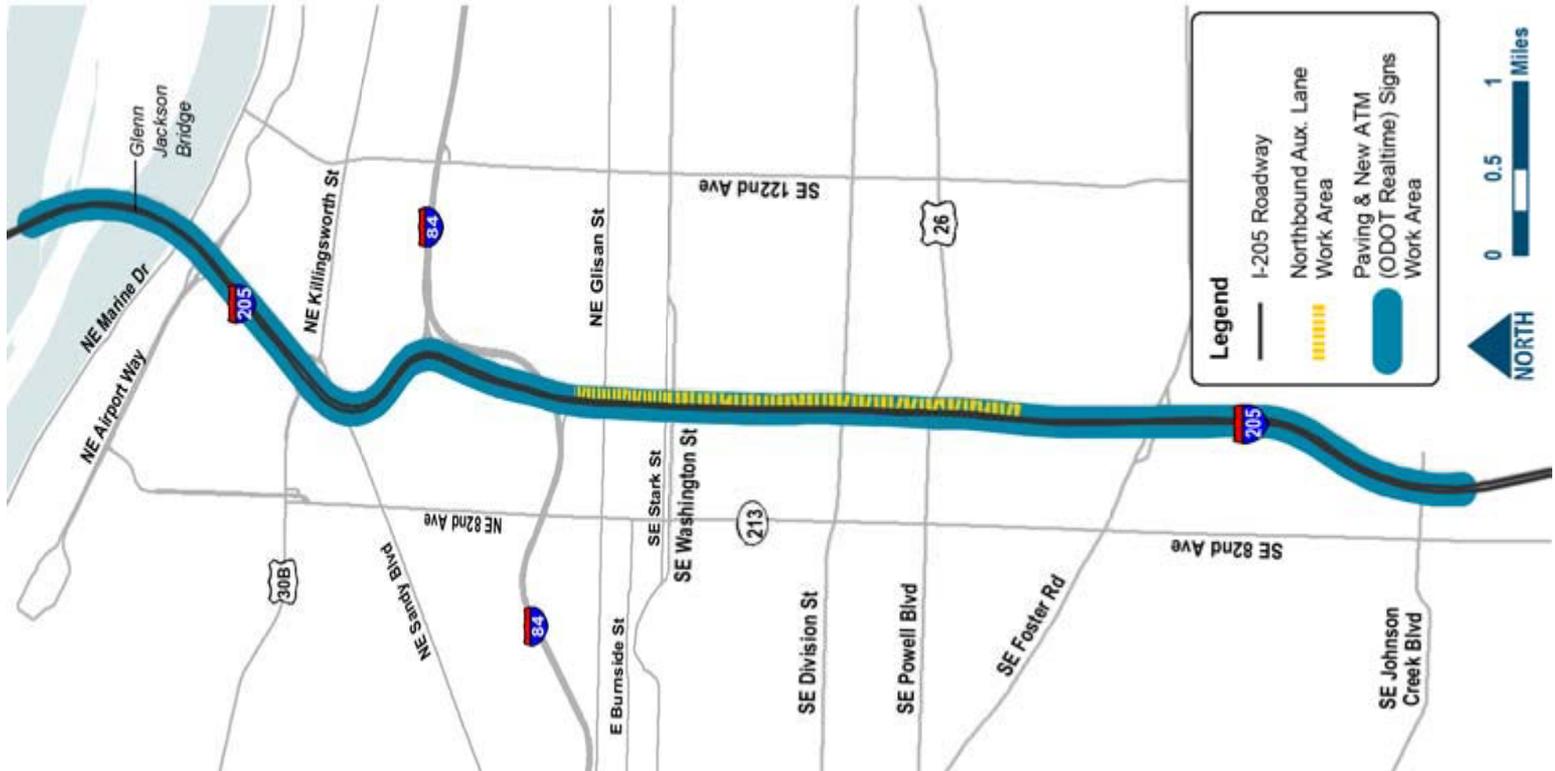
I-84

K19763 – I-84: Graham Road Bridge Replacement

The proposed solution will replace the two existing I-84 structures over Graham Road with two new structures that provide minimum vertical clearance of 17'-0" and accommodate widening of Graham Road to a three-lane, one-way, section. I-84 will be reconstructed where necessary due to profile grade changes and the westbound (WB) exit ramp and eastbound (EB) entrance ramp will be reconstructed as needed to tie-back into the raised mainline. The project will also construct a new sidewalk adjacent to the eastside of Graham Road between the ramp terminals and improve ADA sidewalk ramps where appropriate on Graham Road between the northern and southern ramp terminal signals.



I-205: Johnson Creek – Glenn Jackson Bridge Phase 2



I-205

K21157 – I-205 Johnson Creek – Glenn Jackson Bridge Phase 2

The I-205: Johnson Creek-Glenn Jackson Bridge Phase 2 Project (Project) will improve safety and operations by providing a northbound (NB) auxiliary lane on I-205 between SE Division Street / SE Powell Blvd and the entrance ramp to I-84 westbound (WB) as well as interstate Active Traffic Management (ATM) infrastructure on I-205 NB and I-205 southbound (SB) between the Glenn Jackson Bridge and SE Johnson Creek Blvd.

This northbound auxiliary lane site of the Project will be accomplished by widening I-205 NB on the outside (east) shoulder in combination with minor exit and entrance ramp modifications. It also includes preservation paving in the northbound direction from SE Holgate Blvd. to the I-84 interchange. All roadway work is inside the I-205 right-of-way.

The interstate ATM element will be accomplished through new signs, vehicle detection and related ATM infrastructure. The interstate ATM element will utilize existing structures and new structures.



Questions





Household Goods Program



***Motor Carrier Transportation Division
August 9, 2018***



Approach to Enforcement

- ***Public Awareness and Education***

Media events

Enforcement operations

Press releases

Online supervision of moving websites

- ***Advantageous Partnerships***

Better Business Bureau

Oregon Department of Justice

Internet Advertising Websites



The Rogue Mover Problem(s)





Unlicensed moving companies busted in ODOT/BBB sting

By KATU.com Staff

PORTLAND, Ore.

Deputies arrested two movers on Wednesday as part of an undercover sting to make sure moving companies have the proper credentials. They found that five companies (Listed Below) were operating illegally in the Portland/Metro area. The sting was set up by the Department of Transportation, the Better Business Bureau and the Multnomah County Sheriff to make sure that moving companies are legally certified, with properly licensed drivers and a safely operating truck.

From past cases, ODOT has seen unlicensed movers ask for extra money before unloading a customer's things, and in some cases the company has missed the delivery altogether.

Nine movers were asked to come help move someone out of a house on Southeast Salmon Street in Portland.

Our news team talked with some of the movers after he was checked by the sheriff's office. Most of them said they didn't know they needed proper licensing or permits.

Multnomah County deputies arrested the driver and passenger of the Labor Helpers moving van. The driver had a suspended license and an outstanding warrant for a traffic violation, while his passenger was arrested for a parole violation and possession of heroin. Multnomah County deputies found that a moving truck driver from Portland Movers Ready was high on marijuana when he arrived. Deputies found more pot on his person when they conducted a field sobriety test. The man was cited at the scene.

The sting was a joint operation between the Oregon Department of Transportation, the Better Business Bureau and the Multnomah County Sheriff's Office.

Continued



ODOT's results from the movers sting:

(Information taken directly from the ODOT/BBB press release recapping the sting)

The companies and their offenses are listed below. None are properly certified with the state and all have been fined.

Portland Movers Ready: The driver was subjected to a field sobriety test after deputies say they smelled marijuana on his breath. His passenger is a registered sex offender.

Budget Movers: According to ODOT, this company is a repeat offender and has been cited three times for not being properly certified.

The Delivery Guys: The owner was driving with a suspended license. Authorities say he has been arrested several times in the past for hit and run, burglary, vandalism, fraud and assault. ODOT says this is the third time they have fined the owner for not being properly certified.

Portland Student Movers: ODOT says the company is tied to PDX Premier College Movers, which is a repeat offender. State agents have fined the owner four times for not being properly certified. In addition, the Oregon Department of Justice has an open case against the company.

Labor Helpers: Deputies arrested the driver for a suspended license and outstanding traffic violation warrant. His passenger was also arrested for parole violation and heroin possession.





Partnerships

- *Department of Justice*
- *Better Business Bureau*
- *U-Haul*
- *Moving.com*
- *Move.com*
- *Thumbtack.com*
- *Angie's List*
- *Hireahelper.com*
- *Portland Police Department*
- *Washington County Sheriffs*
- *Clackamas County Sheriffs*
- *City of Beaverton Police Department*
- *Carefree Property Management*
- *Rappold Property Management*
- *SafeGard Mini Storage – Portland*
- *Northwest Self Storage – Gladstone*
- *Geoff Johnson Premium Property Management*
- *Washington State Utilities and Transportation Commission (UTC)*
- *California International Registration Plan (IRP)*
- *City of Salem*
- *Marion County District Attorney's Office*
- *Oregon Construction Contractors Board*
- *Department of Motor Vehicles*
- *Department of Consumer & Business Services*



Partnership Successes

- ***Oregon DOJ***
 - *Pro bono cases; 25K penalty; established a practice to refer unscrupulous illegal movers*
- ***Better Business Bureau***
 - *Assists with communications for press releases and events*
 - *Shares complaints and information*
 - *All illegal carriers identified receive a “F” BBB rating*
- ***U-Haul***
 - *Shares information of suspected illegal movers*
 - *Reports suspect activity*
- ***Online supervision of moving websites:***
 - *Moving.com, Move.com, Thumbtack.com, Angie’s List, Hireahelper.com*
 - *Verifies movers are legal before posting and reports suspect activity to department*



Successes with Adjudication of Illegal Movers

- *Unlawful Trade Practice Act Lawsuits*
7 violations against 5 illegal movers
\$25,000 per violation
- *Each case requires hours of investigation and compilation of evidence in order to be accepted and adjudicated by Oregon DOJ.*
- *2017 - Oregon DOJ ordered an illegal mover to sell all of their trucks.*
- *2017 - Illegal carrier petitioned MCTD for a hearing. Precedent case legitimizing enforcement operation practice.*



Public Outreach Timeline

- ***2014*** Created Education Program
- ***2015*** Partnered with BBB and DOJ
- ***2016*** Partnered with U-Haul and internet advertisers
- ***2017*** Oregon DOJ ordered an illegal carrier to sell all of their trucks. The revenue recovered was used to reimburse the consumers for their losses.



Voluntary Compliance

- *Online supervision of moving websites stopped illegal movers from advertising forcing them to apply for certification.*
- *Repeat and intentional violators were warned to voluntarily comply.*
- *UPTA alarmed illegal movers that the cost of operating an illegal business has increased.*

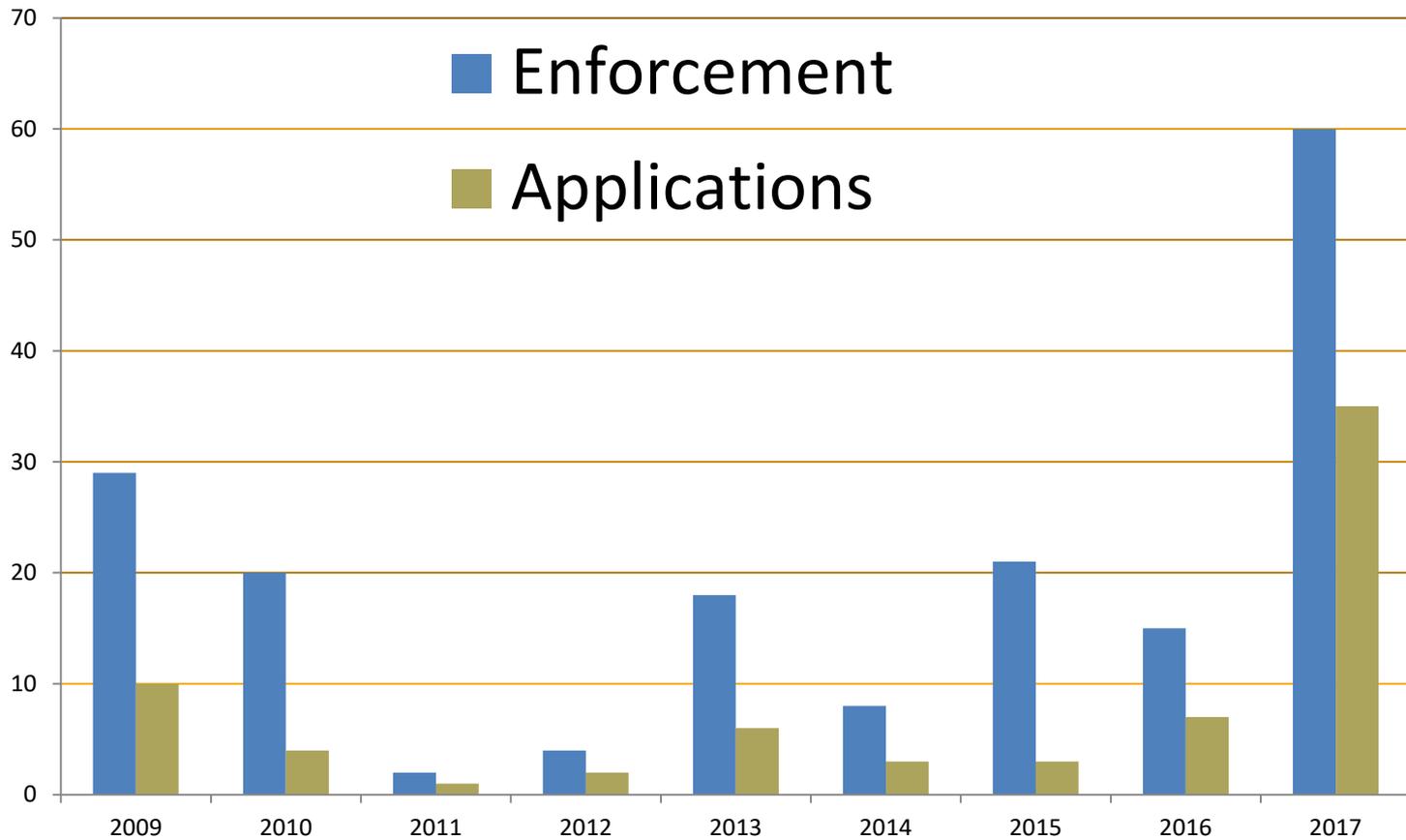


Household Goods Applications

- *2014 & 2015 - 3 applications*
- *2016 - 7 applications*
- *133% increase from 2014 & 2015*
- *2017 - 35 applications*
- *400% increase from 2016*

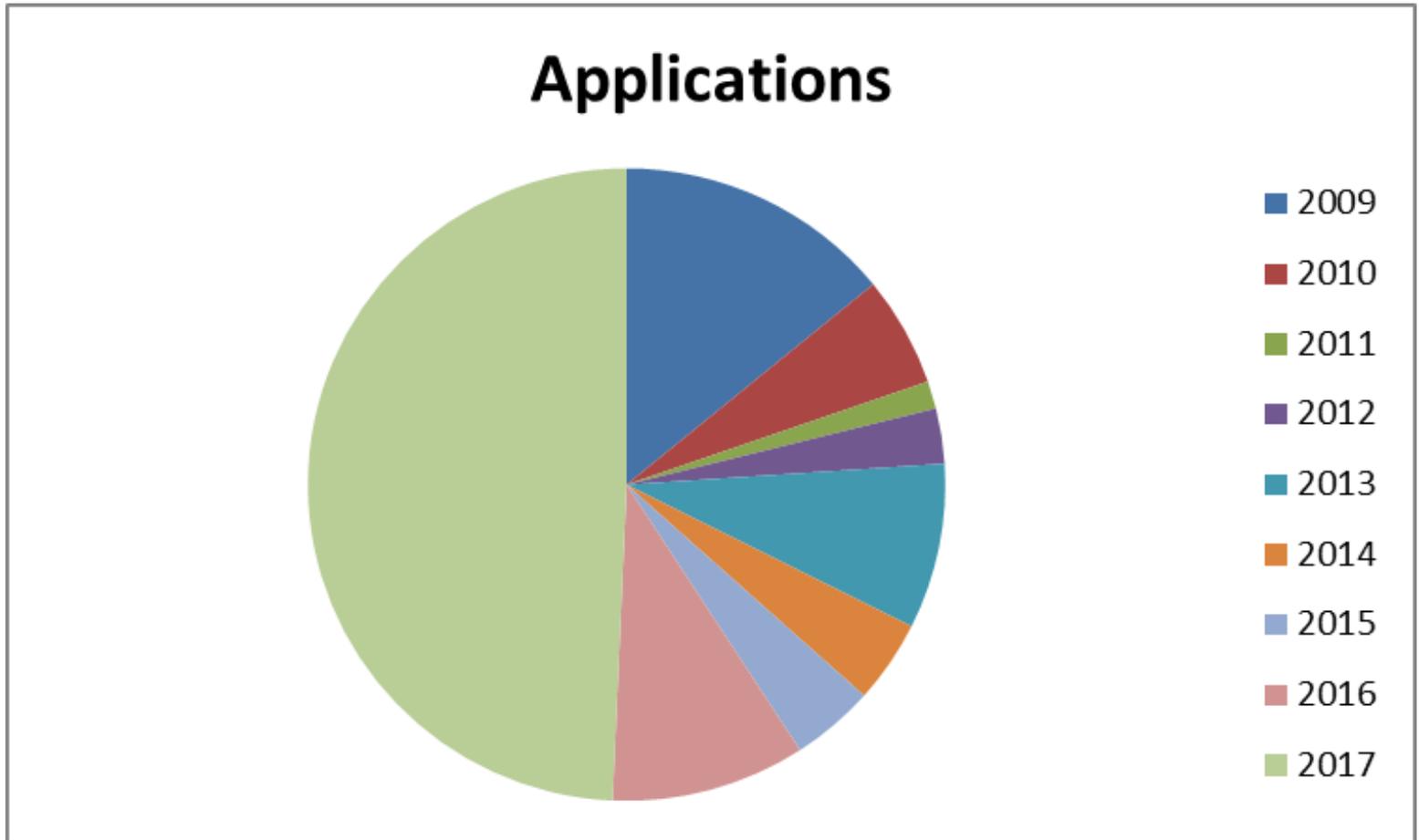


Past Enforcement Actions





HHG Applications





Future work required for the enforcement of illegal movers

- *Continued use of UTPA to protect consumers from the most unscrupulous illegal movers.*
- *Active enforcement operations.*
- *Additional partnerships with web-based advertising sites and rental companies.*
- *Public awareness and education to obtain voluntary compliance.*