

# Motor Carrier Transportation Advisory Committee

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Commerce and Compliance Division  
Oregon Department of Transportation  
Thursday, April 16, 2026



# Housekeeping

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- Today's meeting is being recorded.
- We are in a hybrid format.
- For those on Teams:
  - Please mute your visual device if calling in via phone for audio.
  - Turn down your sound as well.
  - Please use “raise hand” function for questions/comments.
- We will pause throughout for questions/comments.
- Please introduce yourself before speaking.

# MCTAC Agenda



## Motor Carrier Transportation Advisory Committee

Thursday, April 16, 2026 | 9 am to 10:30 am

Meeting Materials: <https://www.oregon.gov/odot/MCT/Pages/MCTAC.aspx>

[Click here to join the meeting](#) Audio only: +1 971-277-1965,,339809420#

Time		Topic		Action	Lead
9:00-9:05	5 min	01	Welcome	Discussion	Jason Lawrence
		<ul style="list-style-type: none"> <li>Welcome and housekeeping, overview of today's agenda, etc.</li> <li>Introduction:                             <ul style="list-style-type: none"> <li>Our new ORRA representative – Craig Campbell</li> <li>CCD's new Modernization and Operations Branch Manager – Tim Ghormley</li> </ul> </li> </ul>			
9:05-10:05	60 min	02	Agency Updates	Information and Discussion	ODOT Management
		<ul style="list-style-type: none"> <li>Travis Brouwer, Deputy Director</li> <li>Amy Joyce, DMV Administrator</li> <li>Elizabeth Papadopoulos, Statewide Maintenance &amp; Operations Engineer</li> <li>Carla Phelps, CCD Administrator</li> <li>Meliah Masiba, Director of External Affairs</li> </ul>			
10:05-10:15	10 min	03	Weight-Mile Tax Simplification Impacts	Information	Jenny Galvin
		<ul style="list-style-type: none"> <li>WMT simplification coming July 1, 2027</li> </ul>			
10:15-10:25	10 min	04	Household Goods Legislative Updates & Compliance Efforts	Information	Leah Cisneros
		<ul style="list-style-type: none"> <li>HHG updates following recent legislative changes</li> </ul>			
Close		05	Close and Agenda Build	Discussion	All
		<ul style="list-style-type: none"> <li>Agenda items for July 2026?</li> </ul>			
<b>Next Meeting: Thursday, July 16, 2026 9:00am-10:30 am</b>					

## **MCTAC Summary Notes – January 15, 2026**

**Attendees:** Members – Carla Phelps (ODOT-CCD), Mark Gibson (OTA), Diane DeAutremont (Lile International), Kristine Kennedy (Highway Heavy Hauling), Donny Callahan (OTTA), Kaiger Braseth (Mountain West Moving), Jon Golly (AOL), Craig Campbell (ORRA); Support – Jason Lawrence (ODOT-CCD)

Presenters and Guests – Kristen Mitchell (ORRA), Elisha Brackett (ODOT-CCD), Jenny Galvin (ODOT-CCD), Nick Hopper (ODOT-CCD), Lloyd Pratt (ODOT-CCD), Jess Brown (ODOT-CCD), Amy Joyce (ODOT-DMV), Travis Brouwer (ODOT)

### **Introductions and housekeeping**

**Non-Domicile CDLs in Oregon – Amy Joyce, DMV Administrator:** Amy joined us to provide an update on DMV's work regarding limited term CDL/CLPs prompted by recent federal activity, with a rulemaking timeline outlining immediate next steps (slide 12).

**ODOT Budget Update – Travis Brouwer, ODOT Deputy Director:** Travis joined us to give an update on ODOT's budget following 2025's special legislative session and the upcoming ballot measure (slides 14-24). ODOT faces a budget gap in this 2026 legislative session.

**Oregon Trucking Association: 2026 Priorities – Mark Gibson, Government Relations Policy Advisor:** Mark presented an overview of OTA's federal priorities for 2026, along with highlighting some issues they have their eyes on here in Oregon (slides 26-30).

**CCD Priorities and Updates – Carla Phelps, Jenny Galvin, Jess Brown, Jason Lawrence and Elisha Brackett, CCD:** Carla (CCD Administrator) gave an overview of CCD's biennial priorities ahead (slide 33). Jenny (CCD Tax Program Branch Manager) provided a look at CCD's weight-mile tax (WMT) simplification work following the passage of HB 3991 (slides 35-37). Jess Brown (CCD Central Roadside Safety Compliance Manager) then gave us an overview of CCD's recent work around English Language Proficiency (ELP) Inspections following recent changes in federal requirements (slides 40-45). Finally, Jason (CCD Legislative and Rules Coordinator), Elisha (CCD Business Operations Branch Manager) and Jenny walked through upcoming changes to Oregon Administrative Rules (slides 47-59, with full OAR amendments at the end of the materials packet).

**Agenda build discussion. Close of meeting.**

# Agency Updates

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Travis Brouwer, ODOT Deputy Director

Carla Phelps, CCD Administrator

Kimberley Patton, DMV Program  
Coordination Section Manager

Elizabeth Papadopoulos, Statewide  
Maintenance & Operations Engineer



# Closing ODOT's Budget Gap

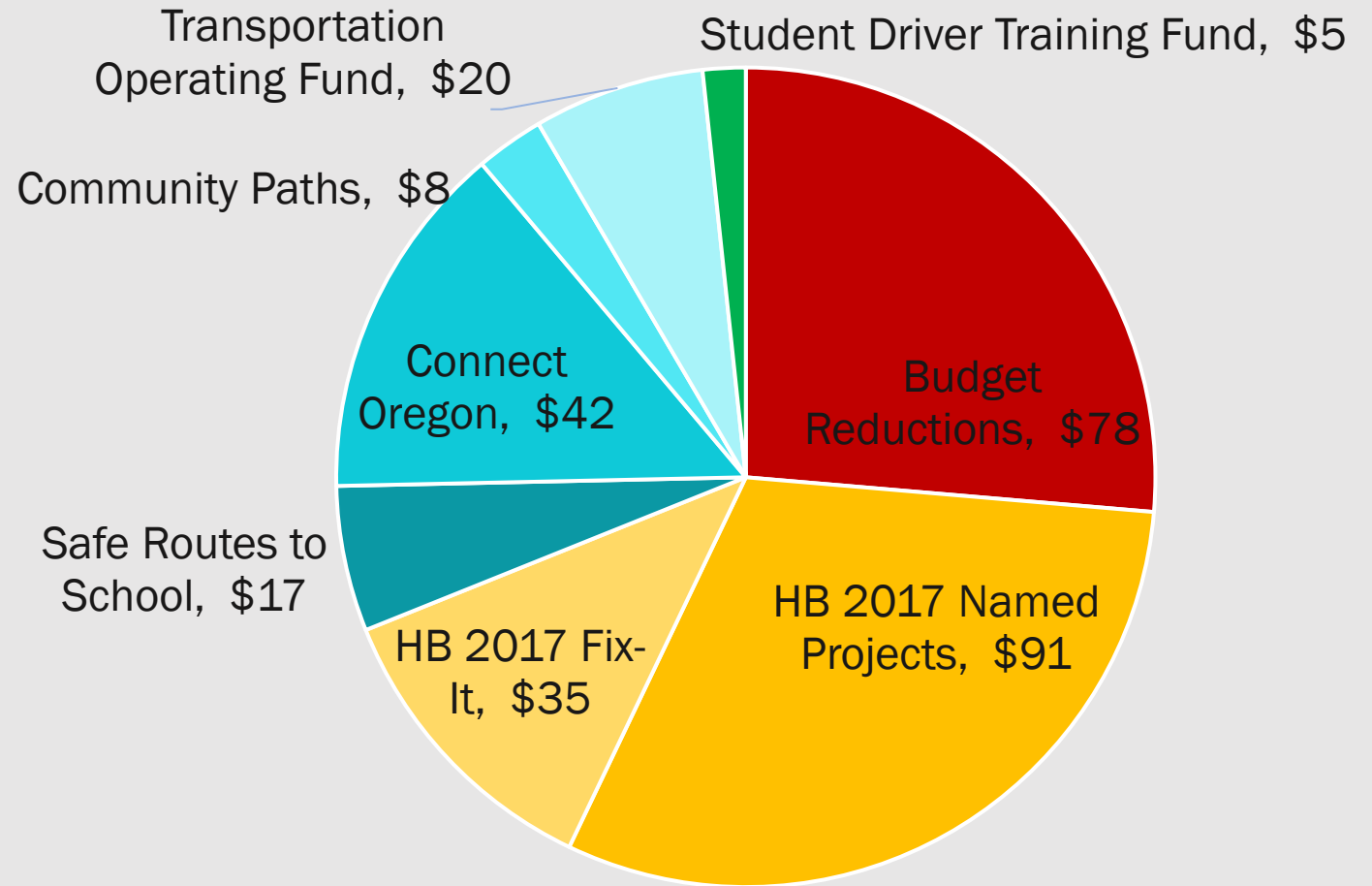
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Travis Brouwer, Deputy Director

# Legislative Action to Close ODOT's Budget Gap

Legislature closed \$296 million gap through January 2027

- \$78 million in budget reductions
- \$218 million redirected to operations and maintenance from within ODOT's budget



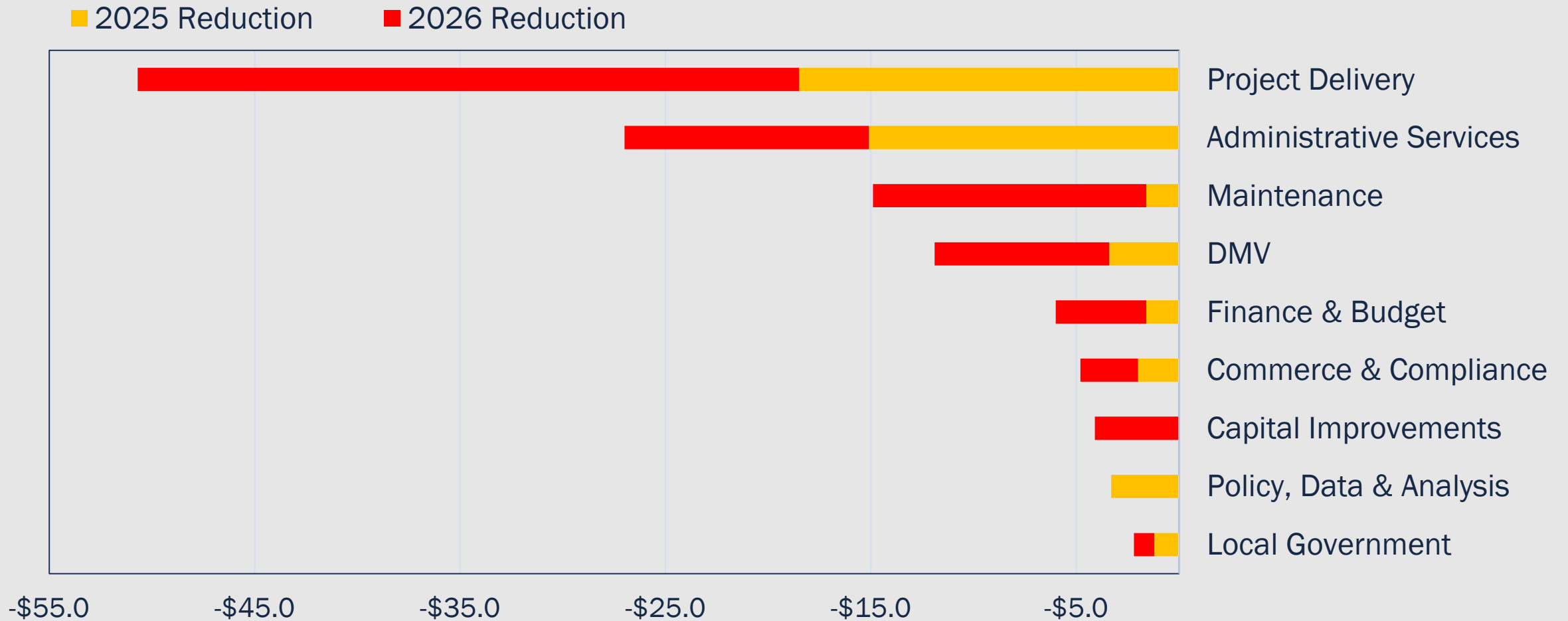
# Budget Reductions in HB 5204

- O&M budget areas reduced
- Savings come primarily from vacant positions and austerity measures
- 138 positions need to be held vacant for rest of biennium
- No layoffs required
- ODOT beginning to hire for critical vacancies

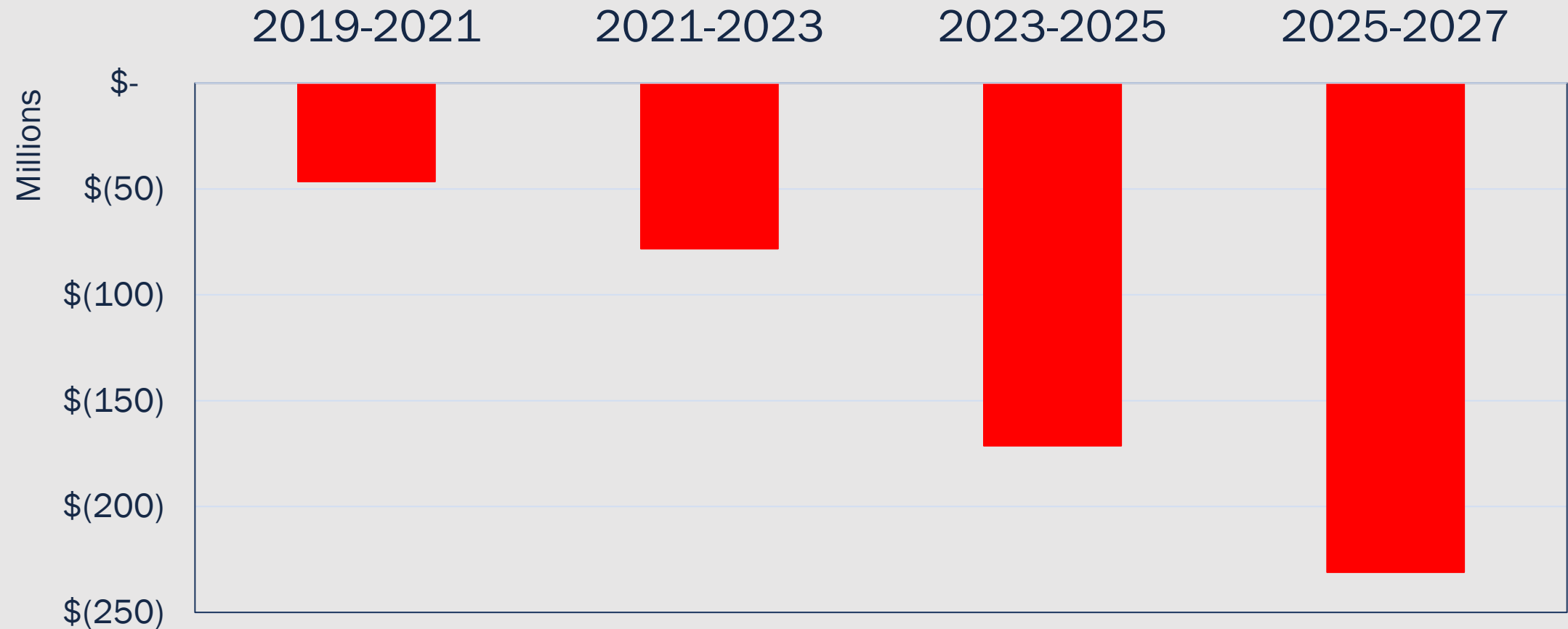
Budget Area	Reduction
Maintenance	\$13.3 million
DMV	\$8.5 million
Commerce and Compliance	\$2.8 million
Administrative Services	\$11.9 million
Finance and Budget	\$4.4 million
Capital Improvement	\$4.1 million
Project Delivery	\$32.2 million
Local Government	\$1 million
<b>Total</b>	<b>\$78.2 million</b>

# 2025-2027 Legislative Budget

## Legislative Reductions by Division



# ODOT Reductions by Biennium



# Legislative Redirection of Funds

Funding Source	Amount	Program/Projects Impacted
HB 2017 ODOT Highway Funds	\$91 million	Named projects
	\$35 million	Fix-It projects
Safe Routes to School	\$17 million	Safe Routes to School (construction projects)
Privilege Tax	\$42 million	Connect Oregon
	\$8 million	Community Paths
Transportation Operating Fund	\$8 million	Community Charging
	\$5 million	Innovative Mobility Program
	\$3 million	Passenger rail operations
	\$2 million	Passenger rail grant match
	\$2 million	TOF reserves
Student Driver Training Fund	\$5 million	Student driver training provider reimbursement
<b>Total</b>	<b>\$218 million</b>	

# Governor's Transportation Vision Workgroup

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- Governor Kotek announced workgroup co-chaired by transportation leader Grace Crunican and former lawmaker Bruce Hanna
- The Workgroup will:
  - Analyze spending needs and trends over the next 10 years for maintenance and operations across all modes
  - Review the financial condition of major transportation funds including the Highway Trust Fund and the Statewide Transportation Improvement Fund
  - Provide a framework for a 2027 transportation package that supports public safety, economic development, prioritizes affordability for Oregonians and rebuilds our transportation future



# Thank You



# Limited Term CDL/CLP: Current Status & Next Steps

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Kimberley Patton, DMV Program Coordination Section Manager

# What Happened?

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- September 29 announcement from USDOT – interim emergency CFR
  - Concurrently, USDOT permanent rulemaking begins
- Oregon’s program, formerly compliant, instantly not so
- DMV temporary/emergency rule suspends the program
  - No renewals, replacements, new issuances. Existing credential *status quo*.
- Federal Court stays the USDOT regulation
- Oregon temporary rule not lifted; permanent rule-making needed

# Limited Term Commercial Driving Privileges aka Non-domicile

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## Full CDL

- Proof of identity and DOB
- Proof of Oregon residency
- Pass tests (unless OOS exchange)
- Proof of legal presence that is permanent (U.S. citizen, COFA, or permanent legal resident)
- Credential: 8 years

## Limited Term CDL

- Proof of identity and DOB
- Proof of Oregon residency
- Pass tests (unless OOS exchange)
- Proof of legal presence that is temporary (e.g., employment authorization card; I-94)
  - Who? DACA, refugee, asylee
- Credential: Length of legal stay (less than 8 years)

# Purpose of the RAC Meeting

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What is a RAC? A forum for input by impacted groups to advise the agency before finalizing a draft OAR to be put out for public comment.

This RAC will review three rule options for permanent rules moving forward:

1. Permanently enact the temporary rule - continue to prohibit DMV from issuing limited-term CDLs and CLPs.
2. Allow people who held a limited-term CDL or CLP on September 29, 2025, to retain them, while prohibiting issuance of new limited-term credentials.
3. Allow the temporary rule to expire - resume issuing limited-term CDLs and CLPs as DMV did prior to the temporary administrative order.

# DMV Rules Advisory Committee (RAC)

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Virtual Meeting

Tuesday, January 20

MS Teams

\*Contact us for meeting information to listen in

Entities invited

OTA

TriMet

Oregon Department of Human Services - Office of Immigrant and Refugee Advancement

Catholic Community Services' Refugee & Immigrant Services Program (RISP)

ODOT - CCD

Public Transportation representative

League of Oregon Cities

Oregon Department of Education

# Rulemaking Timeline

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Temporary rule adopted October 13, remains in effect until April 10, 2026, then would revert to prior rules unless replaced.

## Timeline:

- DOJ and DMV Administrator review after RAC meeting, staff edits
- Submit to SoS for public comment period February 1 - 21, 2026
- Public hearing in February
- Oregon Transportation Commission meeting March 12, 2026

A worker in a red safety suit and hard hat stands on a blue lift bucket, working on a steel bridge structure. The background is a dense forest of evergreen trees. The image has a blue tint.

Questions?

# 2026 Preview

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Elizabeth Papadopoulos, Statewide Maintenance & Operations Engineer



# Weather Impacts

## '25/'26 Winter was mild

- '25/'26 winter was mild resulting in reduced resource use and earlier opportunity to carry out other types of maintenance
- Mild winter savings were offset by a significant amount of emergency work, primarily related to slides and flooding.
  - The amount Region 3 spent on emergency response this fall/winter was more than the amount typically spent for regular maintenance work over the same period.
  - The majority of emergency work will receive reimbursement from FHWA.
- The lack of precipitation this winter is raising concerns about the potential for a significant fire season. As of March, central Oregon has already experienced 4 fires.
  - ODOT's role in fire response is closing/opening roads and maintaining the right-of-way for the safety of the traveling public.



# Budget/Vacancy Impacts

Maintenance continues to hold a significant number of vacancies.

- Critical positions are being hired.
- Due to uncertainties tied to the 2027 legislative session, some vacancies are being held through the end of the biennium.
- Crews continue to work at a reduced Level of Service.
- The nature of unplanned vacancies can result in crews not being able to meet critical staffing levels needed to carry out some types of work.



# Continued Concerns

The highest priority is crew safety in challenging conditions.

- Crews working on and alongside our highways continue to experience substantial motorist noncompliance with temporary traffic control.
- While felt locally, the issues are nationwide:
  - Significant population driving while under the influence of drugs/alcohol.
  - More extreme/unsafe behaviors.

A worker in a red safety suit and hard hat stands on a blue lift bucket, working on a steel bridge structure. The background is a dense forest of evergreen trees. The image has a blue tint.

Questions?

# CCD Biennial Priorities



## HB 3991

- Truck Taxation Modernization
- WMT-Simplification
- Hybrid Diesel/IFTA Model



## WORKFORCE

- Hire vacancies
- Create PMOB
- Build bench strength



## EQUIPMENT & TOOLS

- Scale House Repairs
- Vehicles
- Technology

# Legislative Updates: 2026 Recap and 2027 Outlook

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Meliah Masiba, ODOT Director of External Affairs

Carla Phelps, CCD Administrator

Insert Meliah Slides

# CCD's 2027 Legislative Concepts

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- Statutory cleanup for refunds (825.180 and 825.406)
- Technical fixes for Motor Carrier Education Program (825.400 and 825.402)
- Increased fines for overlength vehicles (818.130)
- IBR toll payments required for registration/renewal (826)
- Fixing civil penalty structure (825.950)
- Language cleanup for denial of authority (825.135)
- Household Goods:
  - Simplifying authority (825.180 and 825.240)
  - Technical fixes following SB 839 (2025) (825.326)

# Questions or Comments?

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Thank you!



# Weight-Mile Tax Simplification Impacts

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Jenny Galvin, CCD Tax Program Branch Manager



# Weight-Mile Tax (WMT) Simplification and Flat Fee Changes

Effective July 1, 2027

## What will change:

- Weight-Mile Tax based on registered weight
- Fewer tax rates
- Removes the \$5 per vehicle suspension fee
- Flat fee changes:
  - Sand and gravel rates increase
  - Log rates decrease

## Benefits to you:

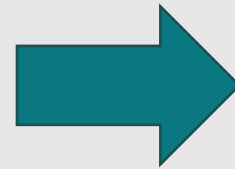
- Decreases the amount of record keeping – no configuration tracking!
- Simplifies reporting
- Eliminates the need to declare multiple weights



# Registration Weight | Simplified Tax Table

## One Weight

Total empty weight of all vehicles in a combination plus the total weight of the load carried on that combination of vehicles as listed in the vehicle registration for the time period shown on the registration document.



## Fewer Tax Rates

<b>Declared Combined Weight Groups (Pounds)</b>	<b>Fee Rates Per Mile (Mills)</b>
26,001 to 32,000	76.4
32,001 to 38,000	89.8
38,001 to 44,000	102.7
44,001 to 50,000	114.3
50,001 to 56,000	132.5
56,001 to 62,000	143.1
62,001 to 68,000	166.2
68,001 to 74,000	181.5
74,001 to 80,000	251.2
80,001 to 105,500	263.1

# WMT Simplification in Action

## Tractor and Semi Trailer

Usually registered at 80,000 lbs.

All miles paid at 80,000 lbs.



## Tractor with Multiple Configurations

Usually registered at 105,500 lbs.

All miles taxed at 105,500 lbs.

# Log Trucks and Dump Trucks



Mileage: All miles paid based on registered weight.  
Flat Fee: Flat fee rate paid for eligible operations.  
Carriers may want to evaluate a switch to flat fees.

# Tow Trucks and Mobile Home Toters



Registration weights do not include weight of trailing vehicles.  
WMT paid based on registration weight.

# What to Expect

- Procedural changes
- Changes to Trucking Online
- One-time amendment to existing enrollments
- Regular Communications

**Subscribe to Oregon Motor  
Carrier News**

<https://public.govdelivery.com/accounts/ORDOT/subscriber/new>



# Questions or Comments?

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Thank you!



# Household Goods Legislative Updates and Compliance Efforts

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Leah Cisneros, CCD Investigation and Compliance Unit Manager

# HHG Legislative Updates - statutes

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## 825.100 Certificate or permit required

- (2) A person may not offer to transport, advertise as willing to transport or transport household goods for-hire in intrastate commerce without a valid certificate from the department. Each act described in this subsection is a separate violation subject to penalties under ORS 825.950 (1)(c)

## 825.950 – Civil penalty for violation of chapter

- (1)(c) In addition to all other penalties provided by law, every person who violates or who procures, aids or abets in the violation of ORS 825.100 (2) shall incur a civil penalty of not more than \$3,000.

# HHG Legislative updates – definition and penalty rules

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## 740-035-0005 – Definitions

- (1) To “Advertise” means utilizing any form of media including broadcasting, publishing, or the internet to promote the transportation of household goods.
- (4) “Household goods” is defined in ORS 825.005(8)
- (6) An “Offer” means expressing readiness or the intent to provide transportation of household goods for or on behalf of someone, through all forms of communication
- (9) To “Transport” means utilizing a motor vehicle to move household goods.
- (10) A “Valid Certificate” means an Oregon Intrastate Certificate to Transport Household Goods, that is not suspended under ORS 825.137, 825.139 or 825.164.

## 740-300-0035 - Penalties

- Except as otherwise ordered by the Department in a particular case, any person who violates ORS 825.100(2) or any rule or order related thereto, in addition to any other penalties authorized by law, shall be subject to a penalty of \$3,000.

# HHG Legislative update – mitigation rule

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## 740-300-0055 – Mitigation

(1) If respondent has not previously received mitigation for any proposed civil penalty under OAR 740-300-0035, the Department may suspend up to 50 percent of the monetary penalty assessed or requested on the condition that the respondent must not violate ORS 825.100(2) within one year from the date of the penalty order.

(2) There shall be no mitigation allowed with respect to penalties that were imposed and suspended under prior orders.

(3) The Department shall consider the history of violations by the respondent and the number of violations charged in determining whether the mitigation guidelines of this rule are appropriate. There shall be no mitigation in the following cases:

(a) Where the respondent has failed to pay previously assessed penalties.

(b) Where the respondent provided false or misleading information to Department staff about the nature of its operations.

(c) Where the respondent has already received mitigation for the proposed corrective action.

# Compliance Efforts

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- Rotational investigator focused on unauthorized mover compliance.
- Educating to compliance and compliance at the lowest level possible is the goal
- Community engagement – senior care homes, realtors, storage units, government agencies
- Enforcement events with law enforcement partners
- Responding to input from consumers or authorized movers

# Questions or Comments?

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Thank you!



**Agenda Build  
for  
July 16, 2026**

What would you like us to cover in July?

# Additional Resources & Information

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- [Oregon Transportation Plan](#)
- [Oregon Transportation Commission](#)
- [Oregon Freight Advisory Committee](#)
- [Urban Mobility Office](#)
- [Equity and Mobility Advisory Committee](#)
- [Oregon Safety Transportation Plan](#)

For questions or comments  
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