

Motor Carrier Transportation Advisory Committee

Commerce and Compliance Division
Oregon Department of Transportation

Thursday, July 17, 2025

Housekeeping

- 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 Summary Notes – April 17, 2025

Attendees: Members – Carla Phelps (ODOT-CCD), Mark Gibson (OTA), Diane DeAutremont (Lile International), Kristine Kennedy (Highway Heavy Hauling); Support – Jason Lawrence (ODOT-CCD)

Presenters and Guests –Elisha Brackett (ODOT-CCD), Jenny Galvin (ODOT-CCD), Nick Hopper (ODOT-CCD), Justin Hauschild (ODOT-Government Relations), Jacob Easter (ODOT), Jess Brown (ODOT-CCD)

Previous meeting's minutes approved.

ORION Update – Nick Hopper, Commercial Vehicle Licensing Services Branch Manager, CCD: Nick provided us with the latest update on ORION, CCD's new web-based over-dimension permitting system set to launch in May 2025. Nick walked us through recent benchmarks in testing and the soft launch program, as well as next steps and trainings for users as we near the launch date next month. See slides and project [web page](#).

Oregon Trucking Online (TOL) Enhancement Updates – Jenny Galvin, Tax Program Branch Manager, CCD: Jenny provided us with an update on the ongoing work to enhance user experience on TOL, highlighting the recent changes allowing self-service password management and improving how those with a CCD account can sign up for a TOL account online. See slides and project [web page](#).

2025 Oregon Legislative Session Update – Justin Hauschild, Government Relations, ODOT: Justin provided us a brief recap of the legislative session thus far, noting that we have passed the halfway mark of session and that the next major legislative deadline for bills to progress is May 9th. Still no ODOT budget bill, but anticipating to see it around that May 9 deadline.

ODOT State of the System – Jacob Easter, Strategic Initiative Analyst, ODOT: Jacob walked the committee through different feature's of ODOT's State of the System dashboard, highlighting data that might be of interest to our committee. Please visit the dashboard [online](#).

CCD Operations Update – Elisha Brackett, Business Operations Manager, CCD: Elisha provided an update on recent CCD operations, including walking us through recent trends and noteworthy numbers in CCD data. She highlighted continued success in call wait times, looked at permit transaction trends and showed various motor carrier demographic data. Please see slides.

Administrator's Report – Carla Phelps, Interim Division Administrator, CCD: Carla informed the committee that CCD's Portland Metro Office will relocate in August 2025 with full details to come. She then provided a look ahead for what's in front of CCD and suggested topics for the July meeting.

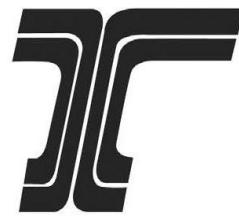
Agenda build discussion. Close of meeting.

Motor Carrier Transportation Advisory Committee (MCTAC) Agenda

Thursday, July 17, 2025 | 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#](tel:+1971-277-1965,,339809420#)



Time			Topic	Action	Lead
9:00-9:05	5 min	1	Welcome and Housekeeping	Discussion	Jason Lawrence
			<ul style="list-style-type: none">• Welcome, housekeeping, etc.• Overview of today's agenda		
9:05-9:35	30 min	2	2025 Legislative Session Recap	Information and Discussion	Travis Brouwer
			<ul style="list-style-type: none">• Budget and Revenue Update from Travis Brouwer		
9:35-9:50	15 min	3	CCD Omnibus Bill	Info & Discussion	CCD Managers
			<ul style="list-style-type: none">• Recap of changes following the passing of SB 839		
9:50-10:05	15 min	4	ORION Update	Info & Discussion	Nick Hopper
			<ul style="list-style-type: none">• Early Data and Updates after ORION Launch		
10:05-10:15	10 min	5	Future CCD Modernization Efforts	Information	Carla Phelps
			<ul style="list-style-type: none">• Looking ahead to future modernization projects for CCD.		
10:15-10:25	10 min	6	ITD Update	Information	Audrey Lawson
			<ul style="list-style-type: none">• Recap of recent ITD conference and CCD's ongoing ITD work		
10:25	5 min	7	Close and Agenda Build	Discussion	All
			<ul style="list-style-type: none">• Agenda items for October?		

Next Meeting: Thursday, October 16, 2025 9:00am-10:30 am



2025 Oregon Legislative Session Recap

Travis Brower, ODOT Assistant Director for Revenue, Finance and Compliance

2025 Post Session Update

Travis Brouwer

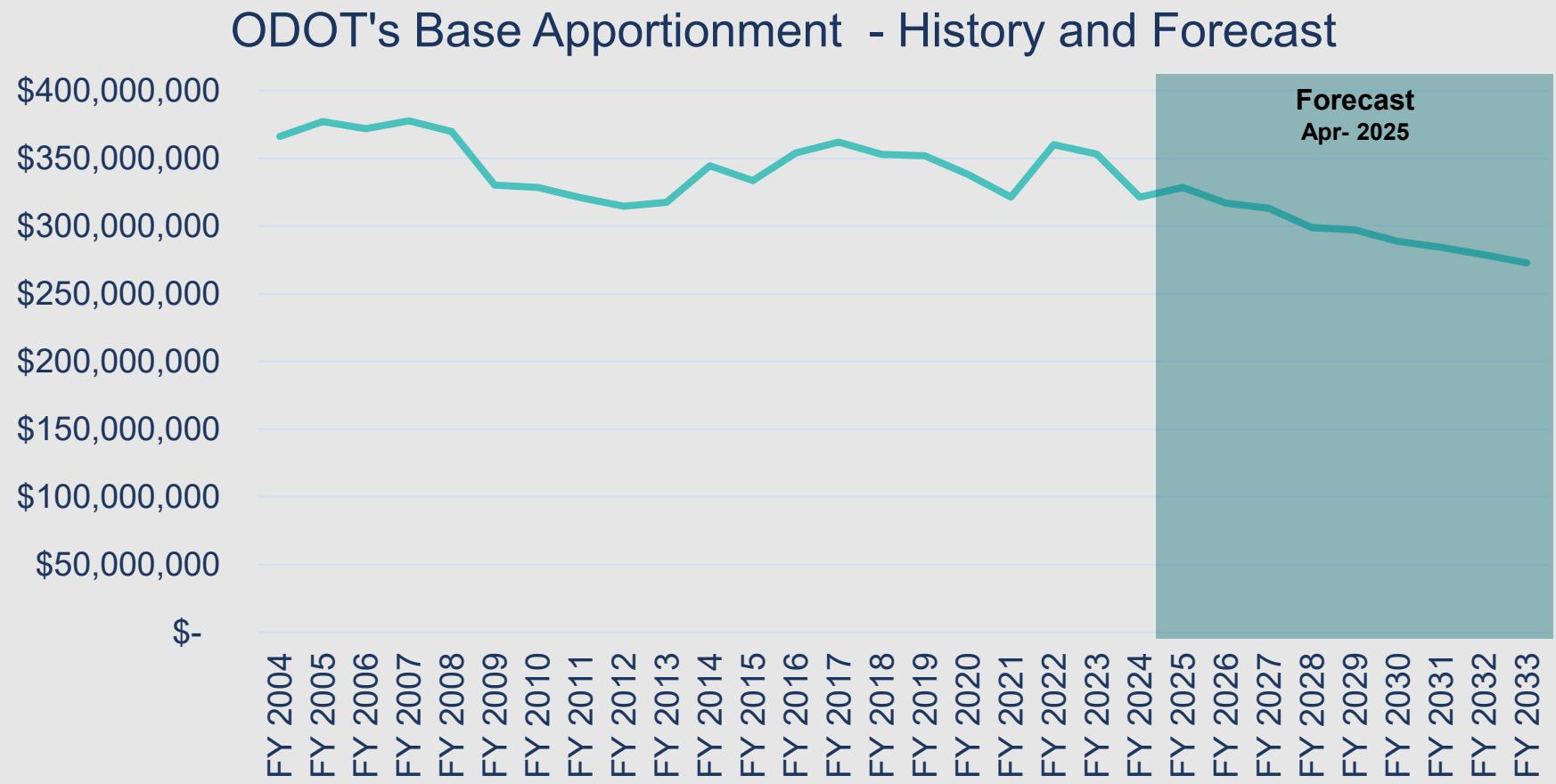
Assistant Director for Revenue, Finance and Compliance

Motor Carrier Transportation Advisory Committee

July 17, 2025

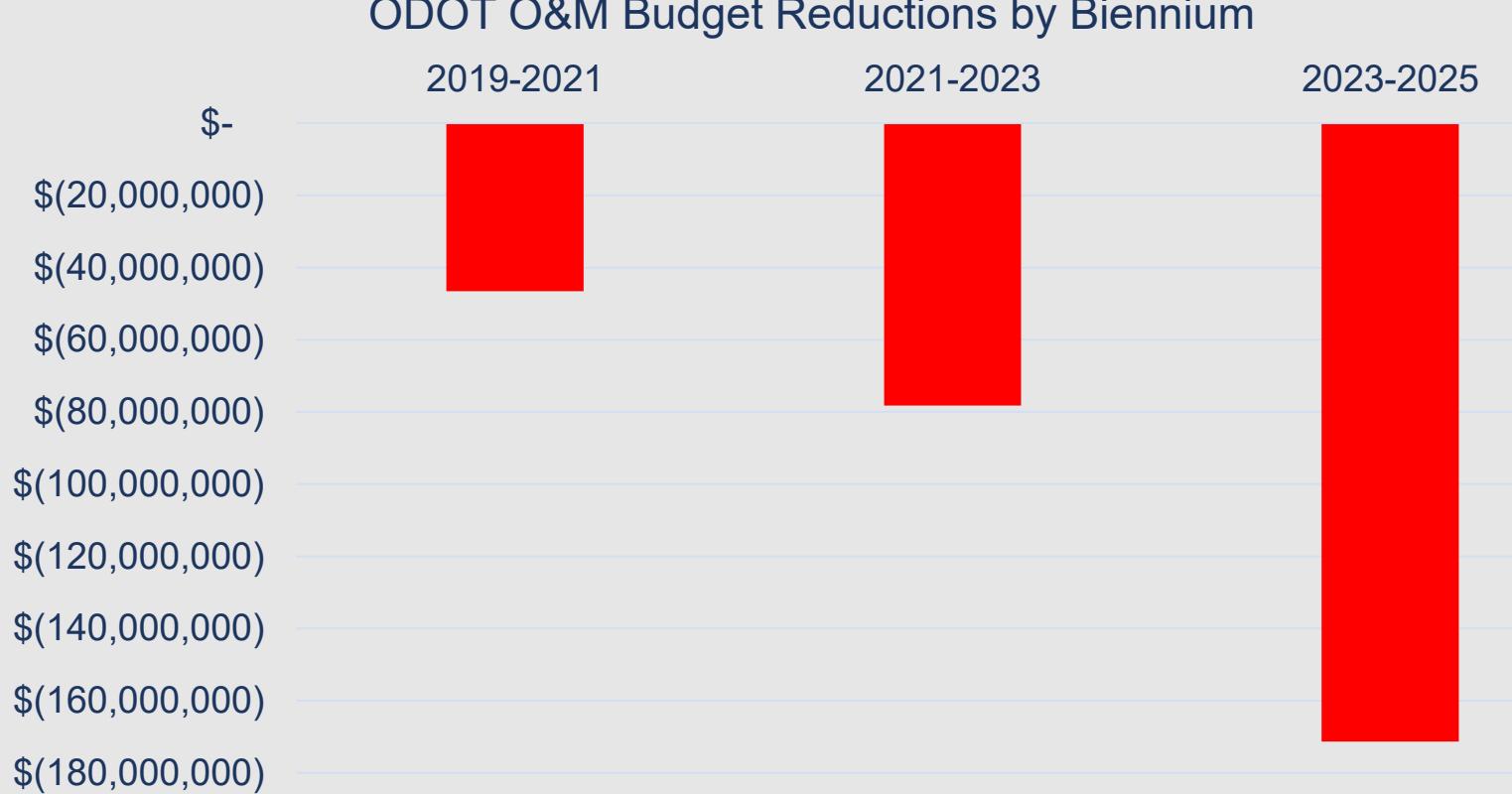
State Highway Fund Resources for O&M

Most new funding since 2001 has gone into capital projects, so ODOT relies on pre-2001 revenue sources that are declining



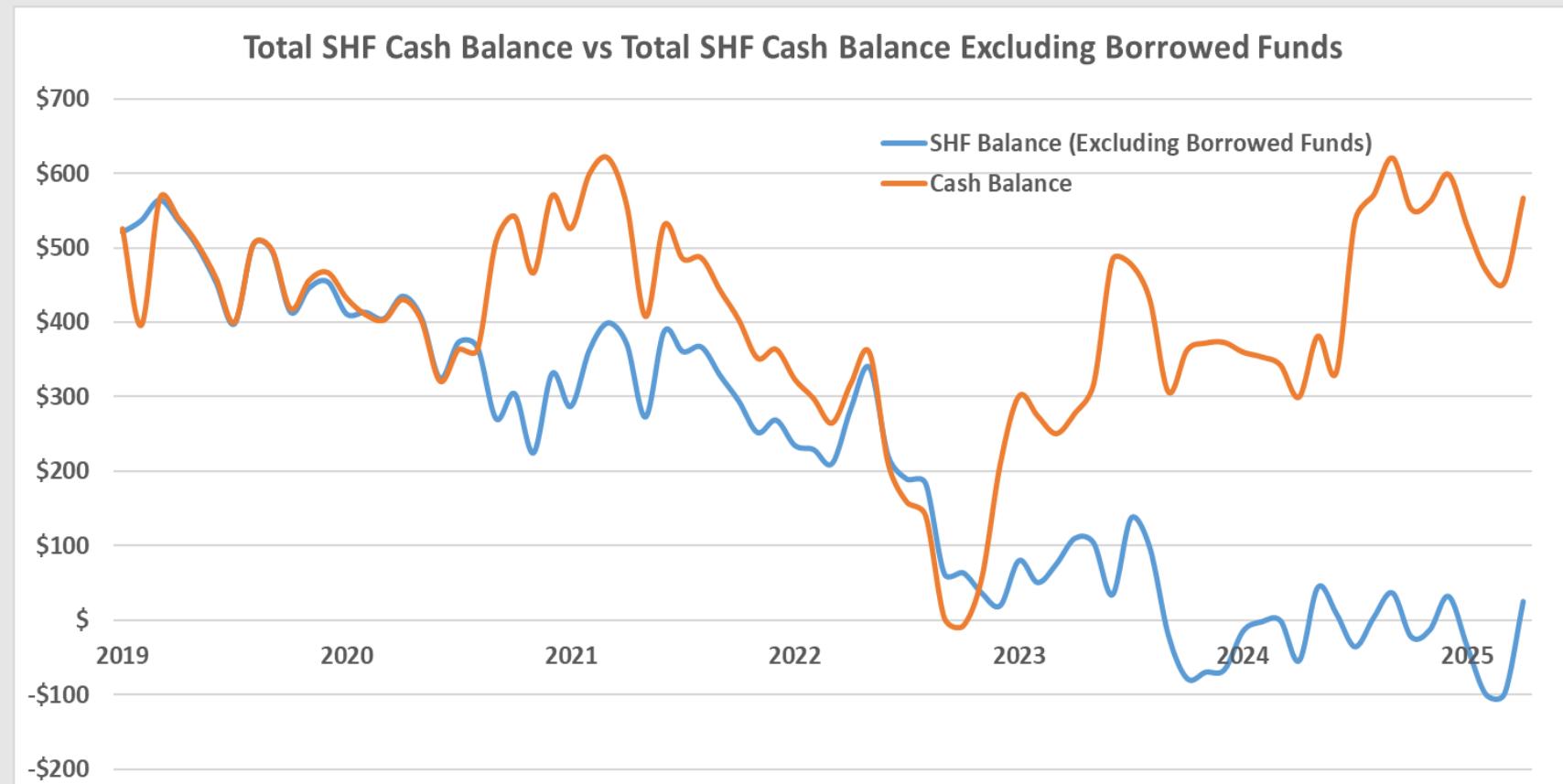
Budget Reductions

ODOT has taken progressively larger voluntary budget reductions to stave off insolvency



State Highway Fund Balances

- ODOT has deliberately spent down State Highway Fund balances to minimize service reductions
- Balances are now hovering around zero



Long-Term Funding Advocacy

Since 2020, ODOT has raised awareness about the revenue shortfall, emphasized the urgency of modernized, sustainable funding solutions, and highlighted long-term impacts of legislative inaction.

Outreach efforts included:

- Statewide tours
- Community and stakeholder engagement
- Participation in funding work groups
- Ongoing legislative briefings

2025 Legislative Session - Funding Proposals

Multiple proposals were introduced to address transportation funding:

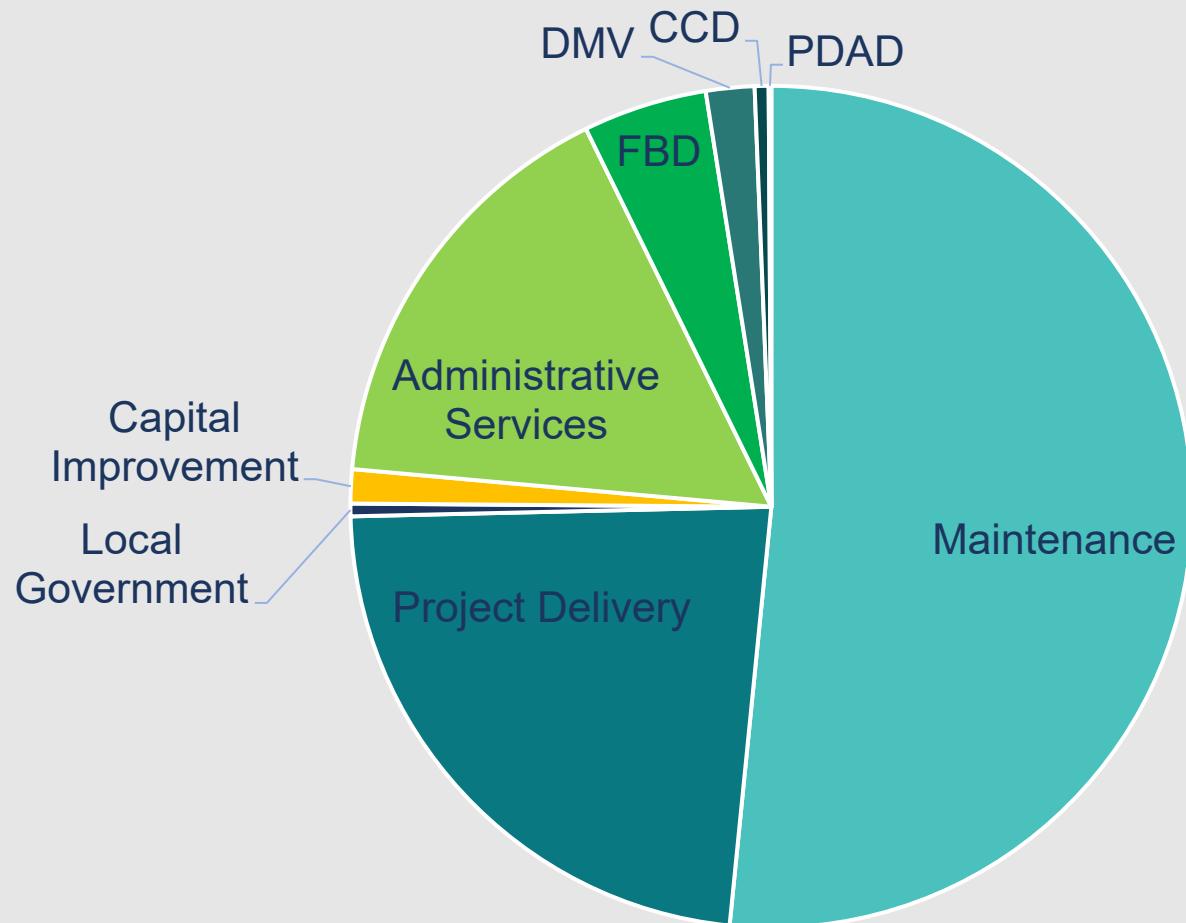
- HB 2025, introduced by Democratic leadership, would have generated \$14.6 billion in revenue over the next 10 years
- Republican proposal would have redirected about \$100 million from non-highway sources to the State Highway Fund and used the STIF to cover trucker overpayments
- “SMART” proposal by Sen. Pham and Rep. Gamba and others
- HB 3402, funding stop-gap to maintain existing ODOT services through 2027

Despite these efforts, the legislature adjourned late on June 27, 2025, without passing a transportation funding package.

Approach to Reduction in Force

- The absence of new transportation funding or greater funding flexibility has necessitated a reduction in the workforce to bridge the funding gap
- Impacts to service delivery are unfolding across ODOT
- ODOT divisions have focused on minimizing layoffs, preserving core services, and rebalancing workloads
- Ongoing partnership with DAS and labor unions
 - Operational decisions v people decisions
 - Collective bargaining agreements in place to guide layoff decisions

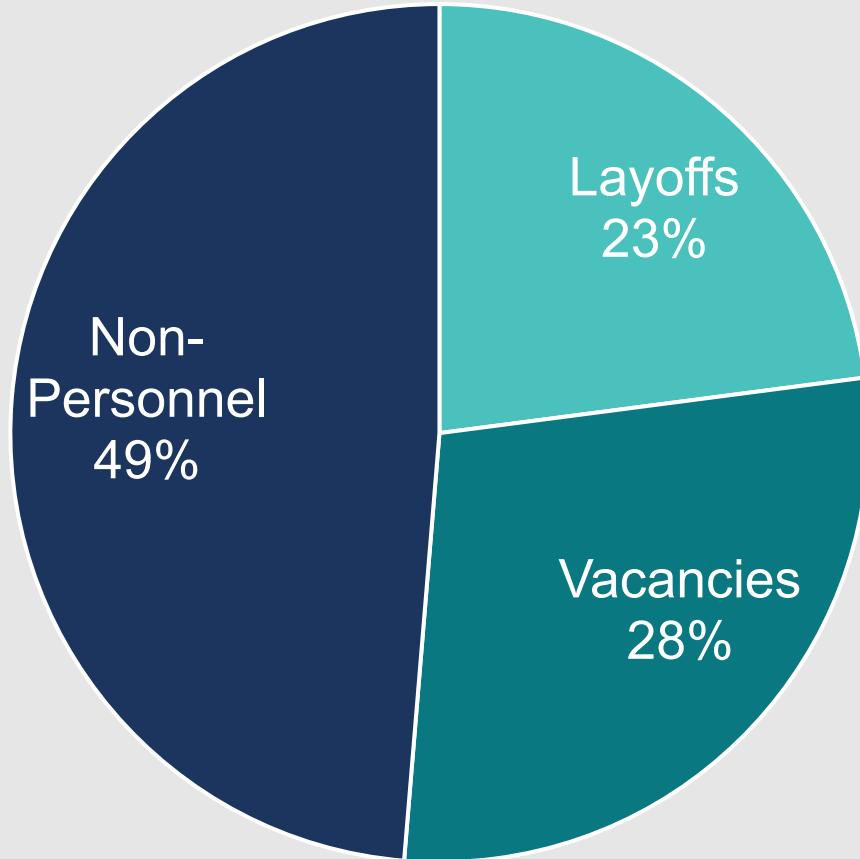
Reductions by Division & Function



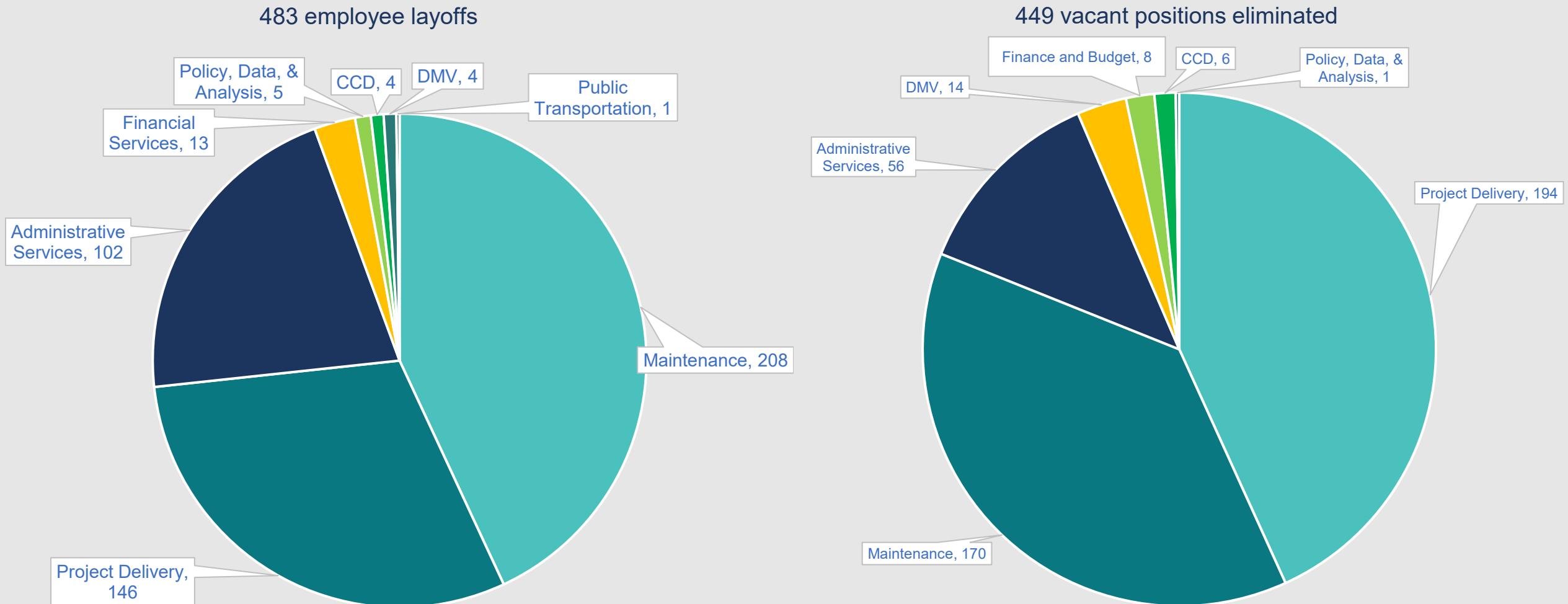
- \$354.9 million in reductions are distributed across the divisions and functions funded by the State Highway Fund
- Distribution and amounts approved by OTC in Agency Request Budget in August 2024

Reduction Savings

ODOT has eliminated vacant positions and taken significant reductions in non-personnel costs to limit layoffs



Agency-wide impacts: 932 jobs across all divisions



Service Impacts of RIF

- Slower pothole repairs, striping, and vegetation management
- Reduced graffiti, litter, and camp cleanups
- Delays in snow plowing and deicing—more winter road closures
- 12 maintenance facilities closing; remaining crews stretched thin
- Project delays due to cuts in IT, procurement, and inspections
- Reduced and slower service due to bumped staff in new positions

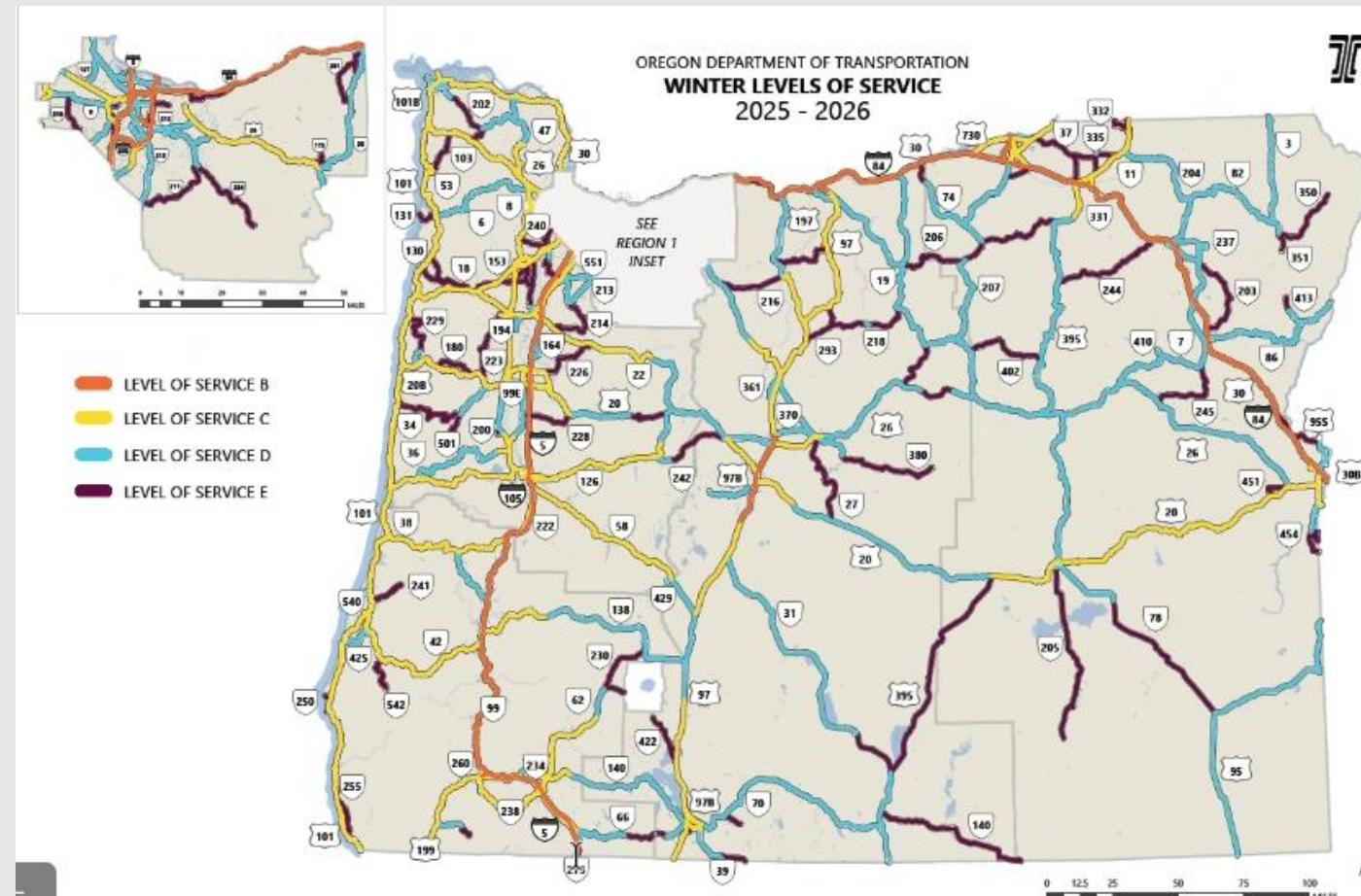
Maintenance

355 Maintenance & Operations positions eliminated

- 185 Layoffs
- 170 Vacancies

Impacts

- Reduced service levels statewide
 - No Level of Service A
 - Level of Service E includes some seasonal closures
- 12 maintenance station / facility closures
 - Canyonville, Detroit, Drawbridge, Estacada, Maupin, Mitchell, Port Orford, Rose Lodge, Silver Lake, Sisters, Sweet Home & Veneta



Project Delivery

- 294 Project Delivery positions eliminated
 - 103 Lay offs
 - 191 Vacancies
- Impacts
 - Loss of critical construction staff for active contracts including HB2017 projects
 - Loss of technical resources who lead permitting, access management and design for projects
 - Delays in project development - Risks to on time, on budget delivery
 - Risks to construction contract administration including timeliness, claims

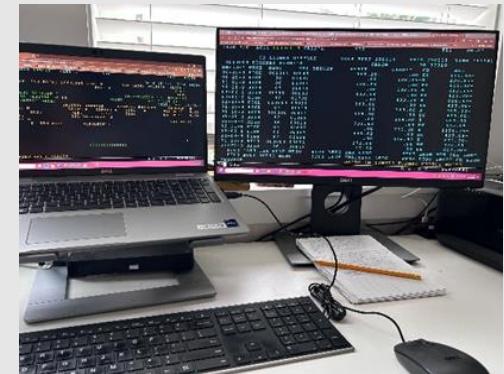


Support Services Division

- Lost 127 positions:
 - 77 filled/50 vacancies
 - 35% of total positions
- Impacts:
 - Critical Information Technology systems are at increased risk of critical failure and ability to respond is very limited.
 - Procurement processes will be delayed.
 - Facilities needs will be prioritized and delayed.
- Working to identify critical gaps, evaluate remaining skills, reorganize teams to respond to emergencies and issues.
- Routine or non-critical activities have been deprioritized.

Commerce and Compliance Division

- \$13 Million reduction in 2023-25 Biennium
- 25-27 Staff Reductions:
 - 7 positions eliminated through budget reduction, 1 Tax Branch and 6 in OD Permit Unit
 - 1 additional layoff in Rail Safety and elimination of two temps
- Legacy system support and replacement project
 - Significant extension in timeline due to administrative services RIF
 - ISB RIF for COBOL programming, vehicle registration system and Trucking Online issues will impact service to industry.
- Elimination of two unfunded services:
 - Transponders – industry to utilize other providers
 - Trusted Carrier Plates – eliminate plate
- Weigh Station Maintenance
 - Repairs and replacement of priority system/scale failures only
 - Integrity of weighing accuracy at risk



Reductions – Ongoing Impacts

- Continued reductions in workforce and resources
- Service impacts grow as staffing and funding shrink
- Scale of impacts depends on:
 - Federal funding decisions
 - Economic conditions
 - Winter weather severity
 - Labor negotiations
- Likely **second wave of reductions** in early 2026

A scenic road winds through rolling hills and fields under a clear sky. In the distance, a snow-capped mountain rises above the horizon. A white van is driving away from the camera on the right side of the road.

Questions?



CCD Omnibus Bill (SB 839)

CCD Management

SB 839 – CCD's Omnibus Bill

- Records of Conviction
- Failure to Comply with CV Enforcement Requirements
- Federal Safety Requirements
- CV Enforcement
- Unauthorized Movement of Household Goods

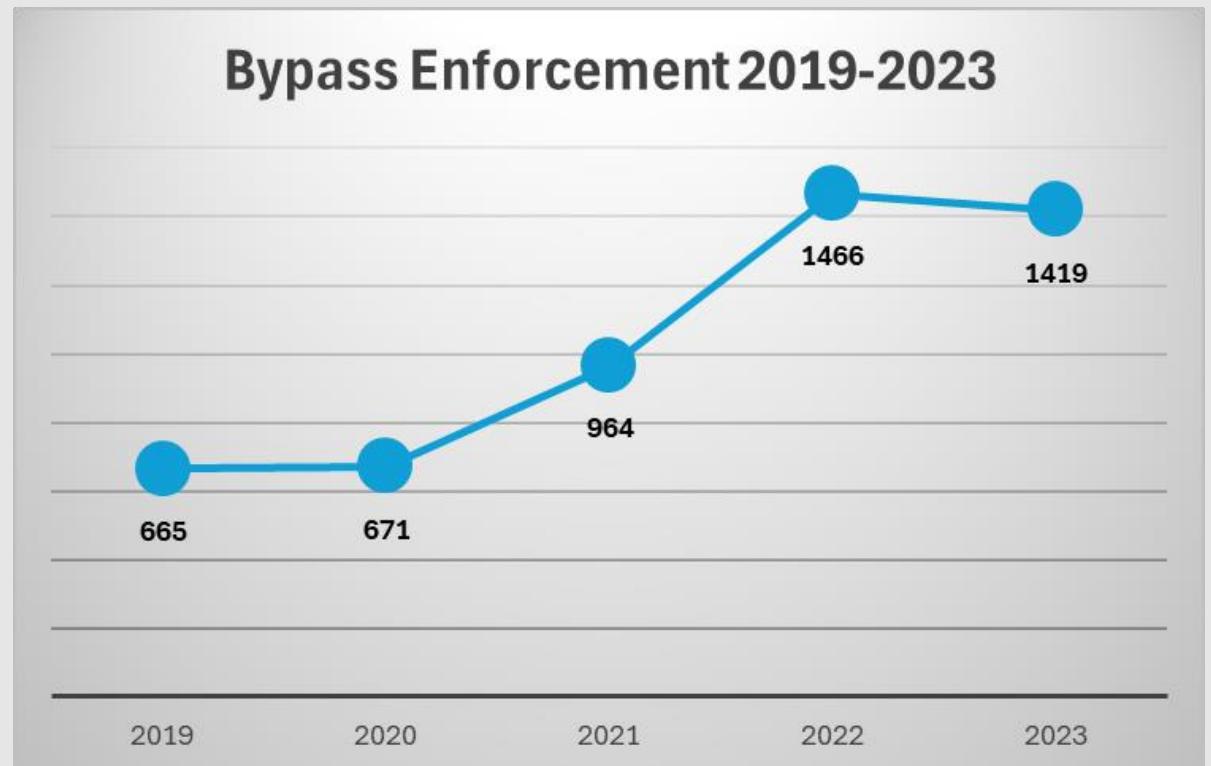


Records of Conviction: Cleaning Up Court Procedures

- ORS 810.370:
 - Requires convictions of violations with impacts to transportation safety be forwarded to the Department of record.
 - This change will result in such violations showing on a commercial vehicle driver record.
- ORS 825.450 & 825.470:
 - Eliminates the requirement for courts to forward convictions of violations related to WMT credential.
 - This change will not impact the motor carrier industry.

Failure to Comply with CV Enforcement Requirements: Illegal Bypassing

- Amends illegal bypass to add a Class A traffic violation.
- Why this change?
 - Illegal bypassing is an ongoing issue in Oregon
- Two primary benefits:
 - The motor carrier industry will have less of a legal burden.
 - The justice system can allocate resources to more serious crimes.





Federal Safety Requirements: FMCSA Alignment

- Cleans up Statute to make it clear that there are no exemptions from Federal Motor Carrier Safety Regulations (FMCSRs)
 - Focuses on vehicles engaged in charitable and eleemosynary work.
 - These proposed changes will have minimal impact on the motor carrier industry.

CV Enforcement: Regulating 10k to 26k lbs.

- Previously weighmasters and law enforcement had authority over “commercial motor vehicles”
- Adds authority over those operating a ***commercial vehicle*** which has a **gross vehicle weight rating**, a **gross combination weight rating**, a **gross vehicle weight** or **gross combination weight** of **10,001 pounds or more**.
 - As defined in Statute, “commercial vehicle” means a vehicle that:
 - (1) Is used for the transportation of persons for compensation or profit; or
 - (2) Is designed or used primarily for the transportation of property

Why this change?

- Equity: Makes things the same for all commercial vehicles
- Validating proper commercial registration & valid driver licensing
- Safety: Accidents for vehicles under 26k lbs. have jumped by more than 1.5 times relative to commercial vehicles over 26k lbs.
 - These vehicles are proliferating with e-commerce
 - Higher probability of increased crashes
 - Increased wear and tear to the roads
 - Driver oversight

Questions or Comments?

Thank you!



Unauthorized Movement of Household Goods

- Requires a certificate to offer, advertise and operate as an HHG mover.
- Treats offering or advertising service without a certificate as equal to transporting without a certificate.

HHG Implementation

- Changes to existing Rules and creation of new Rules to account for statutory changes: Draft language completed **June 30, 2025**, with a **January 1, 2026**, publish date.
- Policy and procedure for the new penalties: **Updates made by October 31, 2025**.
- Document updates: Community engagement documents and advisory letters updated June 30, 2025; Notices and Orders updated by November 30, 2025.
- External communications: Communications starting in **August** and ongoing as needed throughout the remainder of 2025. Channels will include:
 - MCTAC
 - Open house events
 - Billboard/advertising
 - Industry group meetings
 - Mail/Email to authorized movers



Questions or Comments?

Thank you!



ORION Update

ORION

Nick Hopper, CCD Commercial Vehicle Licensing Services Branch Manager

Project Progress & Key Milestones

ORION



ORION replaced the dated MF system to meet increasing OD permit demand and complexity and improve service levels for our customers.

Sept 2020

Kickoff

Sept 2022

Request for
Proposal

Feb 24 -Feb 25

Configuration &
Systems
Integration

Feb - May 2025

Training



May 19, 2025

Go Live

Planning &
Requirements

2021 - Aug 2022

Notice to Proceed

Dec 2023

Testing
Jan – April
2025

Soft Launch
March 17, 2025

Soft Launch Report

- Two Phases
- 33 Carriers
- Oregon Trucking Association
- Approx. 2300 Permits
- 4/25 - 5/18/25 (full auto-issuance functionality)
- 39% of STPs auto-issued

Permit Count by Type	
Issue Date: March 17, 2025, to May 18, 2025	
Permit Type	Count
30-Day Non-Superload Mobile Unit	27
Extended Weight Permit	226
Log Truck Towing Permit	2
Long Logs, Poles or Piling	4
Non-Divisible Size and Weight	68
Non-Divisible Size Only	30
Self-Propelled Vehicle	4
Single Trip Non-Divisible	1,842
Single Trip Non-Superload Mobile Unit	37
Single Trip Superload Mobile Unit	24
Single Trip Superload Non-Divisible	45
Tow Truck	3
Triples Permit	5
Total:	2,317

Soft Launch Survey Results

ORION

	I understand why ODOT implemented a new OD Permit System	I felt prepared to use ORION	I felt supported during the Soft Launch	I have experienced the intended benefits of ORION	I know how to obtain help if needed
Agree or Strongly Agree	100%	85.7%	85.7%	71.5%	85.7%

Top 3 Utilized Support Resources

1. FAQ
2. Email Support Box
3. Project Webpage

What they like the most:

"Seems to be a lot faster."
"Getting permits right away."
"Much, much quicker."
"User friendly."

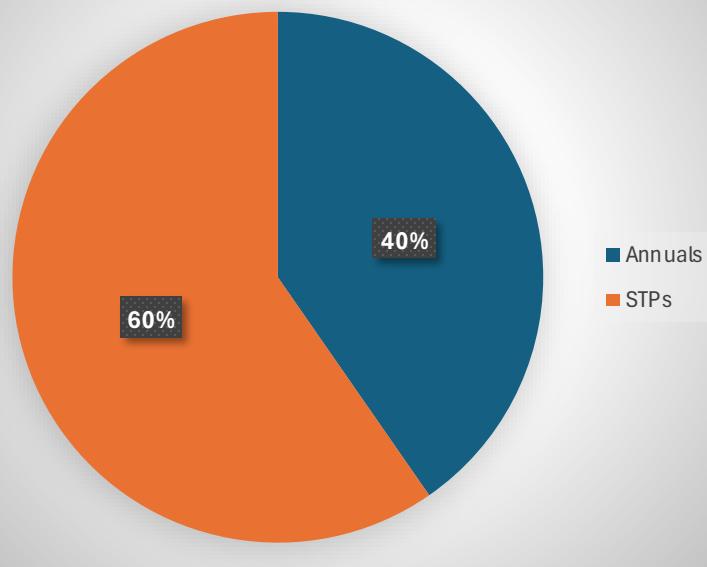
ORION

May 19 – July 6

15,196 Permits

39% Auto-Issued

ORION Permit Breakdown



ORION Permit Stats

Issue Date: 5/19/2025 to 7/6/2025

Permit Type: COVPs	Count
Divisible Load Overwidth	38
Extended Weight Permit	3851
Long Logs, Poles or Piling	168
Mobile/Modular Unit	19
Non-Divisible Size and Weight	703
Non-Divisible Size Only	750
Self-Loading Log Truck	3
Self-Propelled Vehicle	24
Tow Truck	17
Triples Permit	554
Truck Towing Solo Vehicle	3
	6130

Permit Type: STPs	Count
30 Day Beams	58
30 Day Non Superload Mobile Unit	110
30 Day Non Superload Mobile Unit Chassis	2
Leaky Load	14
Single Trip Non Divisible	7835
Single Trip Non Superload Mobile Unit	421
Single Trip Non Superload Modular Unit	127
Single Trip Superload Mobile Unit	115
Single Trip Superload Modular Unit	20
Single Trip Superload Non Divisible	364
	9066
Total	15196

Go Live | Qualitative Feedback

ORION

- ✓ Redirection to ORION
- ✓ User Support
- ✓ Issue Resolution
- ✓ Phone Queue Management



This is not the end, it is the start of the next chapter!

Looking Ahead – Next 3 Months

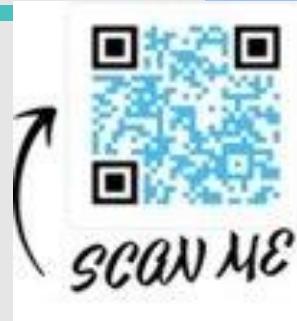
ORION

- Outstanding Items & Enhancements
- Governance
- Lessons Learned
- EIS Reporting
- Results Monitoring & Customer Surveys



ORION Resources

- Training videos and materials
- Frequently Asked Questions
- New Annual Permit Types
- And more available on the ORION Project page.



Contact Info: CCDORIONSupport@odot.oregon.gov

Questions or Comments?

Thank you!



Future CCD Modernization Efforts, July 2026 to July 2028

Carla Phelps, CCD Interim Administrator

2026 CCD Project List and Timing

Omnibus Bill

Effective January 2026

Medium-Duty Enforcement

Illegal Bypass

HHG Regulation

Fee Bill

Effective January 2026

Plates - \$20/\$25 includes cab card, stickers, and plates

Stickers - \$12/\$13

Cab Cards - \$15

Transponders - \$79

Trusted Carrier Plates - \$36

TOL Upgrades

Accessibility

TOL Account Creation

TOL Credential Purchase

2028 CCD Project List and Timing

CVIEW (Phased)

Pre-requisite for
the CVR System

CVR System July 1, 2028

Commercial Vehicle
Registration with IRP/IFTA

WMT Simplification July 1, 2028

10 Tax Rates

Administrative
Savings

Electric Vehicle Tax Rates

Future Projects

MCSPOS Replacement

Tax System Replacement

Customer Portal

OARs, Policies and Procedures, Communication

Questions or Comments?

Thank you!



ITD Update

Audrey Lawson, CCD Innovative Technology Deployment (ITD) Manager

What is the ITD Program?

- National FMCSA program
- Designed to improve safety and efficiency
- Uses technology to support CMV enforcement and credentialing
- Operates across state agencies and systems

Objective of the ITD Program

Primary Goal

- Improve highway safety by reducing crashes involving commercial vehicles

Key Activities:

- Electronic screening of commercial vehicles
- Data integration between state systems and FMCSA
- Credentialing automation (IRP, IFTA)
- Real-time enforcement tools for inspectors

Why It Matters in Oregon

- Hundreds of thousands commercial vehicle trips occur daily
- Size, weight, credentials, safety must be verified
- Improves roadside efficiency
- Enhances data for smarter enforcement



What the Workshop Will Do

- Gather public & private stakeholders
- Identify state infrastructure needs
- Set modernization priorities
- Foster collaboration across the agency
- Advance grant and project planning

Tentative Dates: Sept 10 & 11

How you can contribute:

- Share infrastructure needs or pain points

Questions?

Audrey Lawson

ITD Manager

Commerce & Compliance Division

Email: Audrey.L.Lawson@odot.oregon.gov

Phone: 503.509.7016

Agenda Build for October 2025

What items would you like CCD to consider for upcoming agendas?

- OAR amendment process
- Look ahead to short session 2026
- TOL Enhancements Update
- D&O Winter Strategy
- New Administrators?
- Agency Leadership Updates

Additional Resources & Information

- [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 about MCTAC meetings, please email:

MCTACContacts@odot.Oregon.gov