

# Motor Carrier Transportation Advisory Committee

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Commerce and Compliance Division  
Oregon Department of Transportation  
Thursday, October 16, 2025

# 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 Summary Notes – July 17, 2025**

**Attendees:** Members – Carla Phelps (ODOT-CCD), Diane DeAutremont, Kristan Mitchell, Kaiger Braseth, Donny Callahan, Andrew Owens; Support – Jason Lawrence (ODOT-CCD)

Presenters and Guests –Elisha Brackett (ODOT-CCD), Jenny Galvin (ODOT-CCD), Nick Hopper (ODOT-CCD), Jess Brown (ODOT-CCD), Travis Brouwer (ODOT), Audrey Lawson (ODOT-CCD)

**2025 Legislative Session Recap – Travis Brouwer, ODOT Assistant Director for Revenue, Finance and Compliance:** Travis walked us through a post-session update, highlighting ODOT’s budgetary situation leading up to session and what the lack of a transportation funding bill means for the agency moving forward. Without said bill, ODOT is facing layoffs to our workforce across the state. Travis touched on some of the impacts that will be felt statewide from those layoffs and noted that we likely face a second round of layoffs in 2026 without funding. Carla Phelps joined briefly to speak to CCD’s budget following the session.

**CCD Omnibus Bill (SB 839) – CCD Management Team:** Carla and CCD Branch Managers discussed the highlights of our omnibus bill from the 2025 session. This bill was presented to the Committee ahead of session, so this portion of the meeting was largely a recap/reminder. Please see slide deck for specifics of the bill.

**ORION Update – Nick Hopper, CCD Commercial Vehicle Licensing Services Branch Manager:** With ORION launching in May, Nick walked us through how feedback from soft launch participants was implemented ahead of launch, and he shared early permit data across the nearly two months of full launch. Nick closed with steps ahead including collection of ongoing customer feedback to ensure continued enhancements to the new system.

**CCD Modernization Plans, July 2026-July 2028 – Carla Phelps, Interim Division Administrator, CCD:** Carla provided an update on how the next biennium’s modernization plans look following the 2025 legislative session, highlighting no changes to the plans for ongoing TOL upgrades and plans for a new registration system.

**ITD Update – Audrey Lawson, CCD Innovative Technology Deployment (ITD) Manager:** Audrey provided an overview of the purpose and goals of CCD’s ITD program and the benefits this work will bring to trucking in Oregon, particularly regarding data management and safety. CCD’s first annual ITD workshop is planned for September and Audrey will join us in October for a recap of that event.

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

# Motor Carrier Transportation Advisory Committee (MCTAC) Agenda

Thursday, October 16, 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# Phone Conference ID: 339 809 420#



Time		Topic		Action	Lead
9:00-9:05	5 min	01	Welcome and Housekeeping	Discussion	Jason Lawrence
			<ul style="list-style-type: none"><li>Welcome, housekeeping, etc.</li><li>Overview of today’s agenda</li></ul>		
9:05-9:35	30 min	02	Looking Ahead at ODOT	Information and Discussion	ODOT Management
			<ul style="list-style-type: none"><li>ODOT Leadership Changes and Special Session Recap – Travis Brouwer</li><li>HB 3991 Implementation – Carla Phelps</li></ul>		
9:35-9:50	15 min	03	OAR Amendment Process Review	Information	Jason Lawrence
			<ul style="list-style-type: none"><li>High-level overview of the OAR amendment process</li><li>Annual Rule Adoptions</li><li>HHG Rules per SB 839 – Nick Hopper</li></ul>		
9:50-10:05	15 min	05	ITD Conference and Federal Data Requirements	Information	Audrey Lawson
			<ul style="list-style-type: none"><li>Inaugural conference recap and information on federal data requirements</li></ul>		
10:05-10:15	10 min	06	MCTAC in 2026	Discussion	All
			<ul style="list-style-type: none"><li>Committee discussion: What would we like to see in 2026?</li></ul>		
10:15-10:35	20 min	04	ODOT Winter Strategy	Information and Discussion	ODOT Management
			<ul style="list-style-type: none"><li>Delivery and Operations winter plans – Galen McGill</li><li>CCD Chain enforcement – Jess Brown</li></ul>		
Next Meeting: Thursday, January 15, 2026 9:00am-10:30 am					



# Looking Ahead at ODOT

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Travis Brouwer, ODOT Deputy Director

Carla Phelps, CCD Administrator

# Impacts and Implementation of HB 3991

Motor Carrier Transportation Advisory Committee

October 16, 2025

# HB 3991 Overview

- Provides ODOT resources to avoid layoffs and other deep reductions in 2025-2027 biennium
- Increases local government funding by about 30%
- Temporarily boosts public transportation funding
- Makes major policy changes to how we fund transportation and how we tax trucks
- Improves accountability for outcomes through more audits and oversight



# Impacts on ODOT

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- All State Highway Funds will go to operations and maintenance
- ODOT will cancel layoffs and reverse most reductions
- ODOT will take reductions in budget and positions this biennium that build on past reductions– over \$150 million total



# Operations & Maintenance Outcomes in Short Term



## Vacancy Hires

Vacancy hires will **prioritize frontline maintenance, operations, and DMV customer service staff**



## Maintenance Personnel and Facilities

**Saves 382 jobs** and **prevents closures** of 12 maintenance facilities



## Winter Maintenance

**Targeting continuation of 2024-25 winter season level of service:** hiring timelines present challenges.

Keeps critical **mountain passes open**, clears Sno-Parks, and performs edgeline striping on low-volume roads



## Litter and Graffiti Clean Up

Allows for continued partnership with the City of Portland and contractors to **keep state highways in the metro region clean and safe**



## Incident and Event Response

**Maintains traffic control measures** to clear incidents quickly and ensures continued **emergency traffic control during wildfires** and other emergencies



## Project Delivery

Saves jobs needed to **deliver hundreds of projects** on state highways and local roads



## DMV Services

Allows DMV to fill vacant jobs in field offices to **reduce wait times, keep offices open, and better serve customers**



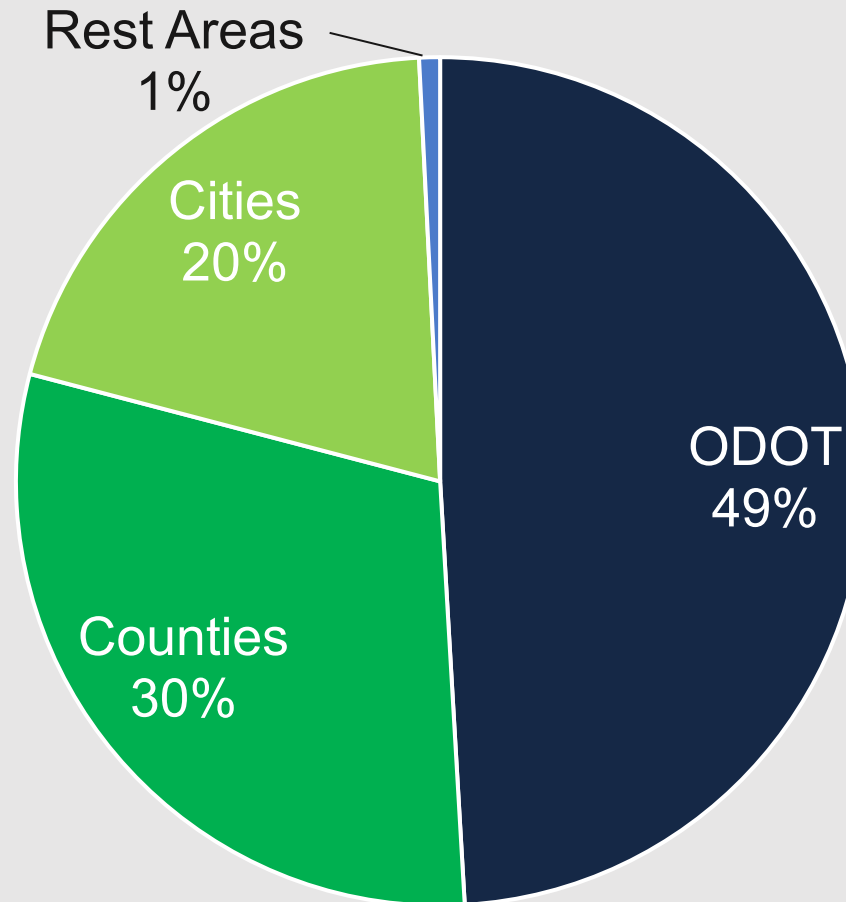
## Administrative Support

Ensures ODOT has the IT staff to **maintain computer systems** that serve millions of customers at DMV

# Distribution of State Highway Fund Revenue

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- Funds generally distributed by typical 50/30/20 formula
- \$3m from ODOT's share goes to Travel Information Council annually to avoid service reductions



# Improving Accountability and Oversight

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- Biennial audit by Secretary of State
- Legislative Policy and Research Office review
- Hiring and retention of ODOT Director shifts to Governor
- Greater oversight of major projects by CIAC and Joint Committee on Transportation
- Review of project budget/scope additions from local governments by OTC and JCT



# State Highway Fund Revenue Sources

- Fuels tax
- Registration fee increase to both base reg fee and surcharge for efficient vehicles
- Title fee
- Road usage charge for EVs and hybrids
- Truck taxation
  - Weight-Mile Tax Simplification
  - Diesel Point of Taxation Change

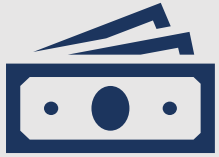




# Cost Responsibility and Highway Cost Allocation Study

- Changes to tax rates for light vehicles will address inequity between light vehicles and heavy vehicles
- DAS will review HCAS methodology
- If light vehicles and heavy vehicles are out of equity by more than 5%, DAS can adjust rates downward to achieve equity

# Truck Taxation



## July 1, 2027 WMT Simplification

10 Tax Rates  
Declared Weight  
Flat Fees Adjusted  
Administrative Savings  
CVIEW Implementation



## July 1, 2029 CVR System

Commercial Vehicle Registration  
with IRP/IFTA  
IFTA Statute/Enforcement  
Dyed Diesel Enforcement  
Improved safety oversight -  
CVIEW



## July 1, 2029 New Hybrid Model Implemented

New hybrid model for improved  
cost responsibility.  
Heavy vehicles pay fuels tax and  
reduced WMT rates  
Electric trucks pay WMT  
Flat Fees Adjusted

OARs, Policies and Procedures, Communications

# Questions or Comments?

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Thank you!



# OAR Amendment Process

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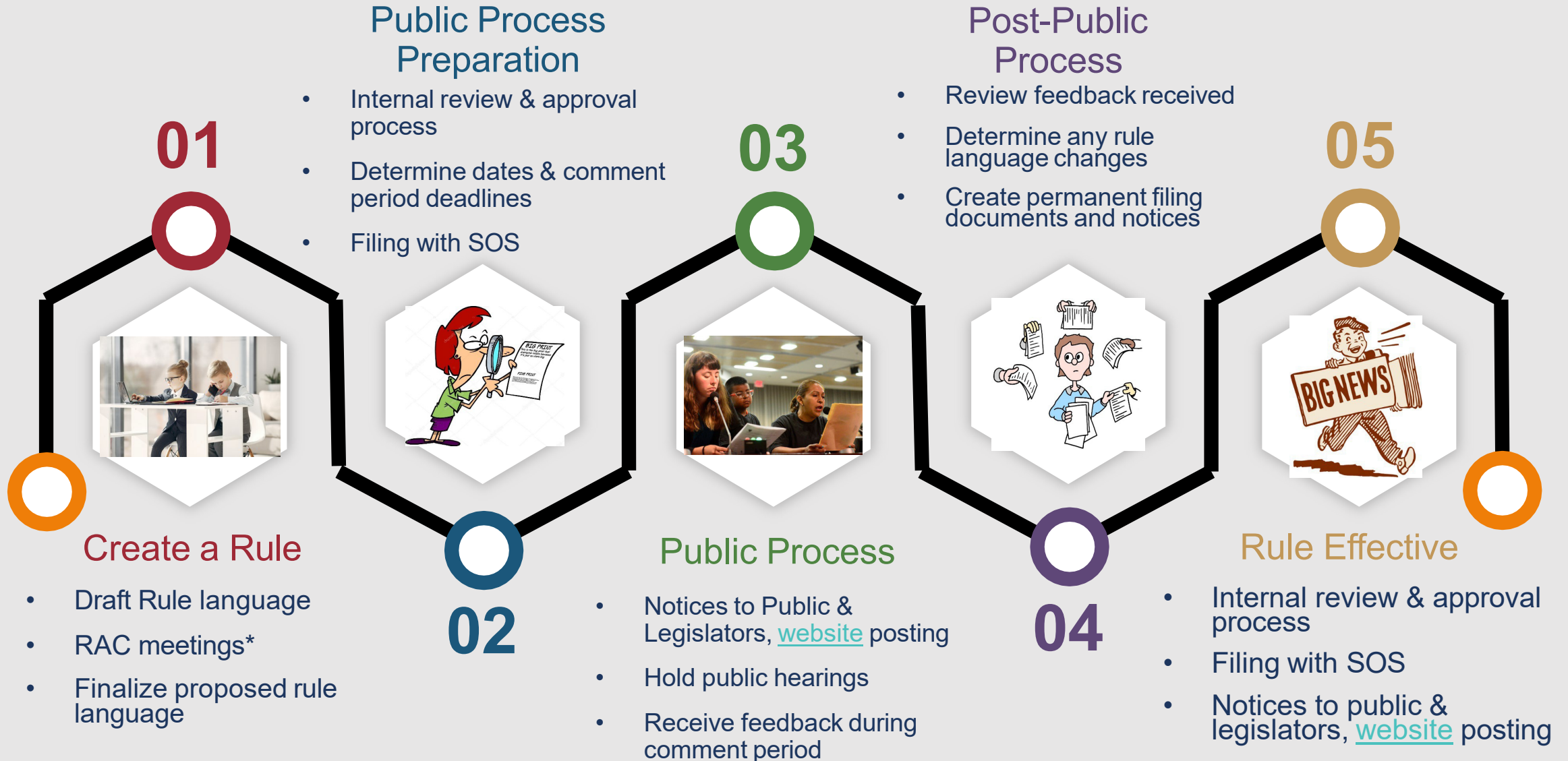
Jason Lawrence, CCD Legislative Analyst and Rules Coordinator

# Why Rules?

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- Rules provide detail; fill in the gaps left by statute.
- Rules reflect agency expertise.
- The rulemaking process:
  - Provides an opportunity for public input.
  - Provides notice of the requirements of law to those involved.
  - Promotes consistency and prevents arbitrary agency action.

# General Rulemaking Process Timeline



# Questions or Comments?

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Thank you!



# Annual Adoptions in OAR

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# IFTA, IRP and HVUT, OAR Chapter 740

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- 740-200-0010, IRP
  - Changes “2025” to “2026”.
- 740-200-0040, IFTA
  - Changes “2025” to “2026”.
- 740-200-0020, HVUT
  - Changes “2025” to “2026”.

# Federal Safety Regulations, OAR Chapter 740

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- For April 2026, simply changes all “2025” to “**2026**”:
  - 740-100-0010, Adoption of Federal Safety Regulations
  - 740-100-0070, North American Standard Vehicle Out-of-Service Criteria
  - 740-100-0080, North American Standard Hazardous Material Out-of-Service Criteria
  - 740-100-0085, North American Standard Out-of-Service Criteria for Commercial Highway Vehicles Transporting Transuranics and Highway Route Controlled Quantities of Radioactive Materials
  - 740-100-0090, North American Standard Driver Out-of-Service Criteria
  - 740-100-0100, Maximum Fine Schedule
  - 740-110-0010, Adoption of United States Department of Transportation Hazardous Materials Regulations



# HHG Rules per SB 839 (CCD Omnibus Bill)

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Nick Hopper, CCD Commercial Vehicle Licensing Services Branch Manager

# SB 839 – HHG Rules

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- Necessary following the passage of SB 839
- Amendments:
  - 740-035-0050, 740-300-0030 and 740-300-0050 plain language adjustments and consistency with statute
- New Rules:
  - 740-300-0035 and 740-300-0055
  - New rules in accordance with new statutory language
    - Increase in penalty
    - Solidifying authority to pursue violations for unlicensed advertising

# Questions or Comments?

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Thank you!



# 2025 Annual ITD Workshop Recap

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Audrey Lawson, CCD Innovative Technology Deployment (ITD) Manager

# Workshop Overview

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- 1<sup>st</sup> Annual ITD Program Workshop – Sept 10-11, 2025
- 27 attendees representing FMCSA, ODOT, OTA, OSU
- Purpose: Broaden awareness of ITD priorities & program roles / responsibilities across stakeholder groups
- Focus:
  - Identify highway safety and operational challenges
  - Brainstorm opportunities
  - Set direction for Oregon's ITD Program



# In-Cab Notifications

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- **Challenge:** Need a way to deliver real-time alerts (work zone locations, weather advisories, chain-up requirements, truck parking availability) directly to drivers
- **Opportunity:** Integrate Connected Vehicle and ITD Ecosystems to use geofencing technology and existing apps (e.g., Drivewyze, PrePass) to improve driver situational awareness

# Aging Roadside Equipment



- **Challenge:** Current WIM sensors, scale decks, and roadside cameras are past their lifecycle and risk data inaccuracy
- **Opportunity:** Modernize roadside technology
  - Upgrades under consideration
    - Tire Anomaly and Classification Systems (TACS)
    - USDOT number readers
    - Modernize scale and IT systems

# Illegal Bypass



- **Challenge:** Bypass rates have increased 215% in the past four years with many violators later found to have serious safety violations
- **Opportunity:** Expand ARIES pilot technology
  - Integrate LPR with USDOT number capture
  - Deploy side-fire cameras

# Data Reliability & Interoperability

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- **Challenge:** Carriers and enforcement struggle with inconsistent and inaccessible data
- **Opportunity:**
  - Develop a Data Inventory and Quality Management Plan
  - Integrate with API-driven system

# Next Steps

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- Consolidate & publish workshop notes
- Refine problem statements into project concepts
- Form working groups
  - Explore solution pathways
  - Define data, policy, and funding needs
  - Promote cross-stakeholder collaboration
  - Feed governance & grant processes

# 2025 ITD Program Workshop



# Questions or Feedback?

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Audrey Lawson

ITD Program Manager

Commerce & Compliance Division

Email: [Audrey.L.Lawson@odot.oregon.org](mailto:Audrey.L.Lawson@odot.oregon.org)

Phone: 503.509.7016



# Looking Ahead: MCTAC in 2026

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Discussion

# Feedback from You

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- New Charter, Code of Conduct and trainings
- What would you like to see in 2026?
  - Key topics?
  - Desired guests?
  - Suggestions for membership?

**Agenda Build  
for  
January 15, 2026**

What should we cover to start 2026?



# ODOT Winter Planning

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Galen McGill, ODOT Statewide Maintenance and Operations Engineer

Jess Brown, CCD Roadside Enforcement and Safety Compliance Branch Manager

# Winter 2025 Preview

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Galen McGill  
State Maintenance & Operations Engineer



# Reduction in Force Impacts

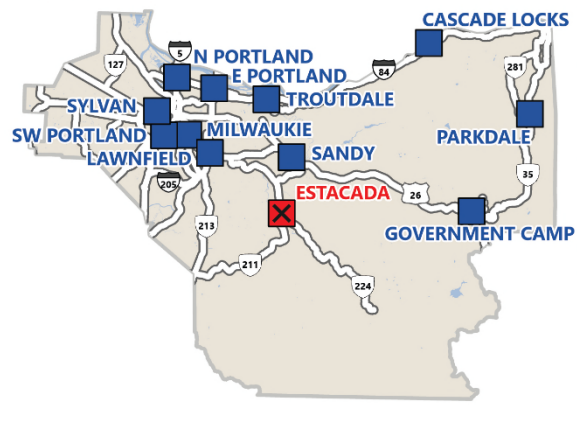
**Significant impacts to the maintenance program had the RIF occurred.**

- Staff reduction of 27%.
  - 382 positions (212 filled, 170 vacancies)
- Closure of 12 maintenance stations.
- Of the remaining stations, about 25% would operate with less than five employees.
- Reduction in level of service on all routes.
- Reduce winter material use by 50%.



OREGON DEPARTMENT OF TRANSPORTATION  
BUDGET REDUCTION IMPACTS  
STAFFED MAINTENANCE STATIONS & FACILITIES  
SEPTEMBER 2025

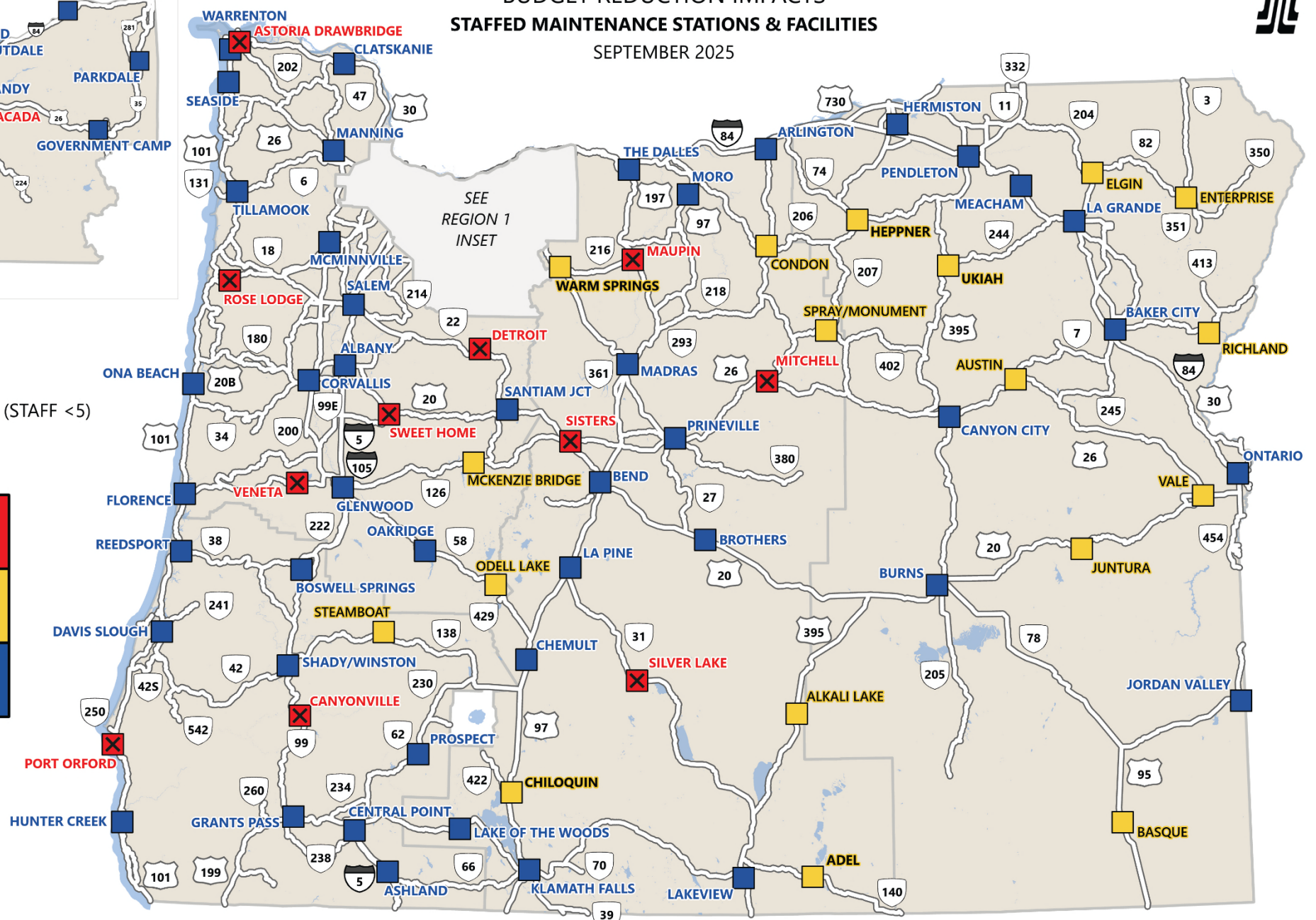
REGION 1 INSET



STATUS

- CLOSED
- LIMITED FUNCTION (STAFF < 5)
- OPEN

12	CLOSED
18	LIMITED FUNCTION
55	OPEN



# Preparing for Winter 2025-26

Preparation is underway, though delayed.

- Staffing.
  - Permanent full time & seasonal
  - Fire & Ice
  - Temp employees
- Route level of service assessment.
- Materials.
- New Employee Training



# Be Prepared for Winter Driving

- Avoid traveling during extreme weather whenever possible.
- Be prepared and vigilant when traveling during storms.
- Carry chains, a fully stocked emergency kit, and high visibility clothing.
- Refuel often.
- Visit TripCheck before hitting the road.





# Questions?

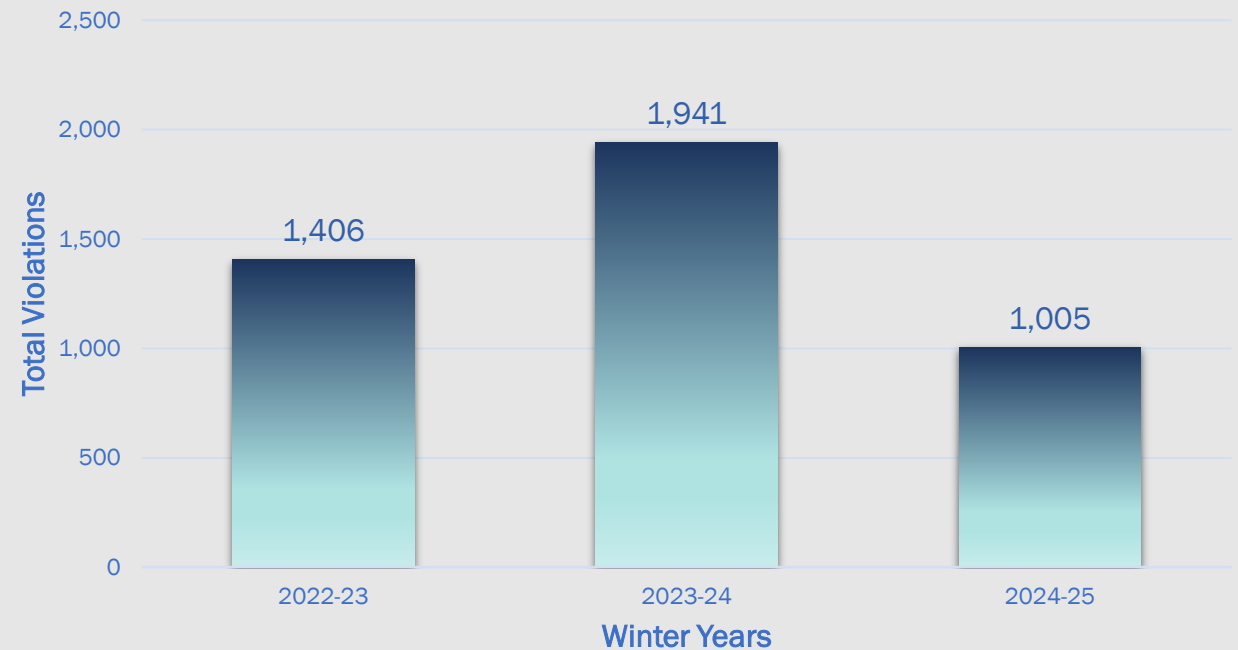


**Oregon  
Department  
of Transportation**

# CCD Chain Compliance

	Oregon Carriers	Non-Oregon
2022-23	95	1,311
2023-24	153	1,788
2024-25	72	933
Totals:	320	4,032

Annual Chain Violations



# Questions or Comments?

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Thank you!



# 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  
about MCTAC meetings,  
please email:

[MCTACContacts@odot.Oregon.gov](mailto:MCTACContacts@odot.Oregon.gov)

All changes highlighted:  
*[Deletions italicized in brackets]*  
New language in bold.

740-035-0050

*[Holding Out]* **Advertising or Offering** as For-Hire Carrier **without permit operating authority**

*[No person shall]* **A person may not** *[hold himself or herself out]* **advertise or offer** to the public as willing to transport persons or property for hire by motor vehicle without holding **permit** operating authority from the Department.

Statutory/Other Authority: ORS 823.011

Statutes/Other Implemented: ORS 825.100

History:

MCT 8-1997, f. & cert. ef. 11-17-97

MCT 3-1996, f. & cert. ef. 3-14-96, Renumbered from 860-062-0025

MCT 2-1996, f. & cert. ef. 2-16-96

PUC 19-1984, f. & cert. ef. 9-10-84, Order No. 84-713

PUC 4-79, f. & cert. ef. 9-21-79, Renumbered from 860-032-0025

740-300-0030

Violation of ORS 825.100(1), Relating to Operating Without a *[Certificate or]* Permit — Penalties

Except as otherwise ordered by the Department in a particular case, any person who violates ORS 825.100(1) by operating without proper authority, or any rule or order related thereto, in addition to any other penalties authorized by law, shall be subject to the following penalties:

*[(1) Where operating authority had been issued to carrier, but was suspended at time of violation:]*  
**(1) [(a)]** Level I finding of violations(s) apply if no penalty order *[or cease and desist order]* has been entered against the defendant within the preceding five years for violations described in this rule and no other notice of proposed civil penalty or notice of proposed finding of violation(s) is pending against the defendant for violations described in this rule. *[If such violations have been found within the last five years, or a notice of proposed penalty or notice of proposed finding of violation(s) is pending against the defendant for violations described in this rule, penalties will be assessed at Level II.]* Upon a finding of violation(s) at Level I, the Department will issue an order finding such violation(s).

**(2) [(b)]** Level II penalties, except as provided in subsection **(3) [(c)]** of this section, apply to a defendant who does not meet the criteria in subsection **(1) [(a)]** of this section. The penalties shall include:

**(a) [(A)]** \$250 for each new violation committed; and

**(b) [(B)]** Suspension of operating authority for five working days.

**(3) [(c)]** Level III penalties apply to a defendant who has been penalized at Level II within 12 months preceding the violation. The penalties shall include:

**(a) [(A)]** \$500 for each new violation committed;

**(b) [(B)]** Imposition of suspended penalties under prior orders for previous violations of ORS 825.100**(1)**, unless suspension of prior penalties has become permanent; and

**(c) [(C)]** Suspension of operating authority for five working days, or cancellation of authority if warranted by the circumstances of the particular case.

**(4) [(2)]** For the purpose of assessing penalties under **this rule, each operation of a motor vehicle in violation of this rule is a separate violation.** *[section (1) of this rule, a carrier commits one violation for each vehicle operated in a given day while authority is suspended.]*

*[(3) Where operating authority had been issued to the carrier, but the carrier did not have the proper authority for the transportation conducted, the same conditions and penalties provided in section (1) of this rule shall apply.]*

*[(4) For the purpose of assessing penalties under section (3) of this rule, a carrier commits one violation for each movement made without proper operating authority.]*

(5) For purposes of determining which penalty level is applicable, a corporate carrier will not be held responsible for orders entered against it while under a different controlling interest.

Statutory/Other Authority: ORS 823.011 & 825.232

Statutes/Other Implemented: ORS 825.100 & 825.950

History:

MCTB 4-2001, f. & cert. ef. 11-9-01

MCT 3-1997, f. & cert. ef. 5-9-97

MCT 3-1996, f. & cert. ef. 3-14-96, Renumbered from 860-061-0060

PUC 12-1995, f. & cert. ef. 11-27-95, (Order No. 95-1218)

PUC 14-1992, f. & cert. ef. 11-9-92, (Order No. 92-1560)

740-300-0035

***[Providing Unauthorized Household Goods Transportation]***

*Except as otherwise ordered by the Department in a particular case, any person who violates ORS 825.100 by providing an unauthorized household goods moving service, is subject to civil monetary penalties in an amount of up to \$1,000 per violation, in addition to any other penalties authorized by law.]*

**Violation of ORS 825.100(2), Relating to Offer to Transport, Advertise as Willing to Transport or Transport Household Goods without a Valid Certificate — 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 the penalties in section (1) of this rule:**

**(1) Each act described below is a separate violation subject to a penalty of not more than \$3,000 when a person does not have a valid certificate and the person:**

**(a) Offers to transport household goods for hire in intrastate commerce**

**(A) "Offer" means expressing readiness or the intent to provide transportation of household goods for or on behalf of someone, through all forms of communication.**

**(b) Advertises as willing to transport household goods for-hire in intrastate commerce, or**

**(A) "Advertise" means utilizing any form of media including broadcasting, publishing, or the internet to promote the transportation of household goods.**

**(c) Transports household goods, for-hire in intrastate commerce**

**(A) "Transport" means utilizing a motor vehicle to move household goods.**

**(2) "Household goods" is defined in ORS 825.005(8).**

**(3) "Valid Certificate" means an Oregon Intrastate Certificate to Transport Household Goods, that is not suspended under ORS 825.137, 825.139 or 825.164.**

740-300-0050

Mitigation for Violations Described in OAR 740-300-0030, 740-300-0040 **and 740-300-0045**

A petitioner who has admitted the allegations of a notice of proposed civil penalties under OAR 740-300-0030, 740-300-0040 or 740-300-0045, or who has requested mitigation under ORS 825.950(4)(b) within 15 days of service of a penalty order, may be eligible for mitigation of penalties. Except as otherwise ordered by the Department in a particular case, and except as provided in section (4) of this rule, the mitigation policy set forth in sections (1), (2) and (3) of this rule shall apply to any person who incurs a penalty under OAR 740-300-0030, 740-300-0040 or 740-300-0045 and who has taken corrective action to remedy the violation(s) and otherwise is in substantial compliance with the laws and rules of the Department:

(1) Level I Penalties: The Department shall suspend 50 percent of the monetary penalty assessed or requested under OAR 740-300-0045 for each violation at Level I on the condition that petitioner must not violate similar statutes or regulations within one year from the date of the penalty order.

(2) Level II Penalties: There shall be no mitigation of monetary penalties for violations at Level II, but the Department may hold in abeyance any suspension of operating authority which has been imposed or requested.

(3) Level III Penalties: There shall be no mitigation allowed with respect to penalties imposed or requested that were imposed and suspended under prior orders, nor shall mitigation be allowed with respect to monetary penalties imposed at Level III. However, the Department may hold in abeyance any new suspension of operating authority which has been imposed at Level III. Where the Department has ordered cancellation of authority, it will consider mitigation of such order on a case-by-case basis.

(4) The Department shall consider the history of violations by the petitioner and the number of violations charged in determining whether the mitigation guidelines in sections (1), (2) and (3) of this rule are appropriate. There shall be no mitigation in the following cases:

- (a) Where the petitioner provided false information to the Department staff about the nature of its operations;
- (b) Where the petitioner willfully evaded or attempted to evade compliance, such as registration at a port of entry; or
- (c) Where the petitioner has failed to pay previously assessed penalties.

Statutory/Other Authority: ORS 823.011 & 825.232

Statutes/Other Implemented: ORS 825.950

History:

MCTB 4-2001, f. & cert. ef. 11-9-01

MCT 3-1997, f. & cert. ef. 5-9-97

MCT 3-1996, f. & cert. ef. 3-14-96, Renumbered from 860-061-0070

PUC 12-1995, f. & cert. ef. 11-27-95, (Order No. 95-1218)

PUC 14-1992, f. & cert. ef. 11-9-92, (Order No. 92-1560)

#### **740-300-0055**

#### **Mitigation for Violations Described in OAR 740-300-0035**

**A respondent who has violated ORS 825.100(2) and admitted the allegations of a notice of proposed civil penalties under OAR 740-300-0035, or who has requested mitigation under ORS 825.950(4)(b) within 15 days of service of a penalty order, may be eligible for mitigation of penalties. The mitigation policy set forth below shall apply to any person who incurs a penalty under OAR 740-300-0035 and who has taken corrective action to remedy the violation(s) and otherwise is in substantial compliance with the laws and rules of the Department:**

**(1) If respondent has not previously received mitigation for proposed civil penalty under OAR 740-300-0035, the Department may suspend 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 imposed or requested 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.**