



**MINUTES**  
**MOTOR CARRIER TRANSPORTATION ADVISORY COMMITTEE MEETING**  
**May 21, 2020**

**Skype Attendees:**

Dave Gray – Glostone Trucking Solutions  
Howard Russell – ODOT/CCD  
Soona Lee – EROAD  
Jon Golly – Jon L. Golly, Inc.  
Travis Brouwer – ODOT/Assistant Director for Revenue, Finance, and Compliance  
Stefan Hamlin – ODOT/Chief Budget Officer  
Sven Johnson – ODOT/CCD  
Jocelyn Blake – AOC  
Dan Porter – ODOT  
Cheralynn Abbott – Pivotal Resources  
Jenny Galvin – ODOT/CCD  
Tara L. Caton – ODOT/CCD  
Anthony Barghini – ODOT/CCD  
Charlie Hutto – ODOT/CCD  
Audrey Lawson – ODOT/CCD  
Jonathan Wilson – FMCSA  
Carla Phelps – ODOT/CCD  
Amy Ramsdell – ODOT/CCD  
Kristan Mitchell – ORRA  
Russ Casler – ODOT/DMV

**March MCTAC Minutes**

Dave Gray motioned to approve the March minutes and Audrey Lawson seconded the motion. The minutes were unanimously approved.

Slight reorder to the published agenda:

**Fire Season Preparation . . . Anthony Barghini & Charlie Hutto**

2020 is expected to be a bad fire year so we are reminding you of the correct process to obtain emergency permits. An 'Emergency' is defined as an immediate threat to life or property. For declared emergencies like fire, flood, train derailment, or winter storm response, unless specifically authorized, size and weight is NOT exempt and a permit is still required. For an emergency move during regular business hours, apply for your single trip permit. Call the CCD Over-Dimension Permits Unit to let them know the permit number and the nature of the emergency. OD Permits staff will expedite issuance of the permit.

The CCD OD Permits Unit is available Monday-Friday, 7 a.m. to 5 p.m. Pacific Time, excluding holidays. The unit is closed on Wednesdays from 12 p.m. to 1 p.m. for staff meetings. Their telephone number is 503-373-0000. If it is outside our regular business hours and a carrier needs an emergency permit, they may call the OD After-Hours number to obtain verbal approval; the After-Hours number is 503-931-1541. Be prepared with the nature of the emergency, load dimensions, routing, etc. If the move is allowed, OD Permits staff will coordinate the move with OSP and MCTD Enforcement staff. **Carriers who obtain verbal permit approval must still apply for a paper permit the next business day.**

## **Agency Budget Message . . . Travis Brouwer, Amy Ramsdell, Stefan Hamlin, & Dan Porter**

The primary message is that ODOT's operations expenses will exceed our budget in 2024 if we don't take measures now to address the shortfall. The projections are for a 2% growth in funding with a 6% growth in costs. This is not a shortfall in the bank account for transportation programs and projects; rather, it's a shortfall on the agency operations side, which includes all maintenance and operations costs. That bank account is not going to have enough funds coming in to cover the agency operations costs.

Revenue is fairly flat. We see in our budget projections that the revenue and expenditure forecast is not sustainable, and we need to figure out how to address the issue before expenses to exceed funds, which is expected to be in 2024. The recent transportation package, House Bill 2017, split funds 50/50 with cities and counties. Out of ODOT's half, 96% is dedicated project funding for debt service, seismic planning, bridge costs, and preservation. The remaining 6% will not cover agency operations. Debt service coming due is for the Oregon Transportation Investment Act, the Jobs and Transportation Act, and HB2017 projects. There are 250 million dollars or more in debt service costs coming due annually, which represents approximately 1 in 5 of our state dollars raised. Starting in 2021, we see expenditures beginning to exceed revenue. We have some reserves that allow us to cover the gap for about four years, but need to put together strategies now to address the problem in the long run.

The deficit is projected at 200 million by 2024. If we address that just by workforce cuts, we would have to cut staffing by 1/3 or 1/2, which would leave us unable to do our work. We need to focus our limited resources on the most critical programs, become more efficient, realign service levels, shift costs from state funds to other sources, and seek additional resources to help cover our costs. An example of an identified cost savings was discontinuance of address change stickers for driver licenses, which required a statute change. This change saves the department 1 million dollars every two years.

We have many processes in place today that require a lot of personnel resources. Technology may be available to assist with streamlining such processes. Moving more transactions online could help. Realigning service levels is something else to consider. A+ service in some areas may need to become B or C level service. Shifting costs to other resources like federal highway funds and grants is being considered.

The Commerce and Compliance Division is looking into grant options like the Federal Motor Carrier Safety Assistance Program and High Priority Grants. An automated permit issuance system would give staff the ability to focus on more complex permits and work with the cities and counties. We have been working to move more transactions online, particularly now with the pandemic. We have been moving bodies from other parts of the division to OD Permits to deal with the increasing workload there. For service-level adjustments, we know that there are areas where we will have to make additional reductions. Our commitment is to work with customers and industry to do it most effectively. Part of that process includes working on our own modernization effort and developing a five-year plan. We are reaching out to stakeholders on ways to improve service levels and reduce costs.

Jon Golly commented that the trucking industry has had to deal with increased fees over the last few years and asked if more of the same are expected.

Travis answered that the fees and schedules established by HB2017 are dedicated and not applicable to the operations deficit. We aren't looking at user fees to fix the discrepancy. What we may look at are permit fees or services that aren't covering the cost to operate the program. There will be opportunities for industry to engage with us in the future. We are trying to be proactive and transparent as we talk through the budget issues with our stakeholders.

## **Rule Updates . . . Audrey Lawson**

Audrey discussed four draft rules related to the Performance and Registration Information Systems Management (PRISM) Program with the group. We have to create new rules so our policies are in alignment if Oregon is going to fully participate in the federal PRISM program. This draft is for discussion, feedback, and comment before we bring back a final proposal at the next MCTAC meeting in July.

Dave Gray suggested changing the taxpayer identification number wording to employer identification number.

Please provide any feedback or comments to [Audrey.L.Lawson@odot.state.or.us](mailto:Audrey.L.Lawson@odot.state.or.us).

## **COVID-19 Updates . . . Amy Ramsdell**

All of the emergency waivers that were issued are still valid. FMCSA extended their Hours of Service waivers. For right now, everything remains status quo. For our division, we will continue to operate by appointment only at our registration counters. The intent is to do that through the phased reopening. We will slowly start to bring staff into the building and resume normal functions. Customers are advised to reach out to us if they are concerned about their weight/mile tax payments. Our Tax Help Unit can work with them on payment arrangements.

### **General Updates:**

**DMV:** Russ Casler shared that FMCSA has waivers in place that affect CDLs. CDLs that expired in March or later have expiration extensions to June 30, 2020. Medical certifications that expired on or after March 2020 are also considered valid until June 30, 2020. Drivers are encouraged to get their medical exam if services are available. DMV is processing new medical examiner certifications as they are received.

The 14-day waiting period for learners to take their test has been waived. The March 1 to July 31, 2020 exemption for security threat assessments has been extended for 180 days. There is no specific date yet to reopen DMV field offices for non-commercial transactions, but it will likely be sometime in June and services will be offered by appointment only. There is an agreement with law enforcement and the Governor's office not to cite drivers roadside just for expired passenger licenses. This agreement continues through the Governor's emergency declaration.

Amy said that CCD Enforcement staff have been advised to closely monitor the state's DMVs. We are looking at the situation on a case by case basis. If the CDL driver doesn't have the ability to address their CMV, we are going to exercise discretion. We do not want to penalize a driver for the inability to update their records because DMV offices have been restricted or closed.

Per Russ Casler, the best way to get the new medical certification document to the DMV is to either email it to [dsmecc@odot.state.or.us](mailto:dsmecc@odot.state.or.us) or fax it to 503-945-5329.

**Amy:** As we start to reopen, we will be in conversation with Director Strickler. When opening new accounts or issuing temporary passes, as the new normal is established, we will start to roll back some of those exemptions. For our Size and Weight exemption, that declaration is your permit. The waiver is for 120 days from the point of the declaration. If we start to see overlapping emergency exemptions with the fire season, we know it can get very confusing roadside.

On May 27, 2020, there will be an online reception for tolling in the Portland area. The Oregon Transportation Commission's meeting on May 14 was cancelled due to technical issues; they will be meeting on May 27 instead. The rescheduled OTC meeting overlaps the Safety and Mobility Policy Advisory Committee, so we will work on rescheduling SMPAC.

## **Agenda Build**

The next MCTAC meeting is scheduled for July 9, 2020 and will be another virtual/teleconference format.

Suggested topics include:

- PRISM Rules.
- FMCSA HOS rules.

Please email any other suggested topics to [Tara.L.Caton@odot.state.or.us](mailto:Tara.L.Caton@odot.state.or.us)

Meeting adjourned at 10:10

# Fire Season Preparation

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Presented by Anthony Barghini and Charlie Hutto

May 21, 2020

# WHAT IS AN “EMERGENCY”?

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Immediate threat to life or property.

- Not necessarily declared by the President or Governor.

Examples:

- Fire
- Train Derailment
- Flood
- Winter Storm



# DECLARED EMERGENCIES

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Unless specifically authorized, size and weight is NOT exempt.

- A permit is still required.
- In responding to one emergency, we don't want to create another emergency.

# EMERGENCY MOVE – OVER-DIMENSION PERMITS UNIT IS AVAILABLE

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If you need a single-trip permit (STP), and the Over-Dimension Permits Unit is open:

- Apply for your STP.
- Give us a call, let us know the permit number, and the nature of the emergency you are responding to.
- We will expedite issuance of the permit.



# EMERGENCY MOVE – OVER-DIMENSION PERMITS UNIT IS AVAILABLE

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OD Permit Unit is Open:

- Monday-Friday, 7AM to 5PM Pacific time.
- Closed all state holidays.
- Closed on Wednesdays from 12 noon to 1PM Pacific time for staff meetings.
- 503-373-0000.





## EMERGENCY MOVE - OVER-DIMENSION PERMITS UNIT IS CLOSED

- Obtain verbal approval by calling the OD After-Hours Number.
- 503-931-1541.
- Be prepared with the nature of the emergency, dimensions, routing, etc.

# EMERGENCY MOVE – OVER-DIMENSION PERMITS UNIT IS CLOSED

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If allowed, OD Permits staff will coordinate the move with OSP and MCTD Enforcement staff.

- All normal provisions apply (lights, signs, flags).
- 2 pilot vehicles required if operating outside of hours allowed on Attachment H.

Apply for your paper permit the next business day.

*The End*

# QUESTIONS?

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Anthony Barghini  
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[anthony.barghini@odot.state.or.us](mailto:anthony.barghini@odot.state.or.us)

503-373-1251

## **DIVISION XX**

### **Performance and Registration Information Systems Management (PRISM) Program**

#### **XXX-XX-XXXX**

##### **Purpose**

The purpose of division XX is to establish criteria to administer the PRISM program to improve motor carrier safety by making safe performance a requirement for obtaining and keeping commercial motor vehicle registration.

#### **XXX-XX-XXXX**

##### **Adoption of Federal Regulations**

The Department of Transportation adopts the rules and regulations of the United States Department of Transportation contained in Title 49, Code of Federal Regulations, Section 31106 (Information Systems).

#### **XXX-XX-XXXX**

##### **Division Commercial Motor Vehicle Application Requirements**

A motor carrier or vehicle owner(s) registering a commercial motor vehicle with Oregon Department of Transportation's Commerce and Compliance Division (CCD) shall submit the information or documents listed below, as required:

- (a) Documentation as to who is responsible for the safety fitness of the vehicle(s) being registered;
- (b) The U.S. Department of Transportation Number (USDOT#) of the motor carrier;
- (c) The Taxpayer Identification Number (TIN) of the motor carrier;
- (d) Such other information as required, or may be hereafter required, by the Department.

#### **XXX-XX-XXXX**

##### **Denial, Suspension or Revocation of Commercial Motor Vehicle Registration**

- (1) CCD shall not issue commercial motor vehicle registration(s) for commercial motor vehicles to any motor carrier or vehicle owner who has been prohibited from operating by a federal agency responsible for motor carrier safety.
- (2) CCD, with notice, shall suspend or revoke the registrations for commercial motor vehicles, issued to any motor carrier or vehicle owner who has been prohibited from operating by a federal agency responsible for motor carrier safety.
- (3) CCD shall reject applications for commercial motor vehicle registrations if the USDOT# and/or TIN of the motor carrier and of the entity responsible for motor carrier safety for each vehicle is not provided, or if the submitted information does not match information from the federal agency responsible for motor carrier safety records. Anyone providing false or fraudulent information herein required may be subject to suspension or revocation motor vehicle registrations.
- (4) Any motor carrier who is denied commercial vehicle registration pursuant to the Department's participation in the PRISM program through this rule, or whose registration(s) are suspended or revoked pursuant to this rule may appeal.