



**MINUTES**  
**MOTOR CARRIER TRANSPORTATION ADVISORY COMMITTEE MEETING**  
**November 14, 2019**

**Attendees:**

Rick Kokel – May Trucking Co.  
Jonathan Wilson – FMCSA  
Dave Gray – Glostone Trucking Solutions  
Jason Lawrence – ODOT/MCTD  
Megan Lindsey – ODOT/DMV  
Sven Johnson – ODOT/MCTD  
Andrea Comer – ODOT/MCTD  
Tony Knudson – ODOT/Research  
Amy Ramsdell – ODOT/MCTD  
Howard Russell – ODOT/MCTD  
Bert Hartman – ODOT/Bridge  
Russ Casler – ODOT/DMV  
Tara Caton – ODOT/MCTD  
Audrey Lawson – ODOT/MCTD  
Jon Reimer – ODOT/MCAD  
Ray Mabey – ODOT/Bridge  
Carla Phelps – ODOT/MCTD  
Hannah Wilson – ODOT/MCTD  
Brandon Emmert – MCTD Intern

**Phone:**

Kristen Mitchell - ORRA

**September MCTAC Minutes**

Dave Gray motioned to approve the September minutes and Rick Kokel seconded the motion. The minutes were unanimously approved.

**Rule Updates . . . Audrey Lawson & Sven Johnson**

**740-200-0030 Transfer of Registration Fees and Refunds**

Changes to this rule are in response to HB2576. Updated language in section 2(g-h) refers to registrants going out of business within the registration period and refunds of unused registration fees for a non-apportioned vehicle that has been accidentally destroyed.

There were no comments provided on this update.

**740-055-0120 Weight-Mile Tax Records Requirements**

Revisions to this rule make Oregon requirements more aligned with IFTA and IRP related to GPS recordkeeping. Language added in section 3(a-g), 4(a-d), and 5 explain the recordkeeping requirements for manual records as well as those maintained by GPS vehicle tracking systems. Language on electronic data capture at a minimum of 15-minute intervals and latitude/longitude measurements at a minimum of 5 decimal places has been added. The requirement for intermittent stops was removed from the rule.

Dave Gray commented that an electronic device will not track pickup and delivery points as noted in section 3(f); Sven agreed and will remove that language from the rule. With that change, the rule is ready to move forward.

## **740-200-0010 Annual Adoption of Prorate Registration**

## **740-200-0020 Adoption of Federal Rules Governing Payment of Heavy Vehicle Use Tax**

## **740-200-0040 Adoption of International Fuel Tax Agreement**

The only updates to these three rules are date changes from 2019 to 2020. There are no content changes.

Dave Gray motioned to approve all the rules (with the change noted to the Records Requirements) and Rick Kokel seconded the motion. The group unanimously approved.

## **State Bridge Engineer Introduction**

Ray Mabey is the new State Bridge Engineer. He has been involved in bridge design, bridge rating, delivery of the OTIA III Program, and the I-5/WA bridge project. His goal is to get to know the current group now at Bridge, which is a bigger program with approximately 75 people, including a centralized design team for bridge functions. Preservation of existing systems is a priority as we are in a fix-it world, not a bridge replacement mode. Ray also will be focusing on meeting Federal Highway bridge inspection goals for load rating.

## **Bridge Restriction Update . . . Bert Hartman (See Attachment A)**

Load ratings are planned on 433 State and Local Agency bridges in the 19-21 biennium. The ratings for SHV 1s were due in 2017 and will be completed in 2020. Load ratings for SHV 2s are due by 2022 and those for Emergency Vehicles are due by the end of 2019; we will not meet either deadline so are working with FHWA on a plan.

There are 260 local bridges through the state in the SHV Category 1 group. SHV Category 2 has 37 ODOT owned rated bridges and 2 unrated, as well as 4 non-ODOT rated bridges and 30 unrated. The load rating on culverts is essentially complete.

We used to have 90 days to go from having a load issue to a load posting; now we have just 30 per FHWA. We are working with the federal government to try to get the turnaround time back up to 90 days.

Per Ray, ODOT is looking at strengthening bridges beyond their original design load.

Bert is reaching out to the fire departments because current emergency vehicle designs exceed interstate bridge/culvert ratings.

## **Weight Mile Tax Evasion Study . . . Tony Knudson (See Attachment B)**

Weight-Mile Tax (WMT) evasion hasn't been studied in approximately 15 years. Improved technology facilitates updated evasion methods, so it is time to look at and establish the existing statewide evasion rate. The expectation is that the new study will provide data that will increase compliance with WMT and level the playing field for the trucking industry in Oregon. The final report will include evasion estimation methodology and strategies to counteract evasion.

The study is currently in the Research Methodology phase. Next is pilot testing and data collection, followed by the analysis phase. The written report should be ready in November 2020.

To measure evasion, we could compare commercial vehicle screening data and WMT returns, IFTA mileage and WMT returns, and/or IRP mileage and WMT returns. Once a method is agreed on, data analysis will begin.

## **DMV Updates . . . Russ Casler & Megan Braze Lindsey (See Attachment C)**

Russ Casler was introduced as the new Driver Program Manager for DMV.

**Real ID** – The Real ID Act was passed by Congress in 2005. It sets standards for federal acceptance of state driver licenses and ID cards. Licenses and IDs not compliant with Real ID

will not be accepted by TSA to board domestic flights and cannot be used to enter certain federal facilities. Nationwide enforcement of the act will begin October 1, 2020. DMV will begin issuing Real IDs July 6, 2020. If you do not have a Real ID compliant license or ID card after 10/1/2020, you may show a valid Passport, Tribal Photo ID, Military ID, Permanent Resident Card, or EAD (I-766) in order to fly domestically.

To obtain an optional Real ID as of July 6, 2020, you must visit a DMV office to apply, bring additional documentation to prove Identity/legal presence, legal name, Social Security Number, Oregon residence address, and pay licensing fees, including an additional Real ID fee, which is yet to be determined.

Lines will be long and the overall process more complex between July and December of 2020. Please plan accordingly and bring all of the necessary documents you'll need in order to apply and obtain a Real ID license or ID card.

**Mexican and Canadian CDL Transfers** – Industry-wide driver shortages are forcing motor carriers to look outside the U.S. labor market for qualified drivers. Companies have formed to assist carriers by identifying and recruiting drivers and then helping them obtain lawful permanent residency through the EB3 immigrant visa program. Lawful permanent resident status is important because it makes the drivers eligible to apply for an Oregon CDL, which statute requires the driver to obtain within 30 days of residing in the state.

Reciprocity is established in FMCSRs, but license transfer between countries is not explicit. Historically, Oregon and many other states have not allowed 1:1 CDL transfers from other countries. New guidance from FMCSA supports the practice of exchanging a Mexican or Canadian CDL for an equivalent Oregon CD without requiring CDL knowledge or skills testing.

DMV is currently working on draft OARs, which will then be reviewed internally. Temporary rules will become effective February 3, 2020 and a pilot at one DMV office will begin. Permanent rule changes will go out for public comment. After incorporation of the feedback, the permanent rules will go to the OTC for their consideration and final approval. If approved, the permanent rules are expected to become effective July 6, 2020. Customers will still need to take and pass the basic, non-commercial knowledge test and applicants must fulfill all other requirements for CDL issuance.

David Gray asked about increasing the number of vehicle transactions that can be done at one time. Russ said he will take the question back to the vehicle program and ask if agents can access the dealer portal program as well as dealers.

### **Industry Communication . . . Jason Lawrence (See Attachment D)**

MCTD conducted five open house events throughout the state as part of our industry outreach efforts this summer and fall. The overall feedback from attendees was positive. We also created a video at one of the events, which received very positive feedback.

A communications survey was posted and we've had responses from 433 carriers. Approximately 55% were out of state carriers and 19% were Oregon-only carriers. We asked what type of devices carriers use, how they get their news, which social networking sites they use, what platforms would they like MCTD to use, how do they get MCTD news, and how would they like to get MCTD news.

The majority of carriers use smartphones, get news from TV or online, use Facebook, would like MCTD to use Facebook or LinkedIn, get MCTD news via email, and want to receive MCTD news via email. We have also reached out to our neighboring states to see how they offer information to their customers. Data like this will allow us to better tailor our communication to our audience.

### **Drivewyze Update . . . Jon Reimer**

On November 5, 2019, we upgraded our Green Light program. We are now seeing Drivewyze vehicle data at ten of our Green Light weigh stations statewide. If you are a carrier with

Drivewyze, ten of our sites can now preclear drivers using that information. It is a cellular process, not a transponder based device clearance system. We continue to use transponders for PrePass and ODOT Green Light. It is an open architecture system on the assumption that there will eventually be additional vendors. (Best Pass, Norpass, etc.)

Some quick statistics: as of the change, we have identified approximately 4,100 vehicles using the Drivewyze data that we could not have identified previously. In the past, this would have resulted in those drivers getting red lights and being directed to come in to the scale. Now, we were able to preclear about 3,000, or 75%, which translates to about 450 vehicles per day. The top three states we are getting Drivewyze vehicle data on are Indiana, Oklahoma, and Illinois. We are one of the first states to take this approach to partnering with Drivewyze. It uses our infrastructure and makes it available to Drivewyze, rather than having them install their equipment at our sites.

We want to eventually put this in place at all our remaining Green Light sites. It requires fiber optic upgrades at some of our sites to carry the signal, which may require increased bandwidth. At Wyeth, we increased it by utilizing existing signal from the Washington side of the Columbia River. We can do more LPR cameras with increased bandwidth. Added bandwidth is almost a necessity for the data needs now.

## **Agenda Build**

We will not be meeting in December. The next MCTAC meeting will be January 9, 2020.

Suggested topics included:

- Parking Study Update.
- FMCSA Clearinghouse Update – Dave Gray wants to do a user update and share tips and tricks.
- Possibly arrange for the new ODOT Director to attend a future MCTAC meeting?
- Safety Federal Rule Adoption (intrastate ELDs is part of the January adoption) with perhaps a soft enforcement period for intrastate ELDs.
- Government Relations Update.
- Trusted Carrier Plates enforcement/outreach.
- Load Rating Update.

Think about working with our Transportation Safety Division and working with passenger carriers to educate on driving around trucks

FYI: Emergency Text Message notifications are now available. Fliers are on the back table.

Meeting adjourned at 10:25

# Motor Carrier Transportation Division – Chapter 740

## Division 200

### RECIPROCAL AGREEMENTS AND INTERSTATE COMPACTS

#### **740-200-0030**

#### **Transfer of Registration Fees and Refunds**

(1) For purposes of this rule the following definitions apply:

(a) The term “transfer of registration fees” refers to the application of an existing credit on the motor carrier’s account in a manner consistent with this rule.

(b) A refund means the return of money originally paid by the registrant to the Department.

(c) Registration periods are based on a calendar year. When a registrant elects to pay Oregon registration fees for calendar quarters, the registration starts on the first day of the calendar quarter and runs through the last day of the last calendar quarter in the registration period.

(2) The Department may grant unexpired Oregon registration fee refunds if requested in writing when:

(a) It has issued to a registrant duplicate registration for a vehicle which was for the registrant within the same fleet during the registration period;

(b) A registrant has, during the registration period, changed a vehicle from registration solely in Oregon to registration under the International Registration Plan;

(c) A registrant has registered a vehicle at a weight above the legal capacity of the vehicle without operating over the legal capacity and has, during the registration period, reduced the weight to the vehicle’s legal capacity;

(d) The Department has conducted an audit which shows that a registrant overpaid registration fees;

(e) A registrant has registered a non-apportioned vehicle in error, has returned the registration credentials, and the Department has received the registration credentials before the effective date of the registration;

(f) The Department has determined that it has, through a computation error, overcharged a registrant for registration fees;

(g) *[A registrant has shown that it is entitled to a refund of unused registration fees for a non-apportioned vehicle that has been accidentally destroyed so as to be incapable of further operation, as described in ORS 803.590(2). Destroyed does not mean mechanical failure or defect]* **A registrant has gone out of business during the registration period and meets the conditions specified in ORS 826.039 for non-apportioned vehicles subject to weight-mile tax that are fully registered in Oregon;** or

(h) *[A registrant has gone out of business during the registration period and meets the conditions specified in ORS 826.039 for non-apportioned vehicles subject to weight-mile tax that are fully registered in Oregon.]* **A registrant has shown that it is entitled to a refund of unused registration fees for a non-apportioned vehicle that has been accidentally destroyed so as to be incapable of further operation. Destroyed does not mean mechanical failure or defect. The person in whose name the vehicle is registered is entitled to a refund of that portion of the fee applicable to the then unexpired portion of the registration period. Any registration card and registration plates issued for the vehicle must be surrendered to the department for cancellation when application for refund**

is made under this subsection. Claims for refunds under this subsection shall be filed and paid as provided for refunds under ORS 802.110. To qualify for a refund under this subsection, a registration fee in excess of \$10 must have been paid for the vehicle, the vehicle must have been registered in this state and the vehicle must be one of the following:

**(A) A motor truck with a registration weight of more than 10,000 pounds.**

**(B) A truck tractor with a registration weight of more than 8,000 pounds.**

**(C) A travel trailer or camper.**

(3) The Department will not grant registration refunds when:

(a) A registrant has, during the registration period, changed from registration under the International Registration Plan to registration solely in Oregon;

(b) A registrant not entitled to a refund under subsection (1)(g) of this rule has, during the registration period, removed a vehicle from service;

(c) A registrant has, during the registration period, gone out of business and does not meet the conditions specified in ORS 826.039;

(d) A registrant has, during the registration period, reduced weight for a vehicle;

(e) A registrant operating in Oregon and in one or more other states has, during the registration period, changed its base state;

(f) The Department has, for any reason, canceled the registration;

(g) A registrant has elected calendar quarters and has operated at any time within any of the designated quarters;

(h) A motor carrier operating a vehicle after the effective date of a vehicle's registration period will not be granted a refund; or

(i) Registration dollars have been collected and transferred to another jurisdiction. In this circumstance, the motor carrier requesting a refund must request the refund directly from the jurisdiction to which the funds have been transferred.

(4) If a vehicle is permanently withdrawn from a fleet that is proportionally registered under ORS 826.009 or 826.011 as a result of being destroyed, sold or otherwise removed from the service of the registrant, the Department may issue a transfer of fees for the unused, unexpired portion of the registration in accordance with the terms of interstate agreements. The transfer of fees must be used to register a similar vehicle in the same fleet and within the same registration year. The fees will not be subject to refund.

**Statutory/Other Authority:** ORS 183.335 & 823.011

**Statutes/Other Implemented:** ORS 826.039

## 740-055-0120

### Weight-Mile Tax Records Requirements

(1) All carriers must maintain records of their motor vehicle operations and make reports on forms approved by the Department. Such records must be:

- (a) Stored at the carrier's principal office or place of business;
- (b) Made available for inspection by the Department or its representatives upon request; and
- (c) Retained for a period of three (3) years unless otherwise authorized by the Department.

(2) *[All carriers must maintain records containing]* **Distance records produced by a means other than a vehicle-tracking system must meet all requirements in section (1) of this rule and contain** the following information for each vehicle:

- (a) Origin and destination points;
- (b) Oregon entry and exit points;
- (c) Actual Oregon miles for each trip;
- (d) Pickup and delivery points in Oregon for each trip;
- (e) Routes **of** *[for]* travel for each trip;
- (f) Dates of each trip;
- (g) Daily beginning and ending odometer or other mileage recording device readings for each vehicle. [;]

**(3) Distance records produced wholly or partly by a vehicle-tracking system, including a system based on a global positioning system (GPS) may be used in lieu of, or in addition to, the records required in this rule provided the electronic records meet all the requirements of section (1) of this rule and contain the following information for each vehicle:**

- (a) The original latitude and longitude coordinates carried out to, at minimum, 5 decimal places, for the vehicle to which the records pertain;**
- (b) The date and time of each coordinate capture, at a minimum of 15-minute intervals and at every significant event to validate the total distance traveled. A significant event is defined as: Engine being turned on or off and crossing into or out of the State of Oregon;**
- (c) The daily beginning and ending reading from the odometer, hubodometer, engine control module (ECM), or any similar device;**
- (d) The calculated distance between each GPS or other system reading;**
- (e) The total distance traveled by the vehicle in Oregon;**
- (f) Pickup and delivery points in Oregon for each trip;**

**(g) Exception reports containing adjustments made to distance traveled in Oregon including equipment malfunction, tampering or random unexplained coordinate capture; and**

**(4) In addition to the requirements listed above, all carriers must maintain records containing the following information for each vehicle:**

**(a) Identification of any exempt miles claimed, which shall include beginning and ending odometer or other mileage recording device readings for the exempt portion of each trip. If repeated trips are made to and from the same locations, a one-time recording of odometer or other mileage recording device readings for the exempt portion of those trips may be applied to the total number of trips;**

**(b) Load tickets and/or bills of lading for each shipment transported;**

**(c) Carriers operating motor vehicles that are issued or required to obtain an annual variance permit under ORS 818.200(1)(a) to (c) with a combined weight of more than 80,000 pounds shall also provide for each reporting period:**

**(A) Number of axles in the vehicle configuration; and**

**(B) A record of changes of operation. A change of operation occurs when the vehicle configuration remains the same but the actual weight of the vehicle and load changes from over 80,000 lbs. to 80,000 lbs. or under. Empty movements are not changes in operation; and**

**(d) Carriers operating motor vehicles in multiple configurations shall provide the number of miles operated in each motor vehicle configuration for each trip.**

**(5) All registrants that pay registration fees via registration trip permits must retain a copy of each registration trip permit.**

*[(h) Load tickets and/or bills of lading for each shipment transported;*

*(i) Identification of any exempt miles claimed, which shall include beginning and ending odometer or other mileage recording device readings for the exempt portion of each trip. If repeated trips are made to and from the same locations, a one-time recording of odometer or other mileage recording device readings for the exempt portion of those trips may be applied to the total number of trips;*

*(j) Carriers operating motor vehicles that are issued or required to obtain an annual variance permit under ORS 818.200(1)(a) to (c) with a combined weight of more than 80,000 pounds shall also provide for each reporting period:*

*(A) Number of axles in the vehicle configuration; and*

*(B) A record of changes of operation. A change of operation occurs when the vehicle configuration remains the same but the actual weight of the vehicle and load changes from over 80,000 lbs. to 80,000 lbs. or under. Empty movements are not changes in operation; and*

*(k) Carriers operating motor vehicles in multiple configurations shall provide the number of miles operated in each motor vehicle configuration for each trip.*

*(3) All registrants that pay registration fees via registration trip permits must retain a copy of each registration trip permit.*

*(4) Records generated from on-board recording devices, vehicle tracking systems, or other electronic data recording systems may be used in lieu of, or in addition to, the records required in this rule provided that the electronic records:*

*(a) Meet all the requirements of sections (1) through (3) of this rule; and*

*(b) Are provided in printed format upon request.]*

**Statutory/Other Authority:** ORS 823.011 and 825.515

**Statutes/Other Implemented:** ORS 825.212 and 825.515

**History:**

MCTD 1-2003, f. & cert. ef. 2-13-03

PUC 18, f. 1-21-55, ef. 9-1-54 (Order No. 33203); PUC 120, f. 10-26-62, ef. 11-15-62 (Order No. 38811); PUC 135, f. 5-9-66, ef. 5-15-66 (Order No. 42332); PUC 148, f. 7-29-68, ef. 9-1-68 (Order No. 44783); PUC 156, f. 8-6-73, ef. 8-15-73 (Order No. 73-507); Renumbered from 860-038-0055; PUC 1-1982(Temp), f. & ef. 2-3-82 (Order No. 82-080); PUC 5-1982, f. & ef. 3-15-82 (Order No. 82-162); PUC 13-1990, f. & cert. ef. 7-6-90 (Order No. 90-949) ; PUC 4-1993, f. & cert. ef. 1-15-93 (Order No. 93-058); PUC 7-1993, f. & cert. ef. 3-19-93 (Order No. 93-285); MCT 3-1996, f. & cert. ef. 3-14-96; Renumbered from 860-068-0055

## Motor Carrier Transportation Division – Chapter 740

Division 200

### RECIPROCAL AGREEMENTS AND INTERSTATE COMPACTS

#### **740-200-0010**

#### **Annual Adoption of Prorate Registration**

(1) The provisions contained in the “International Registration Plan” (IRP), the IRP Audit Procedures Manual and all amendments thereto in effect **January 1, 2020** [*January 1, 2019*], are hereby adopted and prescribed by the Oregon Department of Transportation and apply to the apportioned registration of vehicles. Unless otherwise revised by written delegation, the designated person to cast a vote on an IRP ballot for Oregon is the Administrator of the Motor Carrier Transportation Division.

(2) In addition to the requirements described in section (1) of this rule, the following requirements apply to Oregon-based motor carriers who participate in IRP:

(a) Records required to be maintained for distance data must denote intermediate trip stops;

(b) Audit assessments are subject to penalty and late payment charges described in IRP and the IRP Audit Procedures Manual;

(c) Any person against whom a proposed assessment is made by the Department may petition the Department for reassessment within 30 days after service upon the person of the assessment notice. If a petition for reassessment is not filed within the 30-day period, the assessment becomes final. If a petition for reassessment is timely filed, the Department will reconsider the assessment. The decision of the Department upon a petition for reassessment will become final 30 days after notice of the decision is served upon the petitioner. A petitioner may submit a request for hearing in the petition for reassessment; and

(d) If a request for hearing is timely received, a hearing will be scheduled and conducted in accordance with the provisions of ORS Chapter 183. The petitioner will be provided a minimum of 10 days’ notice of the time and place of the hearing. The Department may assess a penalty of \$150 for failure to appear at a scheduled hearing.

(3) The mileage reporting period for application and renewal purposes will be the previous July through June twelve-month period.

[Note: Publications referenced are available at <https://www.iftach.org/>.]

**Statutory/Other Authority:** ORS 184.619, 823.011 and 826.003

**Statutes/Other Implemented:** ORS 826.005 and 826.007

## **740-200-0020**

### **Adoption of Federal Rules Governing Payment of Heavy Vehicle Use Tax (HVUT)**

The Department hereby adopts the rules of the United States Internal Revenue Service contained in 26 CFR Part 41 (HVUT) and all amendments thereto in effect **January 1, 2020** [*January 1, 2019*]. These rules apply to carriers conducting operations subject to ORS Chapter 826. As provided in CFR Title 26 Part 41.6001-2(b)(3), the Department will suspend the registration of a vehicle for which proof of HVUT payment has not been received within four months of the effective date of registration.

[Note: The Code of Federal Regulations Title 26 Part 41.6001-2(b)(3) HVUT referenced above is available at the Motor Carrier Transportation Division, 3930 Fairview Industrial Drive SE, 97302.]

**Statutory/Other Authority:** ORS 184.619, 823.011 and 826.003

**Statutes/Other Implemented:** ORS 803.370(5) and 826.007

## **740-200-0040**

### **Adoption of International Fuel Tax Agreement**

(1) The provisions contained in the International Fuel Tax Agreement (IFTA) Articles of Agreement, the IFTA Audit Manual and the IFTA Procedures Manual, and all amendments thereto in effect **January 1, 2020** [*January 1, 2019*], are hereby adopted and prescribed by the Oregon Department of Transportation (ODOT) and apply to Oregon-based motor carriers who participate in IFTA.

(2) In addition to the requirements described in section (1) of this rule, the following requirements apply to Oregon-based motor carriers who participate in IFTA:

(a) Records required to be maintained for distance data must denote intermediate trip stops;

(b) Records of monthly over the road and bulk fuel reconciliations must be maintained;

(c) The Department will assess a penalty of \$50 or 10 percent of the amount of delinquent taxes due, whichever is greater, for failing to file a return, filing a late return, or underpaying taxes due on a return;

(d) The Department will assess a penalty of 10 percent of the amount of delinquent taxes due, for additional assessments as the result of an audit;

(e) Any person against whom a proposed assessment is made by the Department may petition the Department for reassessment within 30 days after service upon the person of the assessment notice. If a petition for reassessment is not filed within the 30-day period, the assessment becomes final. If a petition for reassessment is timely filed, the Department will reconsider the assessment. The decision of the Department upon a petition for reassessment will become final 30 days after notice of the decision is served to the petitioner. A petitioner may submit a request for hearing in the petition for reassessment;

(f) If a request for hearing is timely received, a hearing will be scheduled and conducted in accordance with the provisions of ORS Chapter 183. The petitioner will be provided a minimum of 10 days' notice of the time and place of the hearing; and

(g) An amendment may be made to, or audit conducted of, a tax return not more than four (4) years from the date the taxes or fees were filed.

[Note: Publications referenced are available at <https://www.iftach.org/>.]

**Statutory/Other Authority:** ORS 184.619 and 823.011

**Statutes/Other Implemented:** ORS 825.490, 825.494 and 825.555

# **Attachment**

A



# Load Rating Update November 2019



# Load Rating Efforts

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- SHV Category 1 (2020)
- SHV Category 2 (2022)
- Emergency Vehicles (Interstate System) (2019)

Load Ratings are planned on 433 State and Local Agency Bridges in the 19-21 biennium

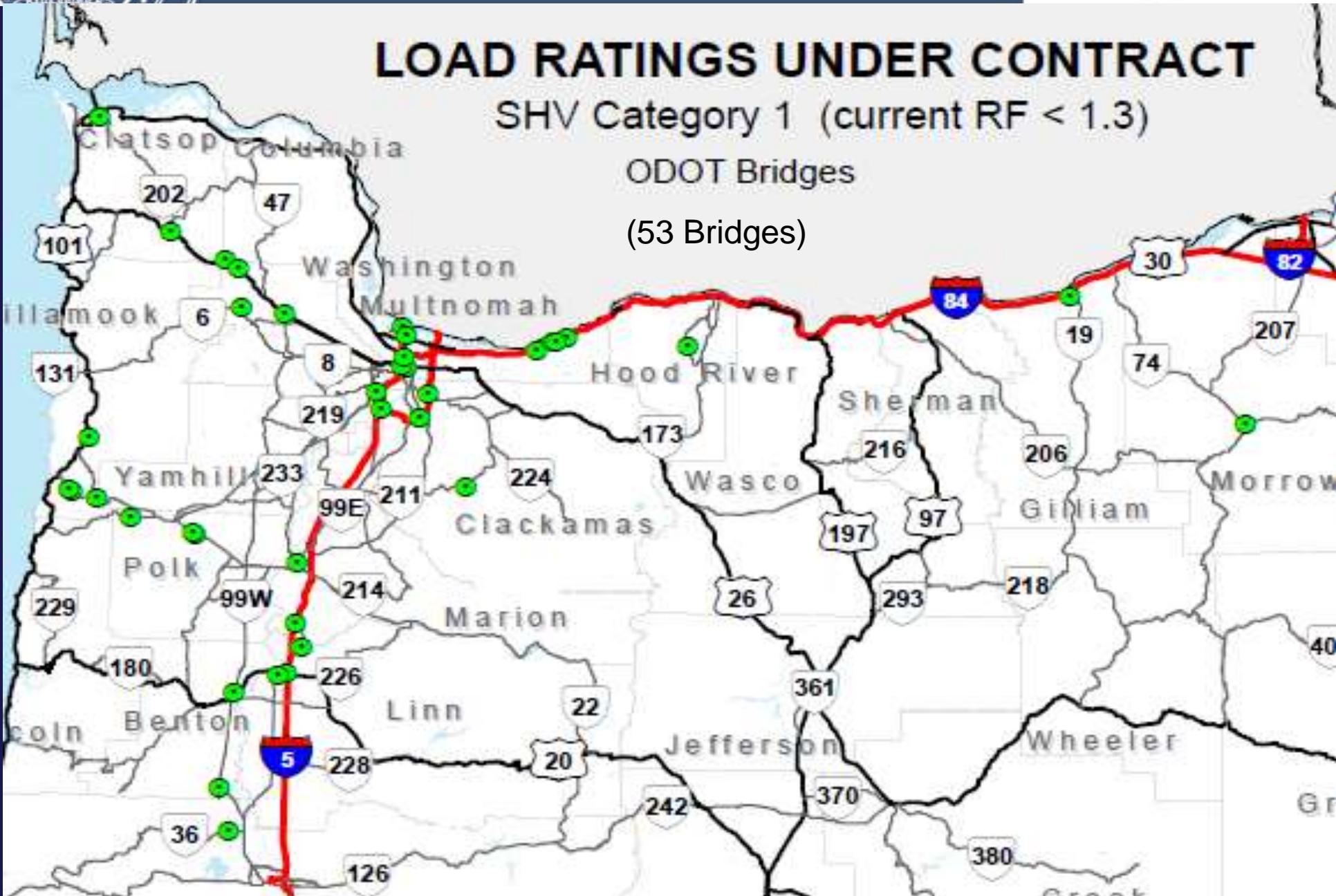


# LOAD RATINGS UNDER CONTRACT

SHV Category 1 (current RF < 1.3)

ODOT Bridges

(53 Bridges)

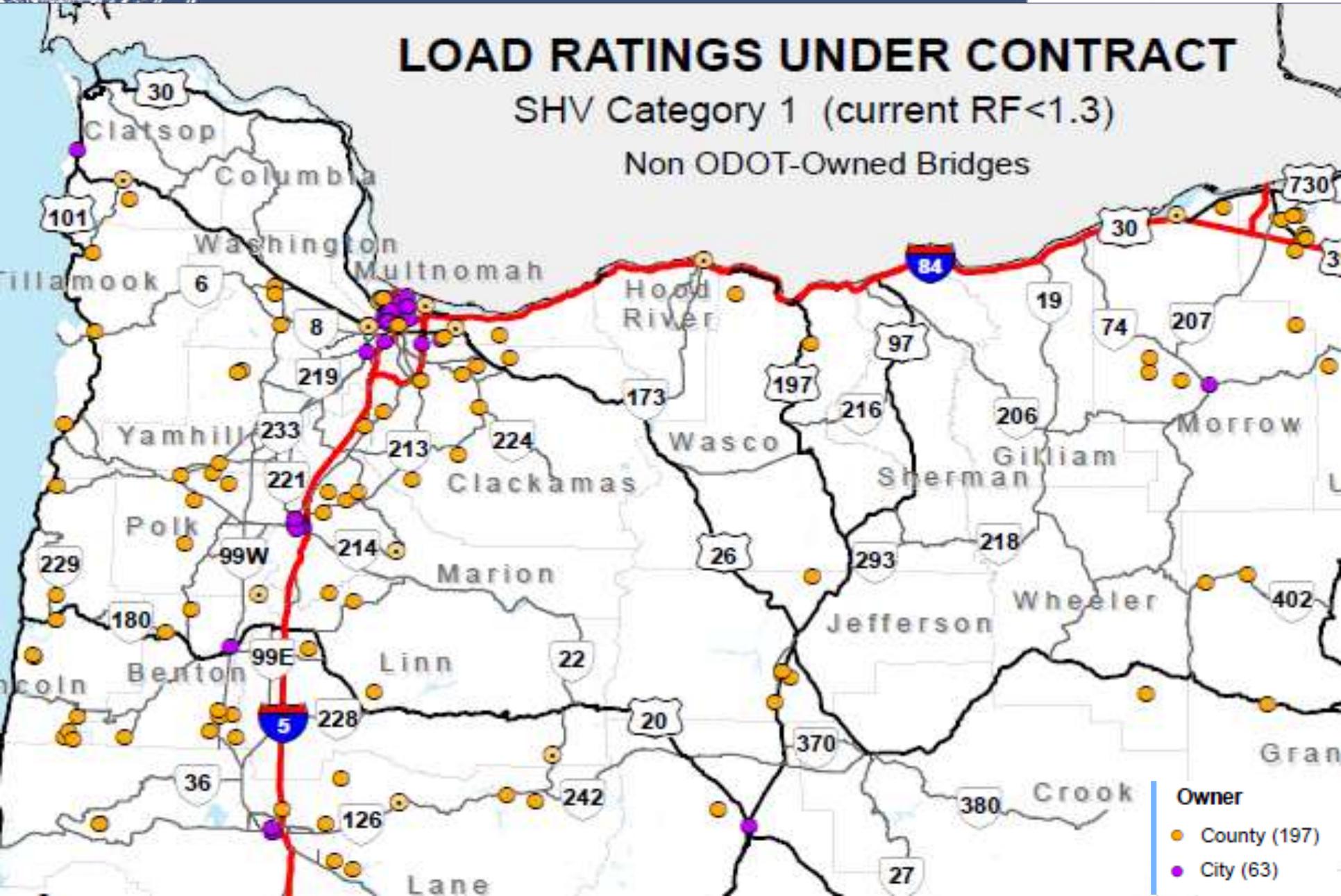




# LOAD RATINGS UNDER CONTRACT

SHV Category 1 (current  $RF < 1.3$ )

Non ODOT-Owned Bridges



Owner

● County (197)

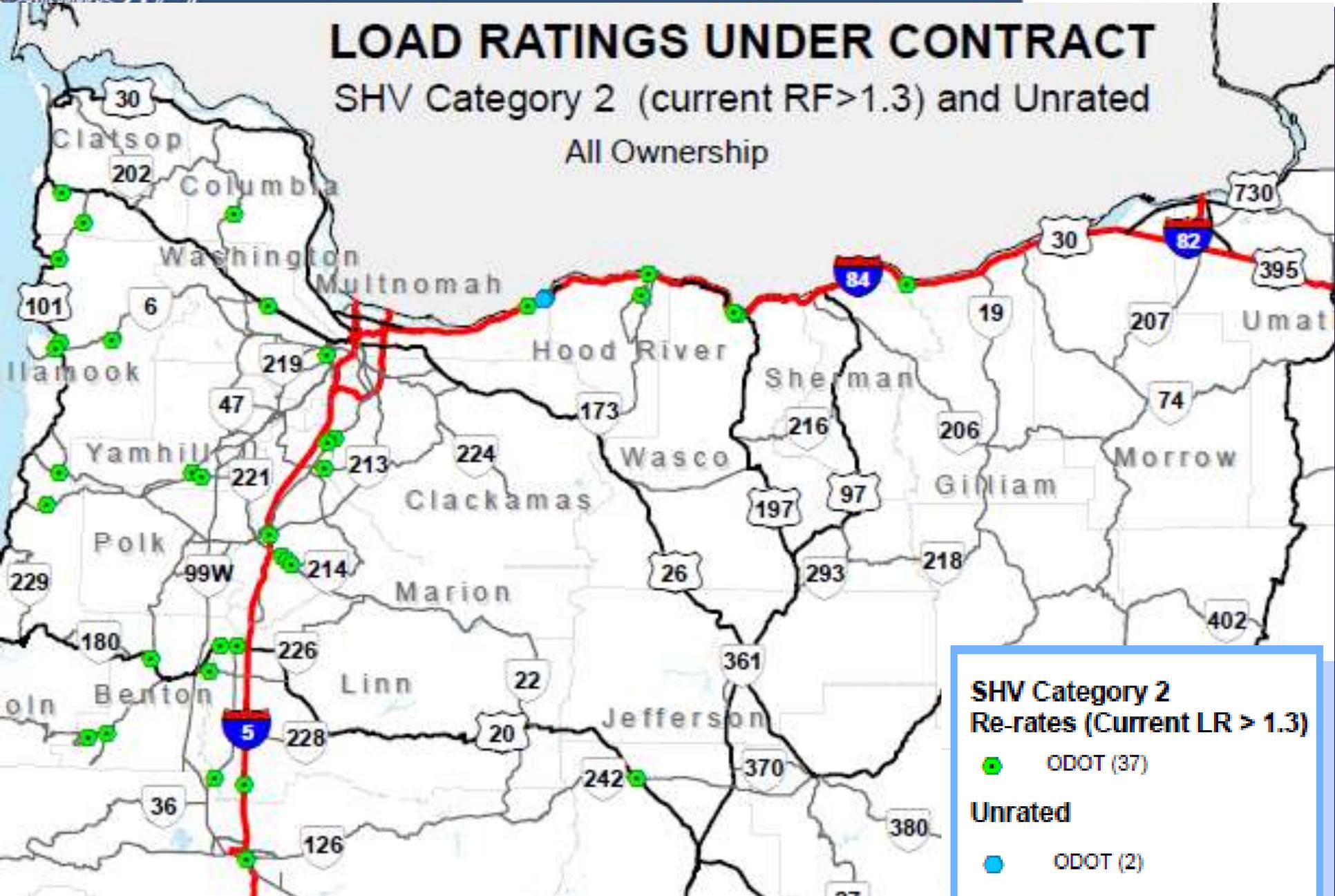
● City (63)



# LOAD RATINGS UNDER CONTRACT

SHV Category 2 (current RF > 1.3) and Unrated

All Ownership



**SHV Category 2**  
Re-rates (Current LR > 1.3)

- ODOT (37)

**Unrated**

- ODOT (2)





# LOAD RATINGS UNDER CONTRACT

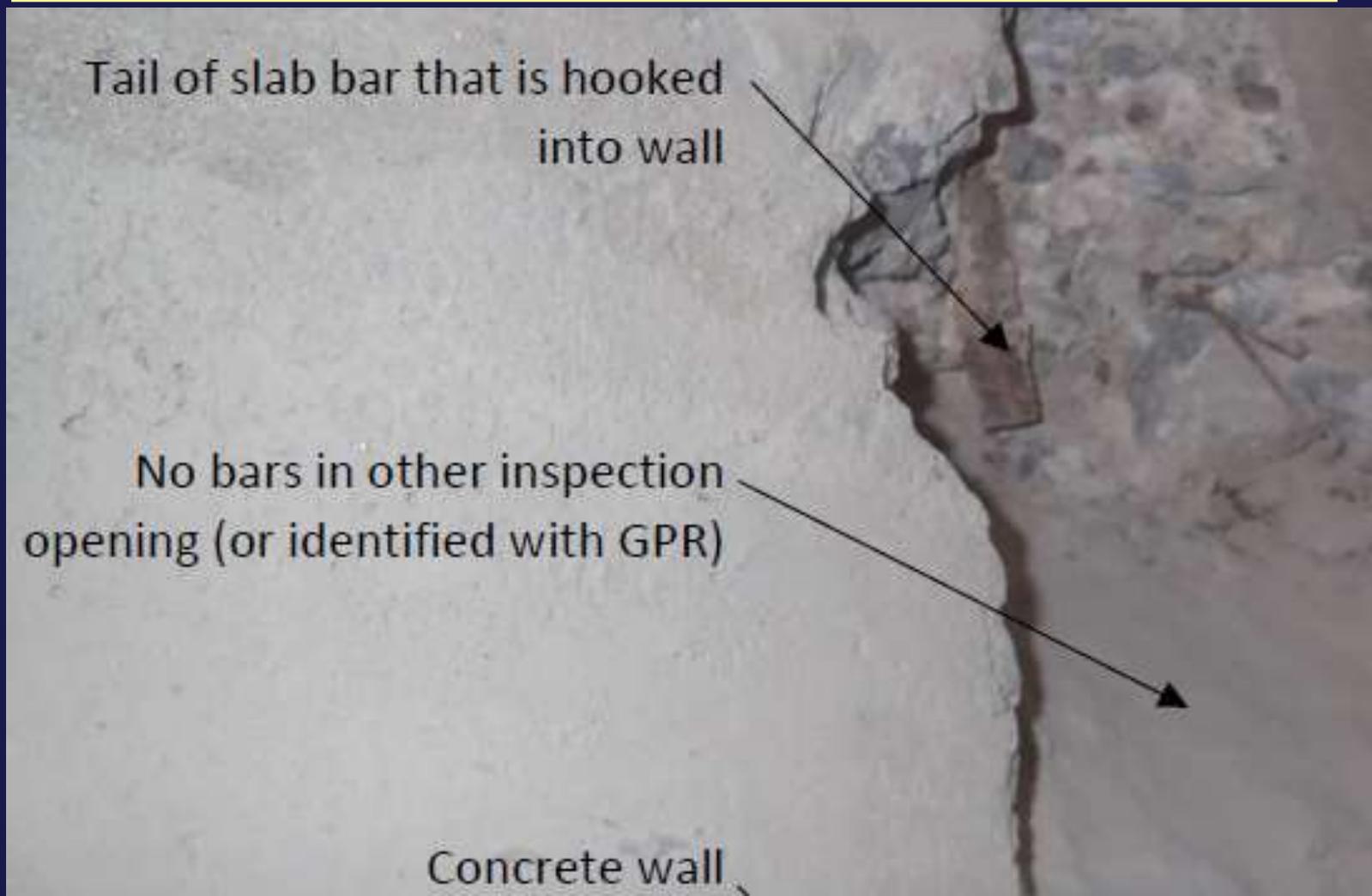
NBI Culverts - In Process and Those without Plans

All Ownership





# Destructive Testing



Tail of slab bar that is hooked into wall

No bars in other inspection opening (or identified with GPR)

Concrete wall



# 30 Day Posting Requirement

<p><b>Oregon Department of Transportation</b></p>  <p><b>POLICY</b></p>	<p>NUMBER PMT 06-01</p>	<p>SUPERSEDES 11/25/2015</p>
	<p>EFFECTIVE DATE 10/1/2019</p>	<p>PAGE NUMBER 01 OF 11</p>
	<p>VALIDATION DATE</p>	
	<p>REFERENCE OAR 734-050-0090; 734-020-0150; ODOT Policy DES 05-02; Mobility Procedure Manual</p>	
<p>SUBJECT <b>SIZE AND WEIGHT RESTRICTIONS ON STATE HIGHWAYS</b></p>	<p>APPROVED SIGNATURE Signature on file with Business &amp; Performance Services Branch</p> <p>Paul Mather, Deputy Director</p>	



# Prior to 30 Days...

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## BRIDGE LOAD RESTRICTION ROLES AND RESPONSIBILITIES

**PRIOR TO 30 DAY POSTING:** *Note: Notification and evaluation of bridge posting will work concurrently with the Post to 30 Day Posting process.*

<u>RESPONSIBILITY</u>	<u>STEP</u>	<u>ACTION</u>
Originator Bridge Inspectors or District Maintenance Personnel or Bridge Load Rating Engineer (BLRE)	1	Identify need to review load rating on bridges and raise the concern to the BLRE.  Identify concern with bridge load capacity as part of evaluating bridge inspection reports or performing load rating calculations.



# After the 30 days...

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## POST 30 DAY POSTING:

- |                             |   |   |
|-----------------------------|---|---|
| Evaluation Team             | 1 | Meet to review data collected and consider potential alternate routes, taking into account impacts to the industry and local jurisdictions, and concerns submitted to the District Manager. |
| Bridge Load Rating Engineer | 2 | Analyze affected structures on alternative detour routes being considered and make detour recommendations to the Evaluation Team.   |



# The End!



# **Attachment**

B

# Measuring the Rates of Weight-Mile Tax Evasion in Oregon

A research study conducted by Kentucky Transportation  
Center by Andrew Martin and Jennifer Walton

Funded by MCTD and TDD



# Problem Statement

- No measurement of weight-mile tax evasion for >15 years
- Improved technology facilitates updated evasion methodology
- May require additional study to
  - establish the existing statewide evasion rate
  - classify rates of evasion methods
  - document requirements for ongoing or periodic measurement



# ODOT Work Plan and Tasks

## Objectives

- Measure non-compliance or evasion accurately and reliably
- Provide a reliable estimate of lost revenue
- Develop and validate measurement methods that can be replicated
- Create a reliable, auditable measurement of evasion and revenue loss
- Ensure methods comply with ODOT's Passive Data Collection policies
- Ensure methods are based on existing or easily developed data



# Study Benefits

- More accurate estimate of weight-mile tax evasion
- Better information about why and how evasion occurs
- New strategies for ODOT to address evasion



# Study Impacts

- Increased compliance with weight-mile tax
- Level playing field for the trucking industry in Oregon



# Implementation



- Final report will include:
  - evasion estimation methodology
  - strategies to counteract evasion
- Implementation
  - Motor Carrier Transportation Division
  - ODOT's research program
  - Oregon State Legislature



# Project Timeline

Task	2019												2020											
	FY 2019						FY 2020						FY 2021											
	Jan - Mar			Apr - Jun			Jul - Sep			Oct - Dec			Jan - Mar			Apr - Jun			Jul - Sep			Oct - Dec		
1. Project Mgmt	*			*			*			*			*			*			*			*		*
2. Intro, lit review, data scan				*																				
3. Research methodology												*												
4. Pilot test and data collection												*												
5. Analysis															*									
6. Written report																		R			F			
7. Presentations																								*



# Current Status

- Literature review is complete
- Requesting IRP data from Oregon and other jurisdictions
- Working mainly on data methodology now



# Data Sources sent to Andrew

- commercial truck inspections
- evasion citation records
- commercial truck screening
- recent weight-mile tax returns
- recent weight-mile tax revenues
- estimated trip miles for trucks operating on Oregon roads
- WIM data from weight stations and mainline WIMs
- historical temporary permits
- ODOT commercial vehicle traffic counts on key routes
- 3<sup>rd</sup> party GPS traffic data
- registered vehicle database,
- additional data as needed



# Potential approaches to measuring evasion

- 1). Commercial vehicle screening data and WMT returns
- 2) IFTA mileage and WMT returns
- 3) IRP mileage and WMT returns

VMT approach has methodological issues – these will be reviewed and discussed by the TAC

- Some sampling is more robust on certain roads and sections than others (ATRs vs. short term sampling)
- Classification issues (WIM overcounts vs. manual sampling counts)
- Sampling counts only occur on weekdays when traffic is highest
- Difficult to reconcile large macro estimate using VMT to individual WM records



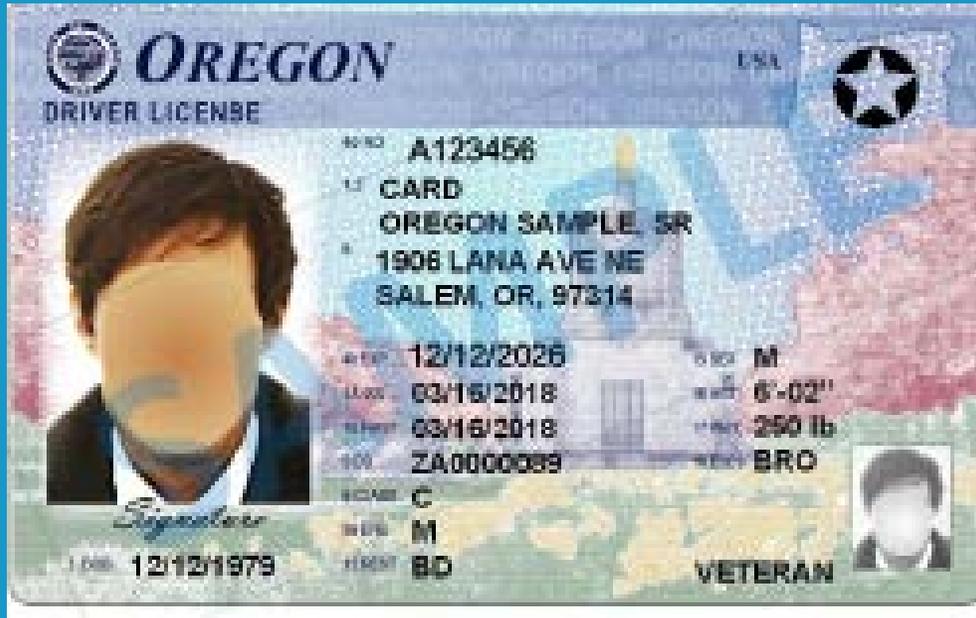
# Next steps

- TAC reviews draft methodology report
- TAC meeting, probably in December
- Once methodology agreed on, analysis of the data will begin



# **Attachment**

C



# Real ID Update

November 14, 2019



11/14/2019

Megan Braze Lindsey  
DMV Driver Programs

# Real ID: Background & Requirements

## Federal Real ID Act passed in 2005

- Sets standards for federal acceptance of state driver licenses & ID cards
- Driver licenses & IDs not compliant with Real ID will not be accepted by TSA to board domestic flights, and cannot be used to enter certain federal facilities
- Nationwide enforcement of the Real ID Act will begin **October 1, 2020**

## Real ID Requirements

- Proof of Identity & Date of Birth
- Proof of Legal Presence
- Proof of Social Security Number
- Two proofs of Oregon residence

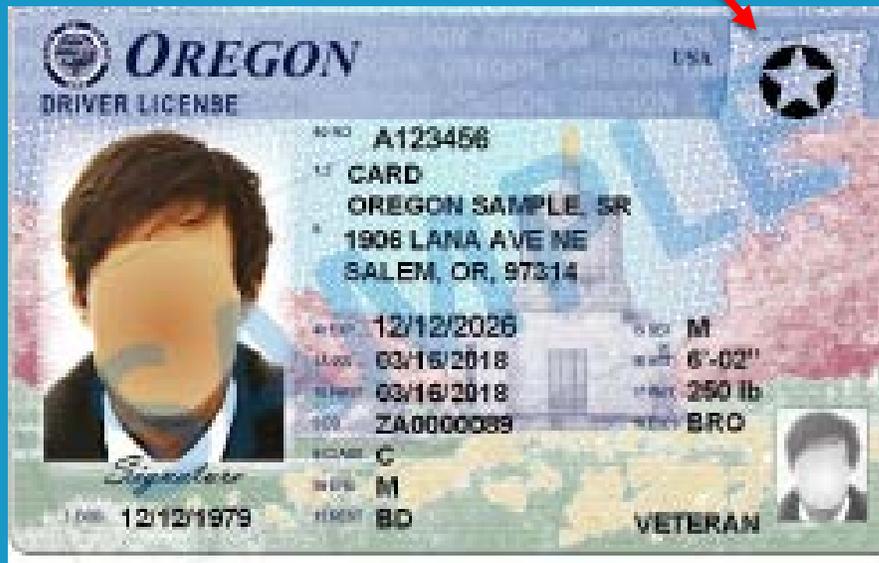
*DMV will scan and store these documents for 10 years.*

*DMV will begin issuing Real IDs  
**July 6, 2020***

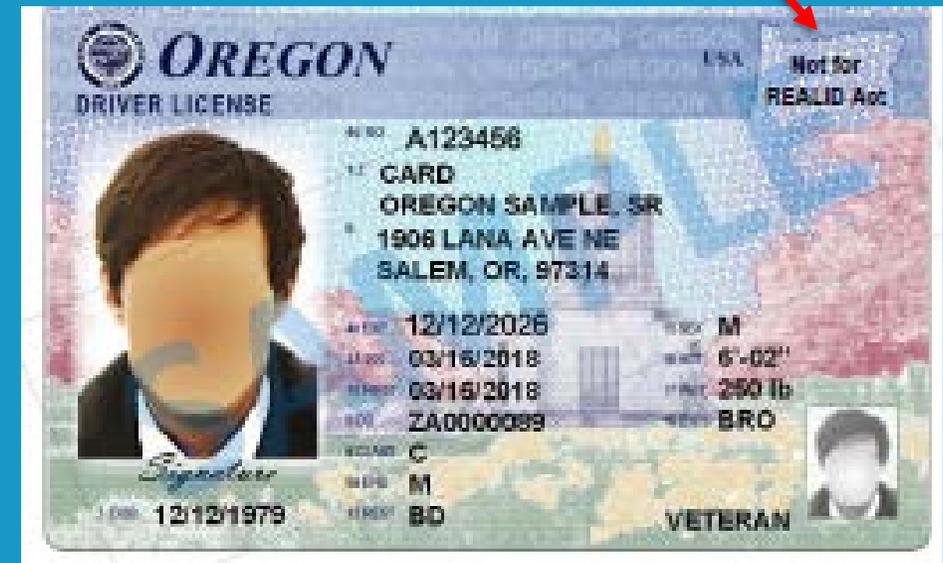


# Real ID: Compliant v. Non-Compliant (Standard) Cards

Compliant  
Real ID Card



Non-Compliant  
Standard Card



# Options for flying after October 1, 2020?

Passport/  
Passport  
Card



Permanent  
Resident  
Card



Tribal  
Photo ID



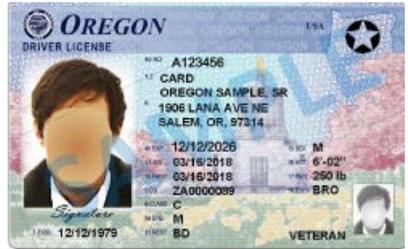
EAD (I-766)



Military ID



Oregon  
Real ID  
License/ID



For a full list visit <https://www.tsa.gov/travel/security-screening/identification>



# How to obtain an optional Real ID starting July 6, 2020:

- You must visit a DMV office to apply.
- Bring in additional documentation to prove:
  - Identity/Legal Presence
  - Legal Name
  - Social Security Number
  - Oregon residence address
- Pay licensing fees, including an additional Real ID fee, which is yet to be determined.





# REAL ID: *Managing Increase in Customer Visits*





# REAL ID: *Limiting Potential Increase in Customer Visits*

## Communication Plan

### Educate Public

Travelers  
General Public

### Options

Standard v. Real ID  
Passports

### Requirements

Necessary Documents  
Prepare in Advance

### Partnerships

Port of Portland  
TSA, Travel Agents





# Questions?



**For more information visit  
[www.Oregon.gov/RealID](http://www.Oregon.gov/RealID)**



11/14/2019



Source: palosgarza.com

# Mexican and Canadian CDL Transfers

November 14, 2019

Russ Casler  
DMV Driver Programs



11/14/2019

# What's the issue?

- Industry-wide driver shortages are forcing motor carriers to look outside the U.S. labor market for qualified drivers
- Companies like Visa Solutions have formed to assist carriers by identifying and recruiting drivers, and helping them obtain lawful permanent residency through the EB3 immigrant visa program







- Reciprocity is established in FMCSRs, but license transfer between countries is not explicit
- **Historically, Oregon and many other states have not allowed 1:1 CDL transfers from other countries**
- New guidance from FMCSA supports the practice of exchanging a Mexican or Canadian CDL for an equivalent Oregon CDL without requiring CDL knowledge or skills testing

# When is the process changing?

Draft administrative rules and statement of need currently under development by DMV analysts in the CDL Policy Unit

Temporary rules become effective, pilot begins and permanent rule changes go out for public comment

After incorporation of feedback, the permanent rules will go to the OTC for their consideration and final approval

Permanent rules become effective and process rolls out to statewide field offices

Now

February 3, 2020

March, 2020 (TBD)

July 6, 2020



# How will it work?

- DMV will pilot this process at one DMV field office location (TBD) once the temporary rules are effective, with full rollout expected in July
- Customers will still need to take and pass the basic, non-commercial knowledge test
- Applicants must fulfill all other requirements for CDL issuance



# Questions?

## Contact:

Russ Casler

DMV Driver Programs Manager

503-945-5088

[Russell.Casler@odot.state.or.us](mailto:Russell.Casler@odot.state.or.us)

Thank you!



# **Attachment**

D



# Communications Update

Jason Lawrence and Brandon Emmert, MCTD

# Industry Outreach Open Houses

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- Salem, Bend, Portland, La Grande, Klamath Falls
- Three formats: Presentations with Q&A, Tabling, and Seminar-style
- Feedback was positive:
  - Staff was “extremely friendly” and “extremely helpful.”
  - “Please make this program a priority.”

# Open House Feedback

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- PROS

- “Everyone was very knowledgeable and was able to answer all my questions, couldn't have [sic] been around a better group of professionals!”
- “Speakers were knowledgeable in their [sic] areas of expertise.”
- “Really appreciate the availability of the various State employees so we don't hear too much ‘we'll have to get back to you’.”

- CONS

- “I thought it was going to be more instructional instead of informal.”
- Mixed reviews on format:
  - Some mentioned prefer for the Bend format; others for Salem.
  - “I would [have] preferred a brief presentation from each person about updates, department goals, new laws/regulations, etc. before opening it up to questions.”
  - “I would have preferred more a seminar type setting, with every vendor having an opportunity to speak to everyone.”

PROMO VIDEO



# Looking ahead to 2020: Suggestions?

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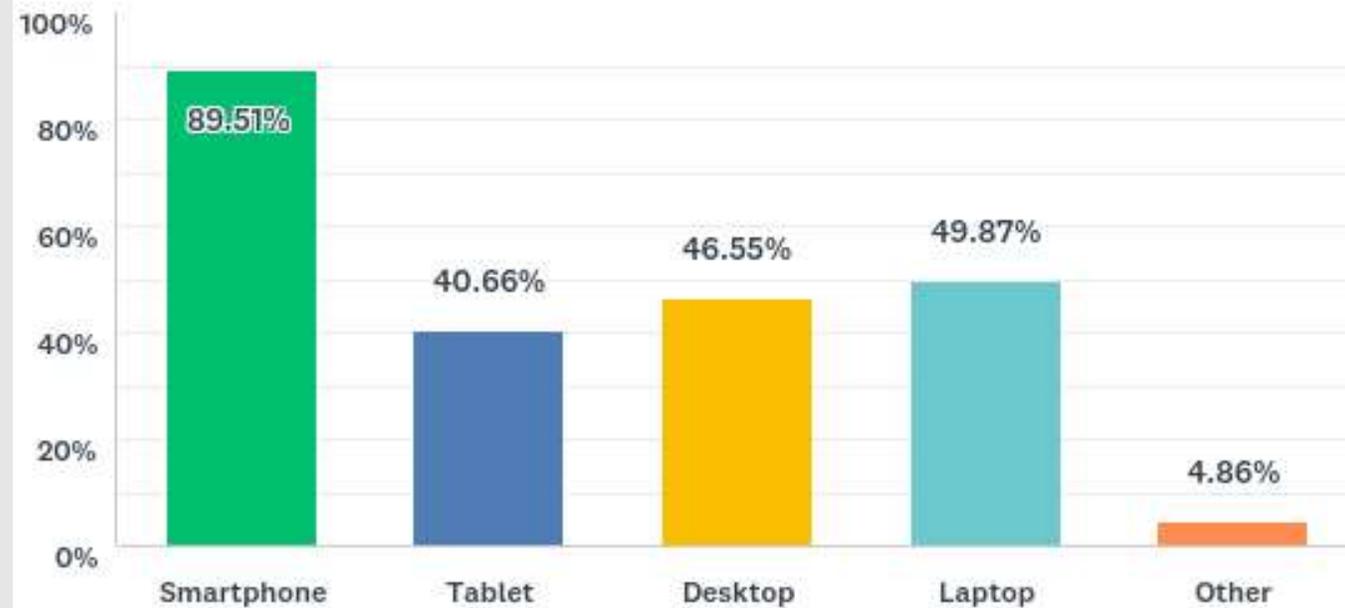
- Better during business hours?
  - Morning, afternoon, and evening session?
- Webinars and brown bag trainings
- Balance of informational/instructional?

# Communications Survey

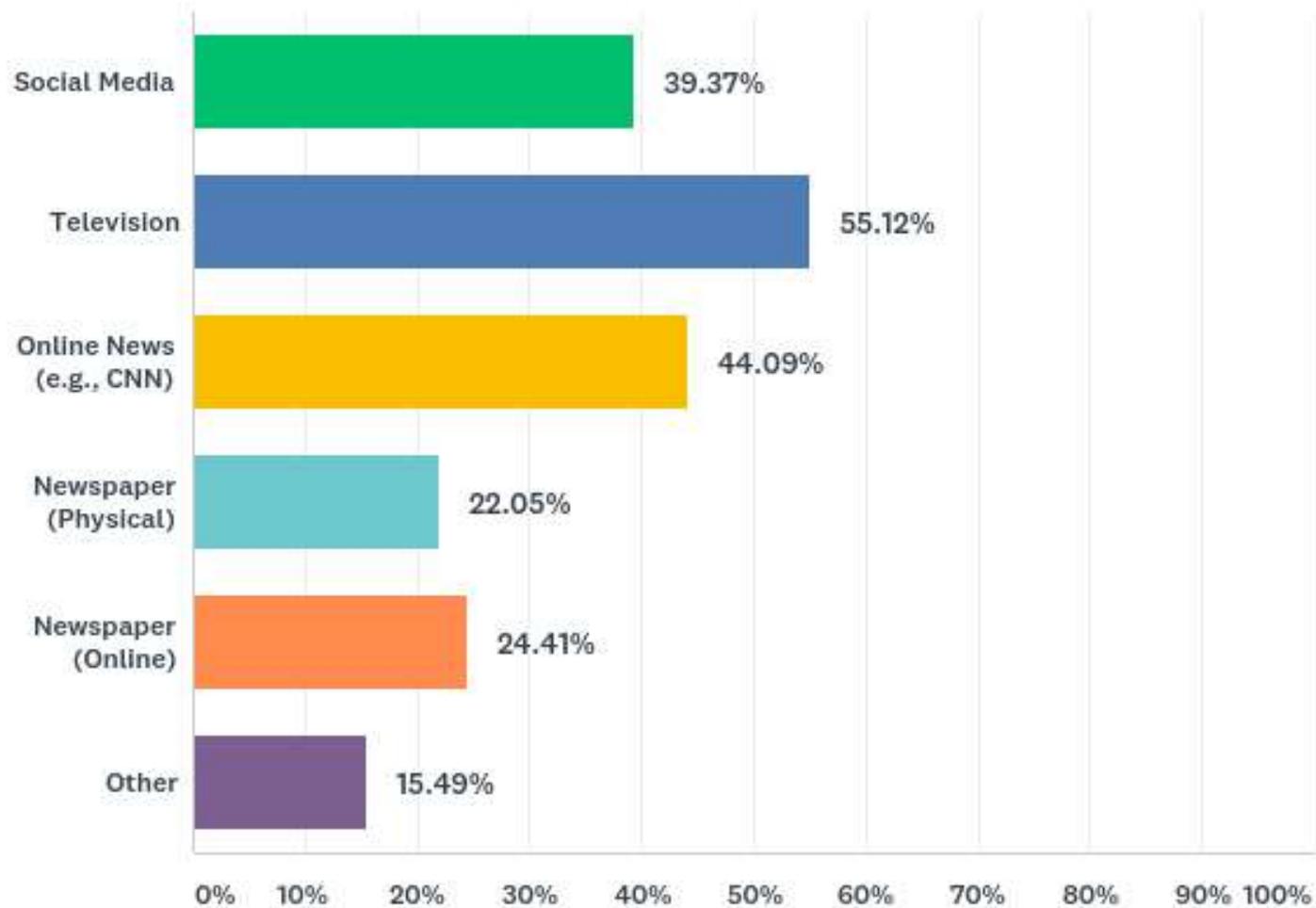
- 433 Respondents
- Nearly 55% of respondents OOS
- 19% Oregon-only carriers



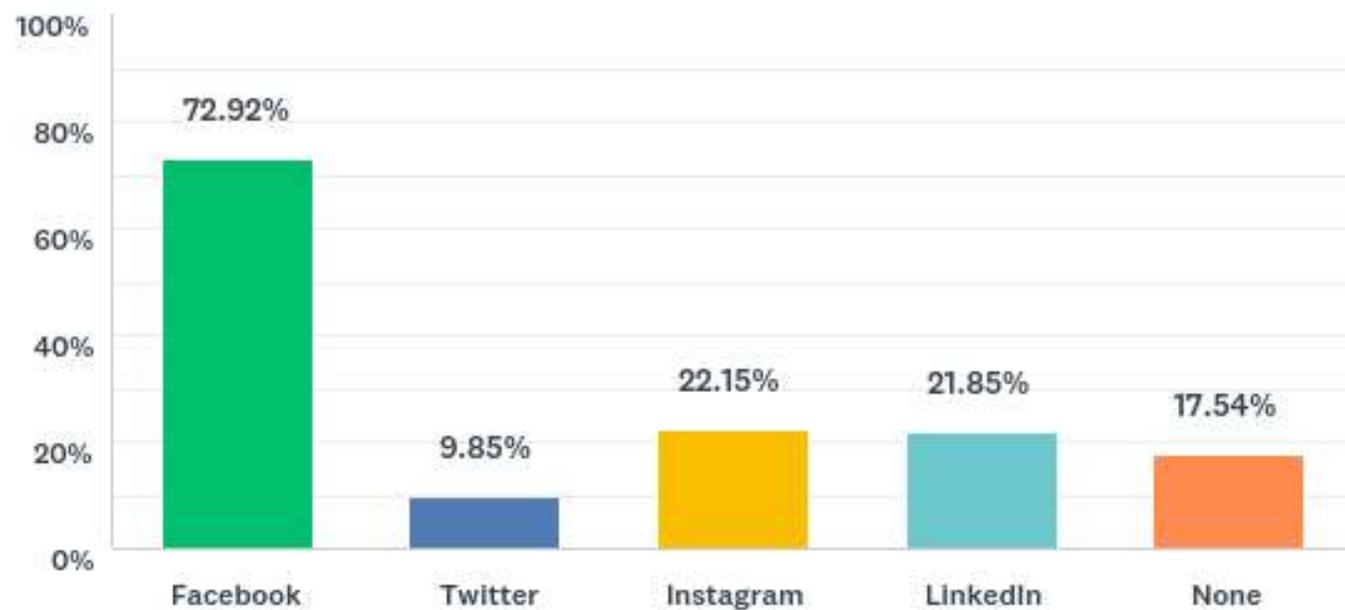
Which devices do you use? Please check all that apply.



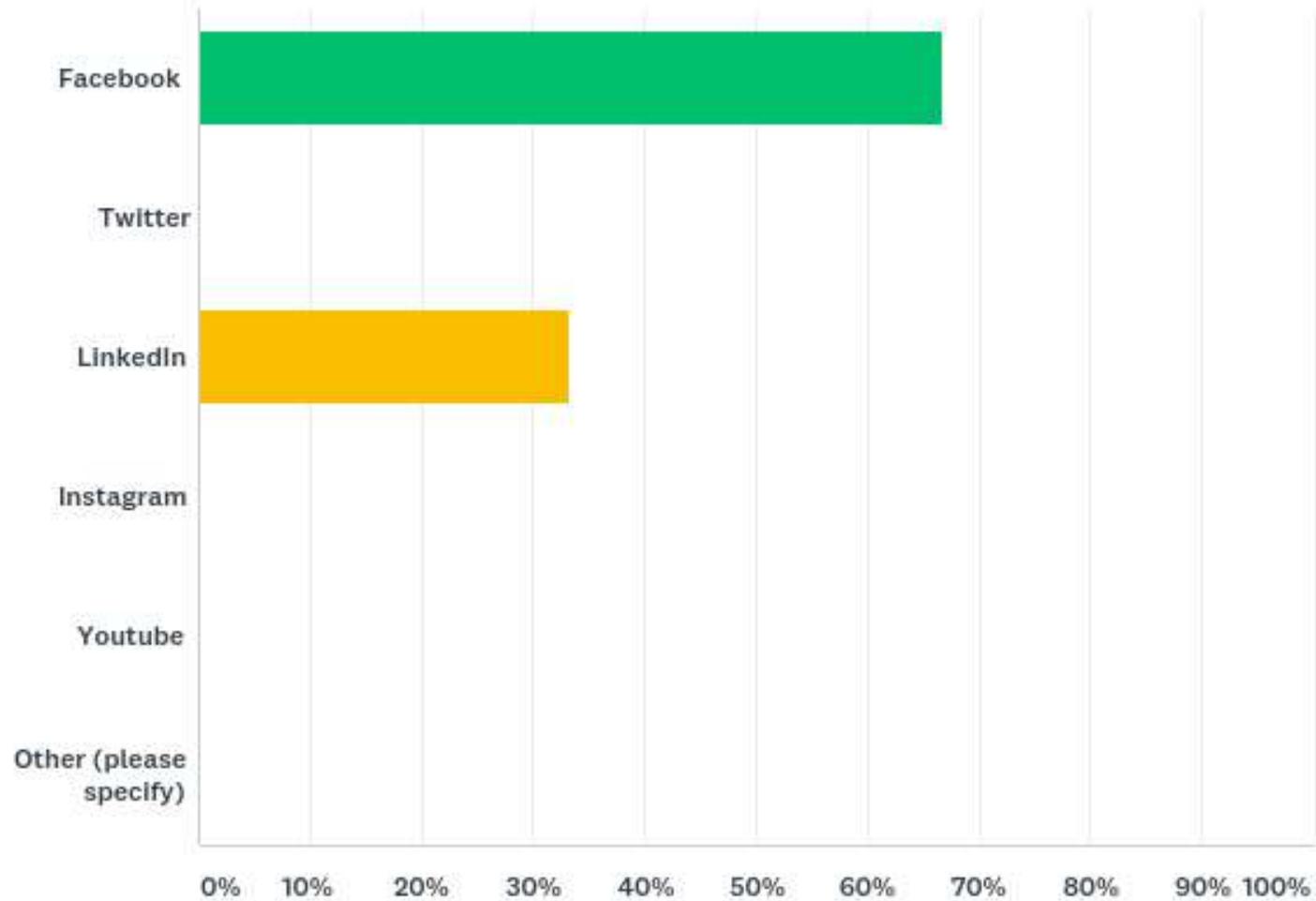
How do you get your news? Please check all that apply.



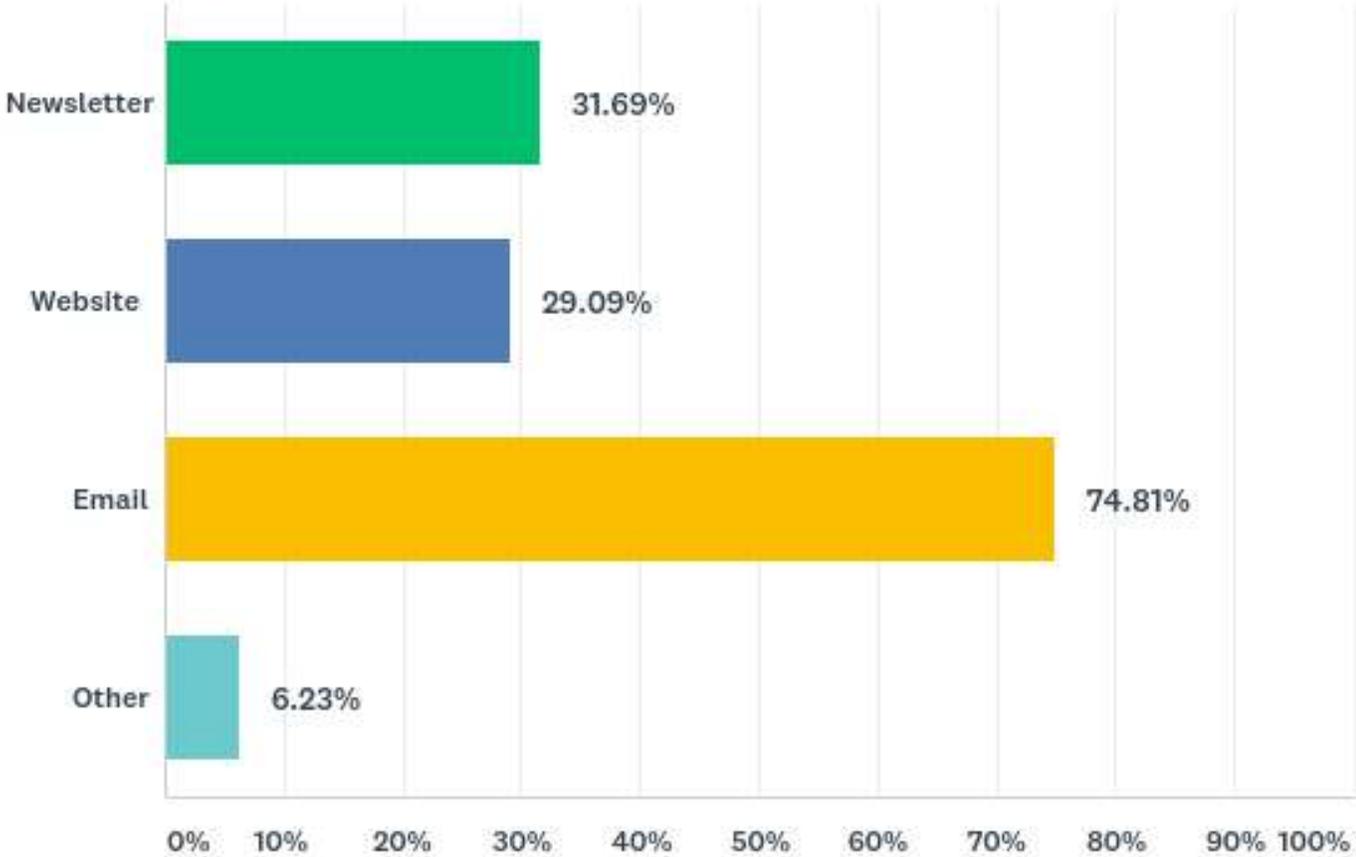
Which of the following social networking websites do you currently use? Please check all that apply.



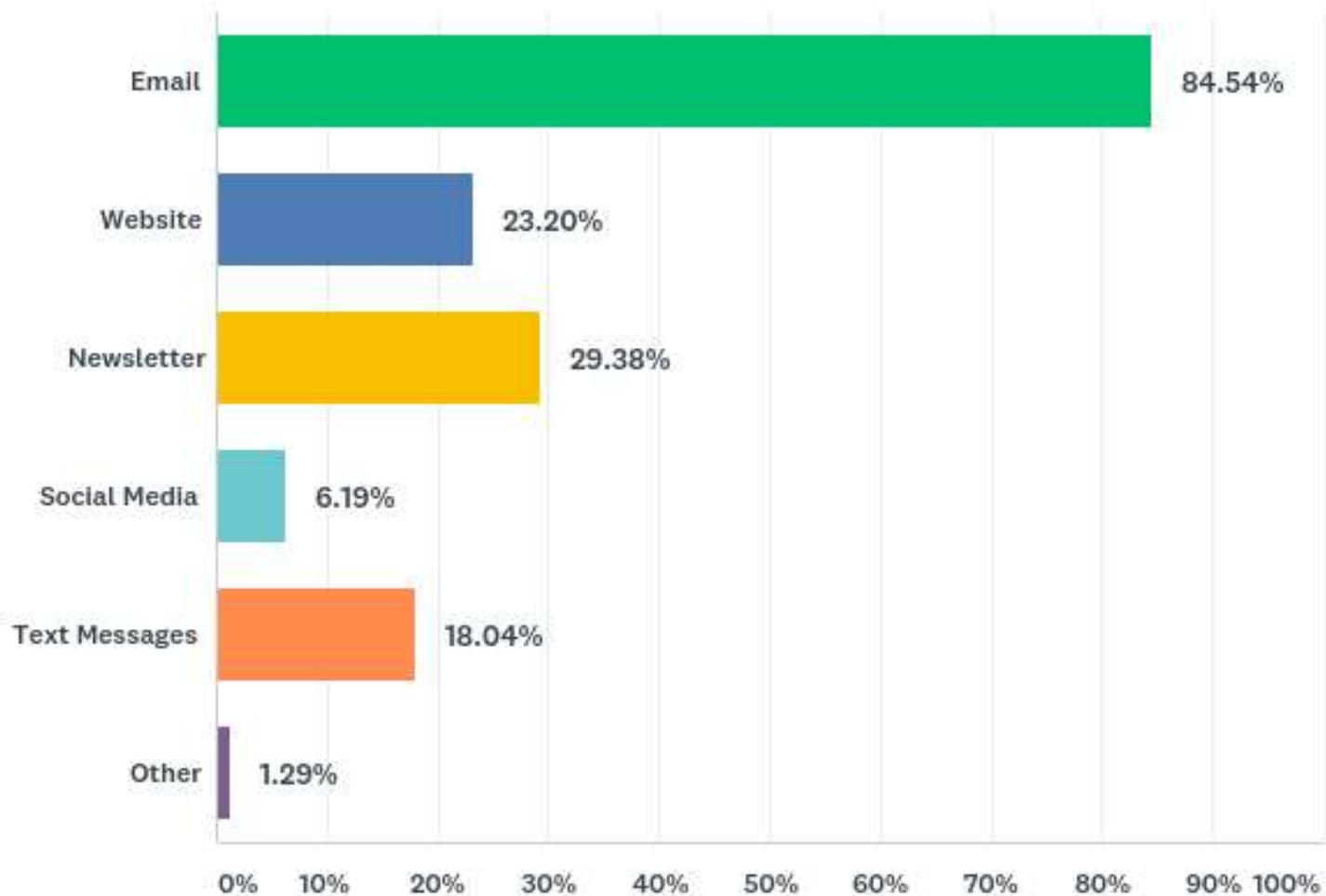
What social media platforms would you like MCTD to use? Please select all that apply.



How do you currently get your MCTD News? Please select all that apply.



How would you like to receive MCTD News? Please select all that apply.



Any thoughts/suggestions  
from MCTAC?



# Thank you!



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[/company/Oregon-department-of-transportation](https://www.linkedin.com/company/Oregon-department-of-transportation)



[/OregonDOT](https://www.youtube.com/OregonDOT)