

DISPATCH

OREGON TRUCK

ISSUE 1 | 2017



INSIDE

**Q&A with
Chris Spear, ATA**

2016-17 Event Recaps

**Oregon Retirement
Savings Plan**



ADVOCATING, EDUCATING, AND PROMOTING THE TRUCKING INDUSTRY

Utility Trailer Sales of Oregon, LLC

503-653-8686
800-275-6986

9797 SE Lawnfield Rd.
PO Box 1190,
Clackamas, OR 97015

Monday through Friday
7:30 a.m. to 5:00 p.m.



Utility Trailer Sales of Central Oregon, LLC



541-316-7100

825 NE Hemlock Ave
PO Box 517
Redmond, OR 97756

Monday through Friday
7:30 a.m. to 5:00 p.m.

PARTS • SALES • SERVICE

New and Used Reefers ▪ Dry Vans ▪ Tautliners
Flatbeds ▪ Truck Body Kits



The First Name In Trailers



H HENDRICKSON
The World Rides On Us

MAXON

TODCO

Grote
The first name in
vehicle safety systems.

WALTCO

PALFINGER
LIFTGATES

Carrier
TRANSICOLD
turn to the experts

THERMO KING

www.utilitytrailerore.com

A publication of the
Oregon Trucking Associations, Inc.
4005 SE Naef Rd., Portland, OR 97267
503-513-0005 • 888-293-0005
Fax: 503-513-0008 • www.ortrucking.org

Jana Jarvis
President
jana@ortrucking.org

Bob Russell
Vice President/Government Affairs
russell@ortrucking.org

Christine Logue
Director of Member Benefits
christine@ortrucking.org

Gregg Dal Ponte
Director of Regulatory Compliance
gregg@ortrucking.org

John Sallak
Safety & Compliance Consultant
john@ortrucking.org

Zobeida Harp
Administrative & Permits Coordinator
permits@ortrucking.org

Vilija Jozaitis
Marketing & Communications Manager
vilija@ortrucking.org

Glenda Ekblad
Director of Accounting
glenda@ortrucking.org

For information about OTA events and to register online, visit www.ortrucking.org.

Published for OTA by LLM Publications

PO Box 91099, Portland, OR 97291
503-445-2220 • 800-647-1511
Fax: 503-655-0778 • www.llmpubs.com

President Stephen Boes
Design Stephanie Pendell
Advertising Sales David Gambill

For information about advertising in the *Oregon Truck Dispatch*, please contact David Gambill at 503-445-2231 or davidg@llmpubs.com.

Thank you, advertisers!

Your support makes this publication possible. Please support them and tell them you saw them in the *OTA Dispatch*.

Stay Connected With Us



Oregon Trucking Associations



@OR_Trucking

CONTENTS



14 Q&A with ATA's President & CEO Chris Spear

2 OTA Chair's Message
by Bart Sherman

4 OTA President's Message
by Jana Jarvis

5 Event Calendar

LEGISLATIVE UPDATE

6 The View From
the State Capitol
by Bob Russell

EVENTS

8 2016 Portland Area
Member Mixer

9 Holiday Open House

10 2017 Southern Oregon
OTA Mixer

12 Trucking Day at the Capitol

FEATURE

14 Q&A with Chris Spear, ATA

NEWS

17 OTA News

LICENSE

18 How am I Supposed to Know?
License Validation for a Driver

MANDATE

22 ELD Mandate
Tops the List of Concerns in ATRI's
Annual Trucking Industry Survey

SAVINGS

25 Notice to All Oregon Employers
Oregon Retirement Savings Plan

TMC

27 Technology & Maintenance
Council Events

SAFETY

28 2017 Oregon GOSH Awards



Bart Sherman
OTA Chair

Events like Trucking Day at the Capitol give us the confidence to feel just as comfortable setting a meeting with a legislator to discuss an important industry issue as we do driving Oregon highways and byways.

Your association kicked off the New Year with two grass root events. The first was our annual Southern Oregon mixer at the Seven Feathers Casino Resort. For the past several years, OTA members in the area have taken this opportunity to catch up with colleagues, as well as invite non-members and customers to join them for the evening and learn more about what OTA has to offer. Attendees received an economic update from ATA's chief economist Bob Costello. I thought his report was spot on and it will be interesting to see what the rest of 2017 has in store for those of us in trucking. I'd like to thank our association's staff and Andy Owens Jr. of A&M Transport for planning this event and giving our members in southern Oregon the chance to pull together.

Our second event of the year was Trucking Day at the Capitol. This event was the brainchild of OTA President Jana Jarvis, and this was the first time such an event was held. The primary purpose of Trucking Day at the Capitol was to inundate Salem and the Capitol mall with trucking professionals. Those in attendance were true ambassadors for the trucking industry, meeting with as many of our legislators as possible; explaining our position on current and potential legislation and the effect those measures would have on our companies. We first had the opportunity to meet as a group to receive information on the key issues and to go over talking points that groups used when meeting with individual legislators. The day came to a close with a casual reception for legislators, their staff and all OTA attendees.

Personally, I think one of the greatest values of Trucking Day at the Capitol was to connect people with their legislators and make them feel comfortable in an environment that most of us do not encounter every day, or even every year. While legislators are elected to serve the people of Oregon, any sort of interaction with them often seems unattainable. Many of us wouldn't know where to begin if we had an issue we wanted our legislators to address. Throughout the day, I heard from a number of association members in attendance, who, while this was their first time taking part in such an event, by the end of the day felt comfortable enough to do it again. They were excited to represent our industry and would welcome the chance to be part of an even stronger trucking presence in the future. The overall buzz around the Capitol was that the trucking industry was there in full force and was firmly united behind the issues that will impact how we do business in Oregon.

Events like Trucking Day at the Capitol give us the confidence to feel just as comfortable setting a meeting with a legislator to discuss an important industry issue as we do driving Oregon highways and byways.

There are a number of things that you as an OTA member can do throughout the year that can be just as, or even more, impactful than attending one of the events mentioned above. Join a committee. Recruit a new member. Sponsor an event. Sign up yourself or an employee for our safety certification or management training programs. OTA is your association. Trucking is your industry. Take advantage of the opportunities presented to get involved, and ensure that trucking continues to have a loud voice and a strong presence. 🚛



JLE TRUCKWASH, INC.
Providing Solutions

**KEEPING YOUR TRUCKS
CLEAN
AND THE ENVIRONMENT
GREEN**

FOUR DIVISIONS TO SERVE YOU
FIXED SITE WASHING - MOBILE WASHING
DETAIL SHOP - SANDBLASTING

JLE@JLETRUCKWASH.COM
OFFICE (503) 448-1182

WWW.JLETRUCKWASH.COM

**Where there's Propel,
there's a way.**

Get the expert guidance and coverage you need for even your toughest risk management challenges.



propel
INSURANCESM

800 499 0933
propelinsurance.com
Find your momentum.




Visit SamCare at Pioneer Villa Truck Plaza, just off 1-5 at exit 216 near Brownsville. Occupational medicine services offered weekdays and walk-in care for illness and injury provided seven days a week.

Walk-in care	Occupational medicine
Sore throat	DOT and basic physicals (Tuesdays only)
Ear infection/pain	Drug screenings
Minor cuts/abrasions	Breath alcohol tests
Minor burns	Laboratory and X-ray services
Muscle strains	Vaccinations for work
Cold and flu symptoms	

Find out more at samhealth.org/SamCare or call **541-451-7873**

OTA LEADERSHIP

EXECUTIVE COMMITTEE

Chair

Bart Sherman, Sherman Bros. Trucking

Vice Chair/ISI Representative

Diane DeAutremont, Lile International Companies

Secretary/Treasurer

Lanny Gower, XPO Logistics

ATA Vice President

Andy Owens, A&M Transport

Past Chair

Mike Boyd, R.H. Sheppard

Chair Appointee

Dale Lemmons, Interstate Wood Products

BOARD OF DIRECTORS

Regional Representatives

Central Oregon

Charlie Every, Charlie Every Trucking

Eastern Oregon

Don McGinn, McGinn Bros. Trucking

Metro

Tim Love, Carson Oil

Southern Oregon

Troy Hutchens, FV Martin Trucking

Willamette Valley

Ron Bowers, Ron Bowers, Inc.

Standing Committee Representatives

Government Affairs

Evan Onet, FedEx

Highway Policy

Steve Bates, V. Van Dyke, Inc.

Image

Mike Card, Combined Transport, Inc.

Allied

Trevin Fountain, Cummins Northwest

TruckPAC

Dale Lemmons, Interstate Wood Products, Inc.

OTA in Action

Mark Gibson, Siskiyou Transportation, Inc.

DIRECTORS-AT-LARGE

Kristal Fiser, UPS

Leon Fischer, Siltez Trucking Co.

Heather Hayes, Tradewinds Transportation

David Brallier, Heartland Express

COUNCIL REPRESENTATIVES

Safety Management Council (SMC)

Myke Lake, McCracken Motor Freight

Technology & Maintenance Council (TMC)

Mike Vallery, Oak Harbor Freight

COMMITTEES

Allied

Image

Government

Oregon Truck PAC

Highway Policy

OTA in Action

To learn more about the committees or councils listed above, contact OTA at membership@ortrucking.org or 503-513-0005.





Jana Jarvis
OTA President

en - gage *verb*

participate or become involved in

Engage. The dictionary defines it “to participate or become involved in.” It’s what defines the mission of almost any organization. It’s what makes the difference between success and failure. And it’s what OTA needs from you to move this association forward.

Thomas Jefferson said it best when he stated, “We in America do not have government by the majority. We have government by the majority who participate.” And *you* participated! Our first **Trucking Day at the Capitol**, held February 22 in Salem, proved to everyone that the trucking industry is committed to helping our elected officials better understand how the decisions they make impact your bottom line. From Flexible Scheduling, Drug-Free Workplace rules, Predictive Scheduling, New Diesel Regulations to a Transportation Package, OTA attendees represented the industry well. Senator Johnson and Senator Boquist set the stage as they described the 2017 legislative session and lobby staff reviewed our talking points to help everyone feel comfortable in meetings scheduled with key legislators that afternoon.

You can be proud that the visuals for the day were impactful. In front of the Capitol sat the America’s Road Team truck, staffed by four of the drivers selected by the American Trucking Associations as ambassadors for our industry. During the day they welcomed visitors, both public members and private citizens, and emphasized the value of the trucking industry to Oregon’s economy. Visitors had the opportunity to drive the simulator located in the trailer as well as learn about the challenges today’s drivers face. The Road Team commented that this was their most successful event to date

measured by the number of visitors and their questions and enthusiasm for the industry!

We had four other trucks parked out front as well, ranging from a new Freightliner Cascadia to a 1950’s log truck! It was very evident as you drove up to the Capitol that it was Trucking Day and that theme continued in the Galleria where displays emphasizing the value of trucking jobs to Oregon’s economy and our strong safety emphasis and success were prominently displayed. Helping our messaging were the doughnuts and cookies we provided throughout the day!

After a successful afternoon of meetings with key legislators, OTA hosted a reception for elected officials, their staff members, and OTA participants and it was very well attended. Many of our guests commented that they looked forward to having OTA meet with them at our next event—meaning we will need even more of you to participate when we do this again in 2019!

In the meantime, we will be counting on you to help us as this year’s legislative session moves forward. We may need to reach out to you to come to Salem to testify on key issues, or we may ask you to email or call your state representative or senator on a bill that would impact this industry. To help us with this effort we have partnered with ATA on a new software program, **Engage**, that will allow us to better communicate with you on these key issues. This tool will allow you to specify your state legislative district and help us message those key legislators on policy issues as the 2017 Oregon legislative session progresses. Our goal with this new advocacy tool is to allow us to keep you better informed—and to



OTA’s Truck Driving Championship will be held again at FedEx’s Swan


UPCOMING EVENTS

Visit www.ortrucking.org/events for additional events and classes.

leverage your input to help promote our advocacy needs. Watch for details as we roll this out in the coming weeks. The Oregon Trucking Association is as strong as our members make it—so please help us make this tool work for our industry!

There is a lot going on at OTA and we hope that you will decide to take advantage of the variety of learning and networking opportunities coming up in the next few weeks. Our TMC Maintenance & Education Fair and SuperTech competition will once again be held at the Airport Holiday Inn in Portland on April 14 and 15. This is a great event for the technicians in our industry to stay abreast of new technologies and to compete against each other. State finalists will head to the national competition in Orlando, Florida this September. Not all state trucking associations offer this training or the competition so take advantage of this opportunity!

Closely following these events is the Spring Safety Conference held at the Springfield Holiday Inn April 20–21. The Safety Management Council has a great program for you and registrations are pouring in, so plan on joining us there. We will be presenting our annual safety awards at this event along with recognition for our inaugural class of the Northwest Fleet Safety Certification program. And...you will have the opportunity to meet OTA's new Safety Director who will be replacing the irreplaceable John Sallak. It's a "can't miss" event!

And don't forget—OTA's Truck Driving Championship will be held again at FedEx's Swan Island terminal on June 24! We have lots of events...and lots of opportunities for you to get and stay engaged with your industry. So please... show up and participate! 

APRIL 2017

- 14 TMC Maintenance Fair**
Holiday Inn, Portland, OR
- 15 TMC SuperTech Competition**
Holiday Inn, Portland, OR
- 20-21 Safety Conference**
Holiday Inn, Springfield, OR

JUNE 2017

- 24 Truck Driving Championship (TDC)**
Portland, OR

JULY 2017

- 25 Truck PAC Golf Tournament**
Langdon Farms Golf Club, Aurora, OR

SEPTEMBER 2017

- 14-15 OTA 66th Annual Leadership Convention**
Salishan Resort, Gleneden Beach, OR

700+

key decision makers in Oregon's trucking industry are looking.

Your ad needs to be here.

Where are you?

Advertise in OTA's
The Dispatch today!



Contact David Gambill at 503-445-2231 or davidg@llmpubs.com.

Island terminal on June 24!



Bob Russell

OTA Vice President/
Government Affairs

The View From the State Capitol

The 800-pound gorilla in the room is always the state budget. The party in control (Democrats) gets to determine spending priorities and hand out “gifts” for legislators to take home to their districts. The total or all funds budget for the 2015/2017 biennium is about \$71 million, however, the legislature has no control over most of this amount as it includes federal funds and other funds like the State Highway fund. The general fund budget, which includes lottery and income tax revenues for 2015/2017, is \$18.9 billion. This is the amount that the legislature actually has control over. So, whenever you see the word ‘budget’ in the media or elsewhere, think \$18.9 billion.

Based on this week’s revenue forecast, Oregon has \$1.4 billion in additional revenues available for the 2017/2019 biennium than we did during the current budget cycle. That is a 7% increase. Sounds pretty good, huh? So why is it that the politicians keep saying that we have a \$1.8 billion shortfall bringing the total amount of increased revenues needed to balance the budget to a whopping 17%?

the states with huge subsidies to pay for providing health insurance to the uninsured. Over time these subsidies will be reduced, requiring the states to backfill the lost funds from their general fund coffers. The first major reduction in federal subsidies for Obamacare comes during our next budget cycle.

There are also a few other factors that increase the need for additional funds in the next budget. One is that the Governor gives state employees raises and increases in other benefits and then expects the legislature to pay for them. This is exacerbated by the cozy nature of our public employee unions and elected Democrats. The final factor is that the Legislature often implements new programs at the end of the upcoming budget cycle to reduce pressure on the budget. These costs, however, roll-up in the next budget cycle, as they must be paid for during the entire two-year budget period.

So, that is a snapshot of how we got here. Now, what are we going to do about it? The proposal, from the Democrats, that is currently on the table is for a broad based gross receipts tax on business with



The total or all **funds budget for the 2015/2017 biennium** is about **\$71 million**, however, the legislator has **no control over most** of this amount as it includes federal funds and other funds like the **State Highway fund**.

The two big drivers behind this inflated number are PERS and Obamacare. I don’t think I need to tell you much about PERS. It is simply an out of control retirement system for older government employees. The Tier One employees are the baby boomers, most of whom worked for the State during the 1980’s and early 90’s. These folks are retiring now, and it is up to current participating government agencies to pay for their retirement. Current employees have a retirement system that is much like a 401k and will not burden the budgets nearly so much when the current employees are eligible for retirement.

Obamacare is another issue altogether. When the federal government implemented it, they provided

elimination of the corporate income tax and a small reduction in the tax rates for the personal income tax. The Republicans counter that they will support a gross receipts tax if the Democrats cut state budgets and deal with the PERS issue. Of course, the Democrats do not like the Republican proposal because it will anger a huge part of their base and their campaign funds—the public employee unions.

In Oregon, the Legislature must balance the budget. According to Senate President Peter Courtney, at the present time he does not have the votes for a tax increase, nor does he have the votes to pass the budgets without a tax increase. The Senate President is also predicting that the Legislature may not be

able to reach a compromise on this issue by the constitutionally required date of adjournment of July 10, 2017. If this occurs, it will require one or more special sessions to put together a deal. The Republicans relish the idea of a special session because they will be able to say that the Democrats failed to provide sufficient leadership to get the job done during the regular session. Of course, the Democrat's dream is to get the Republicans to vote in favor of a tax increase, which they will use against them during the 2018 campaigns.

There are other big issues facing this legislature, not the least of which is transportation funding. As I have described in the *OTA Weekly Express*, the Joint Committee on Transportation Modernization and Preservation has broken up into five work groups that are meeting twice a week. The work groups are scheduled to meet through the middle of March when the committee as a whole will begin to develop a transportation funding package. This has been a laborious and slow process. I'm not sure where it is headed or whether or not it will be successful.



The conventional wisdom is that if the Legislature is able to balance the budget, during the session, with some sort of a tax increase, transportation will get left in the ditch. This is based on the theory that the Legislature will only vote once to increase taxes. However, if the Legislature kicks the can down the road to a special session to deal with the budget, then it is possible that a last-minute deal on transportation can be put together.

I have been providing weekly updates in the *OTA Weekly Express* about all things legislative. Of course, this is the place to find the timeliest information about what is happening in Salem. In addition, our legislative tracking list is posted on OTA's website, in the members only section, under Government Affairs. You can click on the blue bill numbers to actually see a copy of the bills in their current form. If you have any questions, please give either Jana or me a call. Stay tuned; this session is going to be a doozy. 🚚



Great Dane

Exclusively From
Mount Trailer Company

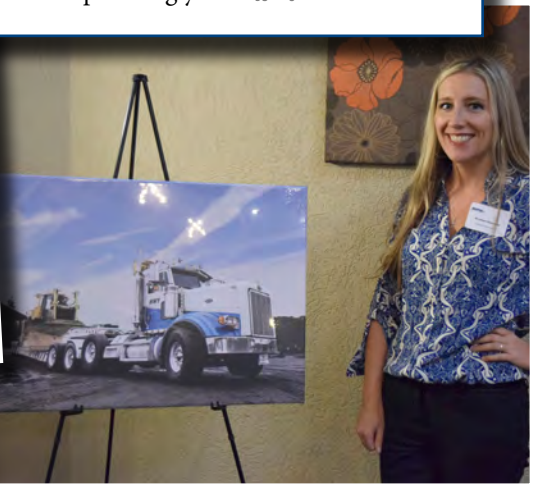
6364 NE 63rd Ave Portland, OR 97218
1-800-777-0743

Since 1970



2016 Portland Area Member Mixer

The OTA team greeted plenty of new faces at the Holiday Inn Wilsonville on November 17, 2016 for the Portland Area Member Mixer. The event was originally designed as a networking opportunity for existing and new members as well as people interested in learning more about our association. However, the timing for this year's event couldn't have been better. Amy Ramsdell, ODOT's new Motor Carrier Administrator, was invited to attend and was warmly greeted at the event by our fellow trucking industry members. After a brief introduction from our very own President Jana Jarvis and Chairman Bart Sherman, Amy delivered a speech that shared some of her upcoming plans for ODOT. She expressed her enthusiasm for working with OTA and our members, and we are all very excited to see what the future will bring. Also during dinner, Christine Kennedy of Highway Heavy Hauling was presented with a gift for her company's winning photo contest submission titled, "A Gorgeous Day to be Hauling." To conclude the evening, Jana invited Andy Owens Jr. to officially accept OTA's "Carrier of the Year" award on behalf of A&M Transport that was originally announced at our Leadership Convention in September. Thank you for your dedication to the industry and congratulations! Thank you to our event sponsors—HELP Inc., Provider of PrePass and EROAD. The evening was short and pleasant, and hopefully all the "new faces" will become more familiar in the upcoming year. 🚛



Thank you to our Sponsors!





Holiday Open House

Oregon definitely had its share of unusual weather this year! Because of Oregon's first "ice storm" of the season, OTA's originally planned annual Holiday Open House was rescheduled to December 20. Thank you to everyone that was able to make it, and a special thank you to our event sponsor, Pape Kenworth. It's always a pleasure to see new people in our office and introduce them to other members.



Freres

LUMBER CO., INC.



Operating as a family business since 1922

Lyons OR 97358 • www.frereslumber.com • Find us on Facebook



2017 Southern Oregon OTA Mixer

January 26, 2017 marked the fourth annual Southern Oregon OTA Mixer at Seven Feathers Casino and Resort with total attendees exceeding 135 people! As always, the event was beneficial for both allied and carrier members as a place to network with one other. The event started with cocktail hour, followed by a full dinner. Jana Jarvis, OTA President, acknowledged the first year NW Fleet Safety Program participants and provided a legislative overview for the upcoming session. Guest speaker this year, Bob Costello, Economist for American Trucking Associations, Inc. presented very informative economic predictions for the trucking world. As a continued tradition, attendees were invited to show their best “poker face” in our Truck PAC poker tournament. Jerri Ayres with Gene Whitaker Inc. had the winning hand. Congratulations! OTA would like to give a shoutout to Ireland Brothers, Thomas & Sons Dist., Inc., Combined Transport, and A&M Transport, Inc. who graciously purchased one or more tables for their employees and/or guests. We also want to recognize Andy Owens Jr. with A&M Transport, Inc. for launching the event four years ago and for his continued effort of keeping the event growing through the years. And, of course, thank you to Freightliner Northwest, Thomas & Sons Dist., Inc., Oregon Pacific Bank, PayneWest Insurance, Propel Insurance, and EROAD for sponsoring this event!

We'll see you and your team in 2018! Next year's event is on the books for January 25.



Thank you to our Sponsors!





Call: (503) 238-1329
 Fax: (503) 238-1240
www.commerciallease.biz

Commercial Trailer Leasing & Rentals

We provide 48 & 53 foot dry van trailers for local road and storage use.

- Stable, reliable and locally-owned for over 50 years
- Conveniently located close to I-5 & I-84
- Trailer delivery and pick-up available



Payroll / Employee Benefits

Strengthen and stabilize your business with our accounting support.

- We handle your time-consuming payroll/benefits functions
- Services include Payroll, Health/Dental, Disability/Life, 401(k), Workers Compensation
- Quarter-end and annual tax work is included



Martha J. Payne, Transportation Attorney

Ms. Payne has extensive experience in drafting and negotiating domestic and international transportation, logistics, and supply chain management contracts. She also advises transportation providers and users of all sizes regarding cargo liability, risk management, and collection issues.

PHONE: (541) 764-2859
 FAX: (216) 363-4588
mpayne@beneschlaw.com



www.beneschlaw.com

Brattain
INTERNATIONAL TRUCKS



Five Locations To Better Serve You!

*Portland
Salem
Albany*

*Bend
Eugene*

**ALL NEW
HX
INTERNATIONAL**



TRAILMAX

IDEALEASE
Truck Leasing & Rental



800-275-9200
www.brattain.com

Truck Sales · Parts · Service · Body Shop · Lease & Rental · Finance



Trucking Day at the Capitol

After months of planning, OTA launched the very first Trucking Day at the Capitol in Salem, OR—an event geared toward connecting our members with the legislature and promoting the trucking industry as a vital part of our economy. The event drew attention to all passersby with five trucks parked in front of the building. This included a log truck brought by Pacific NW Truck Museum, a Team Transport/Sherman Brothers truck, a Glory Bee truck brought by NW Natural with help from Truck N' Travel, Daimler's new Cascadia truck, and even one of ATA's Interstate One Image Trailers with four America's Road Team Captains! OTA set up six themed tables in the Galleria to showcase our organization's mission and its dedication to safety, careers, the economy, and Truckers Against Trafficking with educational materials, videos, and banner displays. Attendees and guests were encouraged to wear "Trucking Moves Oregon's Economy" buttons to show their support for trucking and our importance to the state.

After a brief introduction from Jana Jarvis, OTA President, Sen. Boquist and Sen. Johnson were invited to speak about some of the topics important to the industry. Gary Oxley, President and Evyan Andries, Vice President of Oxley & Associates, and Bob Russell, OTA Vice President/Government Affairs, also presented to the group. Right before lunch, America's Road team got a chance to share their stories and successes.

Over 100 attendees were then broken out into groups to attend appointments with legislators for the remainder of the day and discuss our main topics of interest. In between appointments, everyone got a chance to view the trucks/trailers outside and connect with others within the Capitol building.

The day concluded with a hosted evening reception at the Grand Hotel in Salem where members mingled with legislators and other OTA members. "OTA Chairman, Bart Sherman stated, "It can be intimidating for newcomers and seasoned legislative veterans to address our legislators because of the ever-changing environment trucking has to drive within... I truly believe the legislators were impacted by our visit." Some of our members had never participated in event like this, but despite their experience, all members learned something new and found the experience valuable!

OTA would like to acknowledge Aaron Thomas of Thomas & Sons Distributors for helping sponsor our Trucking Day at the Capitol! Thank everyone to who showed up to support trucking—we definitely stood out, and we look forward to an event like this in the future. 🚛







Chris Spear, ATA

Chris Spear is president and CEO of the American Trucking Associations, the nation's leading organization representing the interests of the trucking industry. Chris holds a master's and bachelor's degree from the University of Wyoming. He is married to Michelle Ankeny and they have four children.

Prior to his time ATA, Chris has deep background and experience in the transportation, energy, labor and technology sectors over five different continents. Chris also has extensive experience in the federal government. Chris is on the board of directors for the University of Wyoming's Center for Global Studies and has been awarded the US Department of Defense Joint Civilian Service Medal and Honeywell's Premier Achievement Award.

Q Will you please give us a brief history of your background?

A My history in trucking goes back to sitting in the cab of my father's truck as he drove wheat from the fields in Nebraska to silos, but professionally, I've been in Washington and dealing with transportation issues for more than two decades. I spent time in the U.S. Senate as professional staff, as Assistant Secretary for Policy at the Department of Labor under our current Transportation Secretary Elaine Chao. I also worked with the Coalition Provisional Authority in Iraq, and in the private sector with Honeywell International and Hyundai Motor Company—all of which led me to come to ATA, twice.

Q What do you believe will be the top 2–3 issues for the trucking industry in the next few years?

A I believe three issues are going to come to define the trucking industry in the next few years: infrastructure and how we pay for it; the future of autonomous vehicles, and technology and trade.

With the paramount importance of these issues, the ATA is taking proactive steps on all three. We've convened an Infrastructure Task Force which has already begun its efforts to shape the debate in Washington on the 10-year, \$1 trillion infrastructure bill President Trump has highlighted as a priority. We successfully secured a seat at the table in the ongoing autonomous vehicles discussion, including my appointment to DOT's Advisory Committee on Automation in Transportation.

These debates are critical—they'll define how our trucks will move in the future, and what kind of roads they'll move on—but the swirling debate about trade will define where those trucks drive to.



Since 1995, the value of goods traveling between the U.S. and Canada has risen dramatically—nearly 168% to \$712 billion, supporting thousands of jobs in the trucking industry.

Trade and trucking are synonymous, and the increased movement of freight yields more good paying jobs and growth in American companies. We want to help the Administration and Congress build a trade framework that helps grow our economy, including the trucking industry. Since 1995, the value of goods traveling between the US and Canada has risen dramatically—nearly 168% to \$712 billion, supporting thousands of jobs in the trucking industry. For US trade with Mexico, trucks move 83% of the trade between the two countries, in all making 5.5 million crossings in 2015. We will work to support any trade policies that help grow good paying American jobs and the trucking industry.

Q What is one thing ATA plans to accomplish by the end of this year?

A Looking at our advocacy efforts, we are striving to secure relief from the proliferation of state meal and rest break rules that threaten our industry. Led by California, states have eroded the single, national standard for hours-of-service that our drivers depend on. We are advocating that Congress assert its authority and clarify

that federal law is supreme when it comes to interstate commerce.

Q Is there anything else you'd like to mention about your vision for the ATA?

A My vision for the ATA is to build on the success we have had over the years, effectively tell our story of delivering 70% of the nation's freight to every city and town across the country, and to put some significant wins on the board for this industry.

Q We noticed ATA has created a lot of videos and statistical promotional pieces that focus on the "image of trucking" and educating the public. Are there other ways ATA plans to bring positive attention to the industry, and are there any specific ways motor carriers can help?

A We need to effectively and impactfully tell our story. ATA and the trucking industry are in a unique position. We employ 7.3 million people—people in every congressional district, people that move the majority of



Find Your Road Home



JB
Joshua Boes
 REAL ESTATE

503.747.8515
www.joshboes.com

Licensed in Oregon
 & Washington

facebook.com/joshuaboesrealestate



➔ Q&A with Chris Spear, cont.



our freight, delivering essential goods to stores and hospitals. By having such tremendous reach, we are in a position to highlight the important role we play, the businesses we support, and the lives we touch.

Q If you could offer one piece of advice to any trucking company, from owner/operator to large corporation, what would it be?

A Commit to safety and quality. There is nothing our industry benefits from more than from carriers being safe and professional. Every crash, every issue on the road, is often attached to our industry, and if we can improve safety on the road, it will help us achieve the industry's advocacy goals.

I would also urge members of the industry to get involved. Get involved with your state association, with ATA, engage with your state representatives and your congressmen and senators. Take your seat at the table. Tell our story. Tell your story.

Q If you could drive a truck across the country with anyone, dead or alive, who would it be and why?

A Willie Nelson. I grew up listening to his music. He's one of the greatest songwriters and country music artists ever in my opinion, and I think his songs tell amazing stories, which is why I enjoy listening to his music when driving. 🚛



NW Fleet Safety Certification



All new or experienced safety professionals are invited to register for our OTA exclusive Northwest Fleet Safety Certification course that begins in May 2017 and will run monthly throughout the year. Class size is limited to 12 students and is filling up fast! Twelve subjects will cover various aspects of safety in the workplace and will include expert guest presenters.

Visit www.ortrucking.org/nw-fleet-safety-certification for more information, or email christine@ortrucking.org to get on the roster.

Permits

Many of our carrier members are already turning to OTA for their oversize permits, but we want to make sure everyone knows that we offer continuous operation variance permit (COVP) services! We issue extended weight, over width, 70/80, long logs, poles & piling, and many COV permits for the state of Oregon, including counties. Our goal is to help you succeed.

Advocacy Platform

Although we are still in the beginning stages, OTA will now be offering a new advocacy platform, **Engage**, for our members. This log-in section will help you stay current with the issues important to the trucking industry and will help you connect with legislators to voice your concerns. Watch for an announcement in the weekly *Express* e-newsletter on how to get set up.

Advertising Opportunities

Interested in advertising your business?

Now that our website is up and running, we have plenty of opportunities to showcase your products/services.

Check out our advertising page online for details: www.ortrucking.org/advertising-sponsorship.

OREGON MULTI-JURISDICTIONAL PERMIT APPLICATION
CONTINUOUS OPERATION VARIANCE PERMIT (COVP)
 (REVISED 12-2013)

Reset Form
Print Form

CARRIER INFORMATION		PERMIT NUMBER	ISSUE PERIOD	PERMIT TYPE
COMPANY NAME	ADDRESS			
VEHICLE INFORMATION - ONE VEHICLE PER PERMIT				
LICENSE STATE	STATE	VEHICLE WEIGHT	COMPLETS YR	UNIT NUMBER

Not all types of permits are available from all road authorities. See Map 4 for which COVP permits are allowed in each road authority.

CHECK BELOW FOR PERMITS NEEDED

PERMIT EFFECTIVE DATE

Extended weight and/or overlength (code 13)
 Truck tractor/semi-trailer overwidth and legal weight, 80,000 lbs (code 01)
 Heavy haul overwidth and overweight, 98,000 lbs (code 02)
 Unladen heavy haul truck tractor/semi-trailer w/step and/or booster (code 03)
 Truck tractor/semi-trailer 7080 permit (code 30)
 Truck and trailer overwidth and legal weight (code 32)
 Legal weight truck and heavy haul trailer overwidth and overweight, 80,000 lbs (code 34)
 Heavy haul truck and trailer overwidth and overweight, 98,000 lbs (code 36)
 Long logs, poles and piling (code 08)
 Manufacture Home, Mobile and Modular Unit (code 09)
 Overseas marine container combinations (code 12)

CHECK BELOW FOR THE APPROPRIATE ROAD AUTHORITIES REQUIRED. ALL THE ROAD AUTHORITIES ARE FOR THE VEHICLE ABOVE.

<input type="checkbox"/> DEWITT STATE \$8.00	<input type="checkbox"/> DOUGLASS CO. (10) \$5.75	<input type="checkbox"/> LAKE CO. (06) \$8.00	<input type="checkbox"/> UMATILLA CO. (09) \$7.50
<input type="checkbox"/> BAKER CO. (01) \$8.00	<input type="checkbox"/> CLATSOP CO. (11) \$8.00	<input type="checkbox"/> LINCOLN CO. (21) \$8.00	<input type="checkbox"/> UNION CO. (24) \$8.00
<input type="checkbox"/> BENTON CO. (02) \$8.00	<input type="checkbox"/> GRANT CO. (12) \$8.00	<input type="checkbox"/> LINN CO. (22) \$8.00	<input type="checkbox"/> WALLOWA CO. (02) \$2.75
<input type="checkbox"/> CLACKAMAS CO. (03) \$8.00	<input type="checkbox"/> HARNEY CO. (13) \$2.75	<input type="checkbox"/> MALHEUR CO. (23) \$8.00	<input type="checkbox"/> WASCOS CO. (33) \$4.00
<input type="checkbox"/> CLATSOP CO. (04) \$2.75	<input type="checkbox"/> HOOD RIVER CO. (14) \$8.00	<input type="checkbox"/> MARION CO. (04) \$8.00	<input type="checkbox"/> WASHINGTON CO. (04) \$8.00
<input type="checkbox"/> COLUMBIA CO. (05) \$8.00	<input type="checkbox"/> JACKSON CO. (15) \$8.00	<input type="checkbox"/> MORROW CO. (25) \$8.00	<input type="checkbox"/> WHEELER CO. (05) \$8.00
<input type="checkbox"/> COOS CO. (06) \$8.00	<input type="checkbox"/> JEFFERSON CO. (16) \$8.00	<input type="checkbox"/> MULTNOMAH CO. (26) \$8.00	<input type="checkbox"/> WHELLER CO. (06) \$8.00
<input type="checkbox"/> CROOK CO. (07) \$8.00	<input type="checkbox"/> JOSEPHINE CO. (17) \$8.00	<input type="checkbox"/> POLK CO. (27) \$8.00	<input type="checkbox"/> CITY OF PORTLAND (01) \$8.00
<input type="checkbox"/> CURRY CO. (08) \$8.00	<input type="checkbox"/> KLAMATH CO. (18) \$2.75	<input type="checkbox"/> SHERMAN CO. (28) \$8.00	
<input type="checkbox"/> DESCHUTES CO. (09) \$8.00	<input type="checkbox"/> LAKE CO. (19) \$8.00	<input type="checkbox"/> TILLAMOOK CO. (29) \$8.00	

TOTAL FEE

CREDIT CARD CHECK

Need a new permit or renewal?
 Visit www.ortrucking.org/permits for our permit application form and Zobeida at permits@ortrucking.org to order yours today!



2017 DIRECTORY

OTA's printed directory was sent to members in January. Please take a moment to check your information. If anything has changed, please login to the Member Information Center or call OTA 503.513.0005 to update.



How am I Supposed to Know?

License Validation for a Driver

by Gregg Dal Ponte, Director of Regulatory Compliance

A motor carrier recently wrote and asked the following question:

“A driver has a license issued from Idaho. He applies for a driving position in Oregon. We get a current MVR (Motor Vehicle Report) from Idaho that states his license is clear and valid. We hire the driver, he picks up a load in Idaho, and upon reaching the POE (Port of Entry) in Oregon he is shut down because his right to drive in Oregon is suspended for an unpaid overweight citation. How are we as a company able to check to see if an applicant’s right to drive in Oregon is valid?”

Or, for that matter, how does the employer know if the driver employee’s driving privilege has been withdrawn in any other state? This seems to be a rather common experience based on the number of times this or a similar question has been asked. What actually happened in this example? It is most likely the case that the driver at some point in time received a citation for operating over legal weight

in Oregon. If the driver failed to appear in court or otherwise take care of the citation by remitting the bail amount, then the court probably ordered the state of Oregon to withdraw the individual’s driving privileges until such time as the citation was resolved. If this is what actually happened, then what should occur according to Federal Motor Carrier Safety Regulations (FMCSR)?



Point your web browser to this URL: www.fmcsa.dot.gov/regulations/title49/section/391.15 and look at question #3 of the “Guidance for § 391.15: Disqualification of drivers.”

Question 3: Is a driver holding a valid driver’s license from his or her home State but whose privilege to drive in another State has been suspended or revoked, disqualified from driving by §391.15(b)?

Guidance: *Yes, the driver would be disqualified from interstate operations until his privileges are restored by the authority that suspended or revoked them, provided the suspension resulted from a driving violation. It is immaterial that he holds a valid license from another state. All licensing actions should be accomplished through the CDLIS or the controlling interstate compact.*



But this is not the only breakdown in what was supposed to occur that contributed to the problem described at the outset of this article. Under FMCSR, there are requirements that direct the driver to notify his employer upon conviction for any traffic violations.

continues on page 20 ➔



IN 2017



2017 SMC SAFETY CONFERENCE

**April 20-21st
Holiday Inn - Springfield, OR**

Join other safety professionals for our annual spring event! You'll hear presentations from a team of safety experts and have an opportunity to meet with allied members. Whether you are a new to the industry or a safety expert, you'll be sure to learn something new and network with others in the trucking industry. Here's what to expect:

- **2017 Oregon Legislature Bills Affecting Trucking**
- **WC Law & Claims Update**
- **DATA Q in Real Life**
- **FMCSA- What Round?**
- **Preparing DQ files for Audit**
- **ELD, E, F, Gee....**
- **New D&A Clearinghouse**
- **K-9 Presentation: Narcotics Detection**
- **2017 Oregon Legislature Bills Affecting Trucking**
- **New OSHA Federal Retaliation Laws**
- **Accident & Injury Prevention Through Behavior Modification**
- **Prevention and Intervention: Combating Human Trafficking Through the Trucking Industry**
- **... And More!**



Visit our
allied member
tables!



Registration: www.ortrucking.org/events



Point your web browser to this URL: www.fmcsa.dot.gov/registration/commercial-drivers-license/ states and under Employer Notifications you will see:

Within 30 days of a conviction for any traffic violation, except parking violations, a driver must notify his/her employer, regardless of the nature of the violation or the type of vehicle which was driven at the time.

A CMV driver must notify his employer if the driver's license is suspended, revoked, canceled, or if he/she is disqualified from driving. The notification must be made by the end of the next business day following receipt of the notice of the suspension, revocation, cancellation, lost privilege or disqualification.

Employers may not knowingly use a driver who has more than one license or whose license is suspended, revoked or canceled, or is disqualified from driving. Violation of this requirement may result in civil or criminal penalties.

In addition, the motor carrier who most recently hired the driver is required by §391.21 (Application for employment) to request on their application for employment:

- ▶ *A list of all motor vehicle accidents in which the applicant was involved during the three years preceding the date the application is submitted, specifying the date and nature of each accident and any fatalities or personal injuries it caused;*
- ▶ *A list of all violations of motor vehicle laws or ordinances (other than violations involving only parking) of which the applicant was convicted or forfeited bond or collateral during the three years preceding the date the application is submitted;*
- ▶ *A statement setting forth in detail the facts and circumstances of any denial, revocation, or suspension of any license, permit, or privilege to operate a motor vehicle that has been issued to the applicant, or a statement that no such denial, revocation, or suspension has occurred;*

(Go to www.ecfr.gov, click on Simple Search, and type "391.21" to read the full text.)

In the example we're looking at, it seems the driver did not disclose the withdrawal of his Oregon driving privilege to his previous employer. Therefore, it would not be likely that the most recent employer would have found out about this circumstance when he/she contacted the prior employer to request employment information about their former driver. Also, it is equally apparent that this driver did not disclose his withdrawn Oregon driving privilege on his employment application for his new position. In fairness, it is conceivable (but not likely) that the driver did not realize that his Oregon driving privilege had been withdrawn as a result of having not dealt with an overweight citation.

So, back to the question of the day:
"How is a motor carrier supposed to know?"

There is another database aside from the MVR that a motor carrier can check before hiring a driver applicant. "The National Driver Register (NDR) is a computerized database of information about drivers who have had their licenses revoked or suspended, or who have been convicted of serious traffic violations such as driving while impaired by alcohol or drugs, or had their driving privilege withdrawn in any state. State motor vehicle agencies provide NDR with the names of individuals who have lost their privilege or who have been convicted of a serious traffic violation. When a person applies for a driver's license the state checks to see if the name is on the NDR file. If a person has been reported to the NDR as a problem driver, the license may be denied."¹

"If You Are an Employer of Motor Vehicle Operators, as part of your safety program, you may request an NDR file check on a current or prospective employee if they are seeking employment or are employed as a driver. The employee may go to the local motor vehicle agency and ask for an NDR file check. You can contact a state DMV to request or you can purchase at this link www.nationaldriverregister.com. The Current or Prospective Employee Form that can be downloaded and then completed by the employee. This form should be submitted to the State in which the employee is licensed. Any information you receive from the NDR should be made available to the employee. If you receive information from the NDR indicating that an individual is on file you will be provided with the name of the state, the address and telephone number in order to request a copy of the driver record to verify that it is the same individual. Any information on the NDR file that was reported by the states during the past three years will be disclosed."²

Performing this additional NDR check initially at time of original hire and annually thereafter is your best defense against getting caught up in the situation of your driver being put out of service roadside because his driving privilege has been withdrawn in some state other than the state that issued his CDL. 🚚

1. National Driver Registry
2. National Driver Registry



SUCCESS STORIES START HERE

What does success mean to you? Through our strong work ethic and commitment to high-quality, timely professional service, we can help lead the way to your business' future success.

"Success is seeing clients prosper and grow, knowing that Kernutt Stokes made a difference in their business. It's building a relationship beyond accounting and being the first phone call when they need professional advice."

—WARREN BARNES, CPA, Partner

KERNUTTSTOKES

Certified Public Accountants & Consultants

1600 Executive Parkway, Suite 110, Eugene, Oregon 97401
541.687.1170 | kernuttstokes.com

Anderson Yamada^{PC} LAWYERS FOR THE LONG HAUL

The lawyers of Anderson and Yamada, P.C. have been helping local, regional, and national motor carriers and freight brokers for over 40 years with:

- Transportation Contracts
- DOT and FMCSA Regulatory Compliance
- Labor and Employment Issues
- Cargo Claims and Litigation
- Truck Accident Litigation
- Corporate Planning and Structuring

John A. Anderson
john@aylawfirm.com



Kevin M. Anderson
kevin@aylawfirm.com



Andrew I. Schlegel
andy@aylawfirm.com



www.andersonyamada.com • (503) 227-4586

Anderson and Yamada, P.C. • 9755 SW Barnes Rd., Suite 675 • Portland, OR 97225



ELD Mandate

Tops the List of Concerns in ATRI's Annual Trucking Industry Survey

By Rebecca M. Brewster, President and COO, American Transportation Research Institute

Over the past year there have been a number of legislative and regulatory actions which have directly and indirectly impacted the trucking industry. In December 2015, Congress passed the long-awaited Fixing America's Surface Transportation (FAST) Act, which directed attention and resources to a number of the trucking industry's top concerns. The FAST Act mandated reform of the Federal Motor Carrier Safety Administration (FMCSA) Compliance, Safety, Accountability (CSA) program, allocated \$225 billion over five years to the highway program, and established a pilot program for younger veteran drivers among other items.

December 2015 also saw the issuance of FMCSA's final rule on electronic logging devices (ELDs), which set a timeline of two years for fleets and drivers using paper logs to convert to ELDs for hours-of-service (HOS) tracking. Among its provisions, the rule grandfathers in existing ELDs until at least December 2019, and sets provisions to prevent the harassment of drivers using ELDs. However, concerns exist over the productivity impacts the industry may experience from ELDs, and at least one legal challenge has yet to be settled.

More recently, the U.S. Department of Transportation's (U.S. DOT) National Highway Traffic Safety Administration (NHTSA) and the Environmental Protection Agency (EPA) issued the Phase 2 final rule on Greenhouse Gas Emissions and Fuel Efficiency Standards for medium and heavy-duty engines and vehicles. And, in late-August, FMCSA and NHTSA issued the proposed rule on speed limiters for heavy trucks. Combined, these regulatory actions have many in the industry concerned about rising vehicle costs, compliance costs, and impacts to the supply chain.

In addition to a myriad of legislative and regulatory changes, issues internal to the industry continue to impact fleet operations. With an aging workforce and lack of new entrants to fill open positions, the industry is still challenged by a growing shortage of commercial drivers and diesel technicians, with no

viable solution in sight for addressing the pervasive staffing challenges faced by the trucking industry.

Given these, and numerous other issues impacting the nation's freight system, the American Trucking Associations (ATA) and its Federation partners in the State Trucking Associations (STA) continually seek opportunities to identify and prioritize the industry's most pressing concerns. For the past 12 years, the industry has relied on the American Transportation Research Institute's (ATRI's) annual industry survey to better understand trucking's most critical issues as well as to identify preferred strategies for addressing these issues.

The annual survey, which generated more than 3,200 responses from motor carriers and commercial drivers this year, identifies the top ten critical issues facing the North American trucking industry. The results were released in October at the American Trucking Associations' 2016 Management Conference and Exhibition in Las Vegas. The ATRI Top Industry Issues report also includes prioritized strategies for addressing each issue.

The respondents were predominantly commercial drivers (64.5%), with motor carriers making up 27.8% of the respondent pool, and other industry stakeholders accounting for 7.7%. Recognizing that the top industry issues impact motor carriers and commercial drivers differently, this year's report includes separate "Top Ten" lists specific to commercial drivers and motor carriers, in addition to the overall ranking.

The looming implementation date of the federal mandate on the use of Electronic Logging Devices (ELDs) topped the list of trucking industry concerns, with more than 65% of respondents concerned about productivity impacts the industry may experience from full deployment of ELDs.

Although it dropped one position from its top ranking, Hours-of-Service stayed near the top of the list due to ongoing uncertainty of a final HOS rule. Ranking third in this year's survey—Cumulative Economic Impacts of Trucking Regulations—is new



ELD:

Electronic Logging Device

HOS:

Hours of Service

ATRI:

American Transportation Research Institute



to the annual list and reflects the industry's collective frustration with increasing and often costly regulatory requirements.

Truck parking moved up this year to fourth place overall on the top issues list. The growing scarcity of available truck parking creates a dangerous situation for truck drivers who are often forced to drive beyond allowable HOS rules or park in undesignated and, in many cases, unsafe locations. ATRI's Research Advisory Committee similarly identified truck parking as the top research priority for ATRI in 2015 and since then a number of research activities have commenced at ATRI focused on identifying solutions to the truck parking challenge.

The Economy rounds out the top five concerns on the list. Stagnant economic growth in the fourth quarter of 2015, as well as slow growth thus far in 2016 caused concern over the state of the nation's economy to climb three positions to fifth overall. This has generated significant concern among industry stakeholders, who for the past two years have ranked the economy much lower in the list of annual concerns, thanks to the strong post-Great Recession period between 2011 and 2014.

The drop in ranking to sixth place for FMCSA's Compliance, Safety, Accountability (CSA) program signals some good news for the industry. With the passage of the FAST Act in December 2015, a number of trucking industry concerns with FMCSA's regulatory framework were addressed, at least temporarily. Among the reforms included in the FAST Act were a study of CSA data accuracy and reliability, removal of carrier CSA scores from public view and a requirement that FMCSA initiate a pilot


program to review non-preventable crashes. As such, CSA fell out of the top five issues for the first time since its addition to the survey in 2010. However, the industry still has issues with elements of CSA and as such, it retained a top 10 ranking in the 2016 survey.

The workforce issues of the Driver Shortage and Driver Retention ranked lower on the 2016 list than in recent years, most likely reflecting concern over the softening freight market. However, despite the lower ranking this year, it is unlikely that either issue will drop out of the top ten list for the foreseeable future until real solutions are identified for the industry's staffing challenges.

Though the passage of the FAST Act provided some much needed funding for transportation infrastructure and specifically for freight-focused projects, there is still significant concern in the industry over the state of the nation's transportation infrastructure and how to generate long-term, secure funding for the transportation system. ATRI research quantified the cost of congestion to the trucking industry at nearly \$50 billion in 2014. This is another issue that is likely to stay in the top ten ranking for years to come.

The final issue in the top ten ranking this year was Driver Distraction, a concern which impacts the safety of all motorists on the road. According to 2014 statistics, 3,179 people were killed, and 431,000 were injured in all vehicle crashes involving distracted drivers. Further, 13% of distracted driving crashes were directly attributed to cell phone use. The top ranked strategy for addressing distracted driving was to encourage harsher penalties and more aggressive enforcement of distracted driving violations for drivers of all vehicle types.

The annual survey was launched in late-July 2016 and was open for responses through mid-September. Based on the timing of the 2016 survey, a large majority of the responses had been received by ATRI when FMCSA and NHTSA issued the speed limiter rule on August 26, 2016. Given industry reaction to the proposed rule—which seeks input on three different speed limiter settings at 60, 65 and 68 miles per hour—it is likely that the rule may have been selected by survey respondents as one of their top concerns had the timing of the survey been more in line with the issuance of the proposed rule.

The 2016 report, *Critical Issues in the Trucking Industry*, is available from ATRI's website at www.atri-online.org. The report includes the results of the annual survey from its beginning in 2005, providing an indicator of rising, falling, and emerging priorities in the trucking industry. 

About Rebecca M. Brewster

Rebecca M. Brewster is the president and chief operating officer of the American Transportation Research Institute. ATRI is the trucking industry's not-for-profit research organization whose primary mission is research to advance the trucking industry's safety and productivity.

2016

Top Industry Issues

1. **ELD Mandate**
2. **Hours-of-Service**
3. **Cumulative Economic Impact of Trucking Regulations**
4. **Truck Parking**
5. **Economy**
6. **CSA**
7. **Driver Shortage**
8. **Driver Retention**
9. **Transportation Infrastructure/ Congestion/Funding**
10. **Driver Distraction**

Mckinney

TRAILER RENTALS



NEW TRAILERS ARRIVING DAILY! Why wait to buy? Rent or Lease Now!

2017 Dry Vans include these premium features:

- Air Ride Suspension
- SmartWay Technology
- SkyBitz Trailer Tracking with unlimited pings
- SmartTruck TopKit System for improved fuel efficiency

Call **800-355-4973** to find the closest branch or
visit us online at MckinneyTrailers.com

CONVENIENT BRANCH LOCATIONS THROUGHOUT THE PACIFIC NW

PORTLAND

12008 N.E. Inverness Dr.
Portland, OR 97220
T 503-251-0500
F 503-251-4901

Jason Mikkelsen
Mike Mitchell

AUBURN

4450 B St. N.W.
Auburn, WA 98001
T 253-859-0900
F 253-854-4929

Dave Tyler
John Almoite
Alex Cedarholm

TACOMA

1701 Port of Tacoma Rd.
Tacoma, WA 98421
T 253-859-0900
F 253-572-6378

Dave Tyler
John Almoite
Alex Cedarholm

Additional
Mckinney locations
in California,
Arizona and Texas

Notice to All Oregon Employers!

By Bob Ekblad, Chief Operating Officer, Premier Community Bank



If you haven't already heard, *House Bill 2960* passed back in 2015 called for Oregon to become the first to create a state sponsored retirement savings plan for **all** employees, 18 years and older, that do not have access to employer sponsored retirement plans such as 401(k)s. It is called the Oregon Retirement Savings Plan (ORSP) and its roll out begins **July 2017**. The State's objective is to have this be a simple, flexible, and easy to understand program for employees while also being easy for employers and the state to administer. Here are some of the particulars:

FOR EMPLOYEES

- ▶ Enrollment is automatic, unless the employee opts-out.
- ▶ The savings rate is 5% of wages, unless employee chooses a different level.
- ▶ Format of the investment is like a Roth IRA, funded with after-tax dollars that grow tax free and qualified withdrawals are tax free.
- ▶ Unless participants choose otherwise, money will be invested in age-based funds with risk profiles that evolve over time, based on their years to retirement.
- ▶ Private sector plan administrators are to communicate directly with the worker about options and performance.

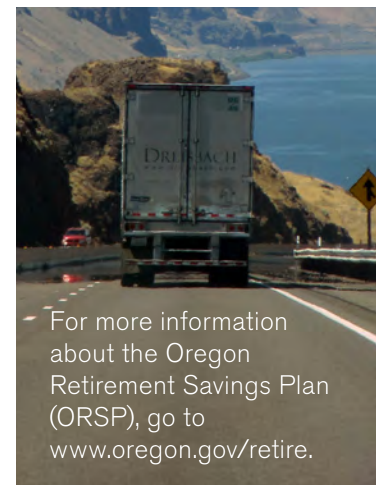
FOR EMPLOYERS

- ▶ When notified by the state, either certify that the company has a retirement plan for all employees or else register for participation in the Oregon Retirement Savings Plan (ORSP) which is mandatory.
- ▶ Participation in the ORSP will be phased in with larger employers first, beginning in July 2017.
- ▶ When participating in the ORSP, employers must notify all employees of their eligibility using standard materials, accept and retain employee decision information regarding participation levels or opt-outs, and process participating employee payroll deductions and remittances.
- ▶ They do not have any fiduciary responsibility for funds management (this is done by the state appointed plan administrator) nor are employers allowed to make contributions or match employee contributions; hence they have no financial obligations or direct expenses.

Retirement programs for all employees will be new for many Oregon businesses and certainly there are many more details than those outlined above; however for more information go to www.oregon.gov/retire.

About Bob Ekblad, CPA

Bob Ekblad, CPA, is the chief operating officer of Premier Community Bank. He began his banking career in 1985, and has also spent four years in public accounting serving the auditing, tax and consulting needs of a variety of Northwest community banks. Bob graduated with a bachelor's degree in finance from the University of Oregon and continued his education, earning a post-baccalaureate degree in accounting and a master's degree in business administration from Portland State University.



For more information about the Oregon Retirement Savings Plan (ORSP), go to www.oregon.gov/retire.

Medium Duty Truck Specialists Since 1985!

Truck Sales ♦ Service ♦ Parts ♦ Bodies ♦ Truck Equipment ♦ Rentals



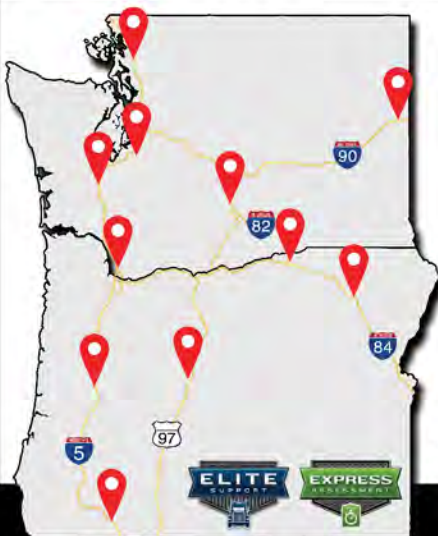
800-927-8750
www.fmitrucks.com

NE PORTLAND 503-286-2800
 CLACKAMAS 503-656-6511
 EUGENE 541-393-6506



GORDON TRUCK CENTERS DEALER FAMILY

PARTS • SERVICE • BODY SHOP • NEW SALES • USED SALES • FINANCE & INSURANCE



ALL NORTHWEST ROADS LEAD TO US!

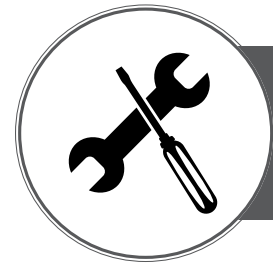
**11 Family Dealership Locations
 Throughout WA & OR**



FreightlinerNorthwest.com WesternStarNorthwest.com



Technology & Maintenance Council Events




TMC

Each year, OTA's Technology & Maintenance Council hosts two key events geared specifically for service technicians. This year's Maintenance & Education Fair and the 2017 SuperTech competition will take place a bit earlier in the year, April 14 & 15 at the Holiday Inn—Portland Airport. If you've attended or competed in the past, you already know the value of these events. If you're new to what TMC has to offer, here are some reasons to participate and be part of the action.

Every new truck rolling off the assembly line has more technology added under the hood, in the cab and pretty much anywhere and everywhere. Truck manufacturers are focusing efforts on improved engine diagnostics and telematics. And that's just the beginning—especially when you consider all of the aftermarket additions that are either required due to new regulations or carriers looking for ways to improve performance. Technicians need to stay on top of all this and more. The TMC Maintenance & Education Fair offers insight and information that

can help technicians stay up to date with the latest and greatest.

The annual SuperTech skills competition is where the rubber meets the road. Here technicians can test their skills and knowledge against other top techs in Oregon. Some may want to simply test their abilities against others, competing for the top position and winning the prize. But the value of SuperTech goes beyond this. It tests the technician in a variety of topics they would come across in their daily work. An employer who sends a tech to compete could potentially use the results to develop a comprehensive training plan by identifying areas where training would benefit their technicians. Of course top competitors also have the opportunity to go on to compete at the national level and represent Oregon's excellent service techs!

Whatever the case, please don't these opportunities pass you by. The Maintenance & Education Fair will also feature a number of vendors who will be sharing their latest products and services. 

You can learn more about these events on the OTA website—www.ortrucking.org/events.




**TMC MAINTENANCE FAIR
&
SUPERTECH COMPETITION**

**April 14 & 15th
2017**




Calling all maintenance personnel & diesel technicians:

- Hear from industry experts, meet with allied members, and participate in a Q&A during the Maintenance Fair
- Professional and student technicians are welcome to participate in the state SuperTech competition; winners eligible for National SuperTech





SAFETY MANAGEMENT COUNCIL

2017 Oregon GOSH Awards


On March 8, OTA and other organizations throughout Oregon were invited to attend the 2017 Oregon Governor's Occupational Safety and Health (GOSH) Conference at the Oregon Convention Center in Portland. This is the largest safety and health conference in the Northwest and one



of the largest in the United States. The conference included over 150 workshops and sessions, exhibits and a GOSH Awards luncheon to honor organizations and individuals who make extraordinary contributions to workplace safety and health. During this year's event, OTA was named the winner in the Association category.

We would also like to congratulate one of our members, Lisa Simmons with Omega Morgan, Inc., for receiving the Safety Health Professional Award!

GOSH, which presents these awards every two years, recognized OTA for our dedication to promoting

safety through our communication platforms and programs/classes. Safety is at the core of every successful trucking and transportation business and must be considered in all aspects of operation. In the last year, our association launched the Northwest Fleet Safety Certification and received a grant from OSHA to run safety classes across Oregon. These two programs and our ability to deliver services targeted at both small businesses and larger fleet carriers were key factors in winning the GOSH award. We are grateful to John Sallak, OTA Safety & Compliance Consultant, for helping develop and teach the classes as well as Christine Logue, OTA Director of Member Benefits, for helping launch and execute the programs. Thank you to all our board members for their support and to our members who actively participate in our events and help drive safety on the roads and in the workplace. OTA remains committed to expanding the knowledge base for our members and offering new training opportunities in the future. 



Service You Can Depend On.

Let our team of certified technicians, dedicated sales and engineering staff provide your fleet with expert Cummins engine service to keep you on the road. Access an extensive inventory of Genuine Cummins Parts, New and ReCon Cummins engines and 24/7 emergency service for all of Oregon.

Request service today by calling **(800) 283-0336** or visit us online at **salesandservice.cummins.com**





FIRST STRIKE ENVIRONMENTAL

ONE COMPANY ~ MANY SERVICES ~ SINCE 1987 ~ www.FSEco.com

- All Risk NIMS/ICS Management Teams
- Underground Storage Tanks/HOT Tanks
- ESA/ASTM Phase I, II Assessments & III Remediation & Site Closure
- Asbestos Sampling
- 25+ Years Company Experience in our Industry
- 24-Hour Spill Response
- Incident Response & Emergency Response
- Geoprobe® Services
- Hazardous Waste Management & Site Cleanup
- On-going Communications with Our Client & Regulatory Agencies

800-447-3558

When ACTION counts, count on FIRST STRIKE!



ATTORNEYS AT LAW

HITT
HILLER
MONFILS
WILLIAMS

411 SW 2ND AVENUE, STE 400
PORTLAND, OR 97204
PHONE: (503) 228-8870
WWW.HITTANDHILLER.COM

**TRIAL LAWYERS FOR THE
TRUCKING INDUSTRY**

"Your OTA Preferred Insurance Partner"



Risk Management & Insurance Services

- Insurance programs tailored for all your transportation needs
- Safety and compliance assistance



Our office is located in Eugene
(541) 342-4441 • (800) 852-6140
Local Agent since 1950



www.WHAinsurance.com info@whainsurance.com

VIP

Voluntary Insurance Professionals, LLC

OTA members since 2015

VIP is proud to be a benefit partner with the OTA offering solutions to many common issues facing safety professionals, business owners, fleets and drivers.



Legal Coverage

- Commercial Drivers License Coverage
- Legal Advice/Consultation
- Letters/Phone Calls
- Legal Document Review
- 24/7 Emergency Assistance
- Trial Defense
- Living Will
- Identity Theft Protection



Insurance Services

- Individual Supplemental Benefits
- Group Voluntary Benefits
- Accident
- Cancer
- Critical Illness
- Short Term Disability
- Life Insurance
- Dental
- Vision
- Telehealth Coverage

Contact:

Norm Hightower
Ph: (541) 419-1800
Email: norm@coveragebyvip.com
Web: www.coveragebyvip.com

Oregon Trucking Associations, Inc.
4005 SE Naef Rd
Portland, OR 97267

PRSR STD
U.S. POSTAGE
PAID
Jefferson City, MO
PERMIT 210



The Difference is Service®



Knowledge is Power

Not All Trucking Companies Are Alike

Trucking is all we do. When you choose Great West to insure your trucking business, you are getting over 60 years of experience in the trucking industry.

Our agents work with you. Not every insurance agent can represent Great West. With a keen focus on the trucking industry, our agents are knowledgeable, dependable, and responsive. They understand your needs and work with you to match the right coverage and level of service for your trucking operation.

Do one thing, and do it right. Our agents can guide you through the process and customize a plan to provide you the broadest protection possible. You can also feel confident knowing that our agents' service begins, not ends, with the issuance of your policy.

GREAT WEST CASUALTY COMPANY – No matter where the road takes you, you will discover that at Great West, *The Difference is Service®*.

800.228.8602
gwccnet.com



OLD REPUBLIC INSURANCE GROUP