

MCTAC Agenda

December 11, 2014

Time: 8:30 a.m.

Location:

**Motor Carrier Transportation Division
3930 Fairview Industrial Drive S.E.
Salem, Oregon 97302**

Facilitator: Gayle Green

- I. OD vehicle pinch point project . . . Robin Marshburn**
- II. OR 47 Roundabouts . . . Angela Kargel**
- III. Industry Questions for DMV . . . Lydia Beebe**
 - Can an employer of drivers, through the DMV, request a National Driver Register (NDR) report on existing or potential new hire drivers?**
 - If so, can the process be automated or streamlined so that an actual trip to the DMV is not required?**
- IV. DMV Update: National Registry # requirement on medical cards . . . Lydia Beebe**
- V. Sleep Apnea update . . . David McKane**
- VI. OAR Updates . . . Kim Cline**
 - 734-074-0010 Long combination vehicles**
 - 740-200-0010, 740-200-020, 740-200-040 Annual re-adoption of IFTA/IRP/HVUT**
 - 740-100-0010, 740-100-0065, 740-100-0070, 740-100-0080, 740-100-0085, 740-100-0090, 740-110-0010 Annual re-adoption of Federal Safety Regulations**
- VII. Vertical Clearance for the Con-Way development in NW Portland . . . Tony Coleman**
- VIII. IFTA fee adjustment . . . Ric Listella**
- IX. Zero Reports . . . Ric Listella**

MINUTES
MOTOR CARRIER TRANSPORTATION ADVISORY COMMITTEE MEETING
December 11, 2014

Attendees:

Mark Richardson – Omega Morgan
Bill Lundin – Independent Dispatch Inc. (IDI)
Matt Briggs – North Santiam Paving
Dave Gray – Glostone Trucking Solutions
Michael Swarbrick – EROAD
Jeff Bowden – EROAD
Kim Cline – ODOT/MCTD
David McKane – ODOT/MCTD
Leon Fischer – Siletz Trucking Company / OTA
Ric Listella – ODOT/MCTD
Christy Jordan – ODOT/MCTD
Tony Coleman – ODOT/Region 2
Angela Kargel – ODOT/Region 2
David Rios – FMCSA
Joel Shega – Cemex
Lydia Beebe – DMV
Gayle Green – ODOT/MCTD
Bert Hartman – ODOT/Bridge
Kristine Kennedy – Highway Heavy Hauling
Robin Marshburn – ODOT/Planning
Gregg Dal Ponte – ODOT/MCTD
Ed Scrivner – ODOT/MCTD
Kristan Mitchell – ORRA
Tara L. Caton – ODOT/MCTD

Facilitator: Gayle Green

We are reordering the agenda a bit and will start with Lydia Beebe from DMV.

Industry questions for DMV . . . Lydia Beebe

- ◆ Can an employer of drivers, through the DMV, request a National Driver Register (NDR) report on existing or potential new hires? If so, can the process be automated or streamlined so that an actual trip to the DMV is not required? The answer to both questions is yes.

Lydia said that the most cumbersome way to request this information is to physically go to a DMV field office. She suggested that the best way to order a record is to fill out a ***Request for National Driver Register (NDR) File Check on Current or Prospective Employee*** form #731-7071A online and then print it off. The forms may be accessed by form number or alphabetically from the DMV forms page. There is a \$1.50 per inquiry charge for these checks. The form can be faxed in if the employer has established an account with the DMV and the fee will be charged to the account and billed out once per month. Otherwise, the form and payment can be mailed to DMV.

The report you'll receive in response is not a driver record, rather it is a list of any states with possible/probable matches to the information you've provided about the employee, like the date of birth, full name, driver's license number, etc. You'll then need to inquire with the DMV of each state listed on the report to request their records. They will have their own associated fees for processing the record request. You also need the employee's permission to obtain the records.

David McKane commented that if nothing comes back from the initial inquiry, then the employer can be fairly confident that, as of that point in time, there is no information on the record. Also, notarization is required if it is someone other than the employer requesting the record.

Bill Lundin asked if it would be possible to submit a list of drivers for whom they need records if the company already has an account rather than submit individual request forms for each. Lydia said she doesn't believe so. The form is signed by the employee and gives the employer a one-time authorization to request the driver record.

Lydia also said that the federal government has been promising that an all-in-one national query system will be available at some future point which would allow an employer to request the information once and get the all of the corresponding records. It appears to be stalled until they can agree on program funding and how much to charge employers for the report.

Lydia said she will check to make sure the limited, one-time employee authorization is the correct interpretation of the policy.

David Rios asked if Oregon's DMV checks the NDR each time they issue or renew a CDL. Lydia said, yes.

DMV Update: National registry # requirement on medical cards . . . Lydia Beebe

- ◆ You are all familiar with the driver medical card being tied to the CDL. One of the pieces of information on the medical card is the National Registry Number of the

physician who conducted the physical exam. From the beginning, DMV entered the number on the card if one was listed and still accepted the card if there wasn't an NRN; this is the same process we use today.

Per FMCSA, as of May 21, 2014, medical exams must be conducted by a physician on the registry. When that change came, Oregon DMV didn't immediately change our practice. However, as we go further and further beyond that date, we will be making a change. Beginning no earlier than March 1st, 2015, if the NRN field is not filled in, we will reject the medical card whether it's presented in person, faxed, or mailed. We will provide an explanation to the driver that they are required to use a physician from the National Registry.

Lydia stated that she wanted to make it completely clear that, while Oregon DMV will require a number in that spot on the card, they are in no way verifying that number and will not. **It is the responsibility of the employer to verify that the driver has gotten their exam from an NDR physician.**

Dave Gray with Glostone noted that the reports they receive as third party agents from DMV are sanitized and do not include medical information. He asked how representatives of trucking companies are to get the NDR medical certification data.

Lydia confirmed that the number is available to the employer, but no information is available on the sanitized report the third party agent can get. At this time, the only way an agent can access that information is through the employer. It's a customer service issue for DMV. They don't provide a print to the third party record requester that has the medical data on it and she can't provide any information as to when DMV will fix that issue.

Gray noted that this DMV practice is going to place a large burden on the small carriers who use third party agents to take care of their various filings.

Per David Rios, another complication may come into play in January 2015 when drivers are no longer required to carry the medical card since it will be on file with the base state DMV.

Lydia cautioned that statement isn't necessarily true in Oregon. Oregon statute says an Oregon driver must carry his medical card while operating in Oregon.

Rios added that FMCSA is mailing letters to the doctors who are turning in cards without medical registry data. He feels January through March is going to be a potential problem for people who aren't carrying their cards but who don't have a registry number listed on the certificate on file.

**During the MCTAC meeting, the topic of the easy availability of a driver record with the medical certification information on it came up. There was concern that the

record DMV calls the MQ is not available to the third-party business who take care of ordering records for some motor carriers. Lydia mentioned that DMV has a couple of requests for work in the queue that will make improvements in this area and said she would check to see if anything could be done to move them forward. Unfortunately, there is nothing that can be done at this time. She added that DMV is just starting a large project to modernize their computer systems and that means the majority of their IT resources are tied up on that project at this time. DMV is also trying to get a project completed by the compliance date of 7/8/2015 to comply with CLP Final Rule requirements, which means the RFWs not related to these issues are on hold until resources become available.

OR 47 Roundabouts . . . Angela Kargel

- ◆ There are two single-lane roundabouts currently planned in Washington County near Forest Grove. The first is at the intersection of OR 47 and Verboort/Purdin Road and the second is at OR 47 and David Hill Road. **(See Attach. A)**

Between the roundabouts themselves and a planned bypass route, the designs accommodate 100% of oversized vehicles. In fact, the roundabouts will work for 99.995% of the usual truck traffic with only .005% (trucks greater than 135' in length or with axle widths of 14' or greater) utilizing the bypass.

The roundabouts have been pushed off of the old highway into right-of-way space which allows us to create a bypass on the old highway.

The preliminary 30% design just came out 12/8. A roundabout "truck rodeo" is currently being planned. This will be a working layout of the proposed design that trucks are encouraged to come and test out to refine the design. The 70% freight design coordination meeting is scheduled for April 2015. Advertisement and bidding should occur in August/September 2015 with construction to follow over two construction seasons between October 2015 and fall of 2017.

Gregg Dal Ponte said he was very impressed with the outside-of-the-box thinking for these designs. It is a great plan to move the roundabout off the highway to accommodate freight mobility and nice that we were able to use the right of way for the roundabouts.

OD Vehicle Pinch-Point Project . . . Robin Marshburn

- ◆ The Oregon Freight Plan has a strategy to identify the pinch points for over-dimension loads called the Highway Over-Dimension Loads Pinch Points (HOLPP) Study. Pinch points are physical features on the state highway system that restrict the movement of an over-dimension load because of height, width, weight, or length constraints. They can include low overpasses, narrow roadways, sharp curves, weight-restricted bridges, narrow bridges, bridges with low overhead clearance,

diamond interchanges, curbs, non-removable signs, medians, enhancements at pedestrian crosswalks, bridge signs overhead wires, and other features. **(See Attach. B)**

The three types of pinch points used in the study are:

1. Pinch points for wide and long loads
2. Vertical clearance pinch points
3. Pinch points for heavy loads

The highways to be analyzed in this study will be the Reduction Review Routes (RRR). This system of highways is selected because most of the freight moves on these highways, it includes all of the Oregon Highway Plan Freight Routes and the freight stakeholders have identified these highways as the highways critical to the movement of freight in the state. There are 54 RRR highways.

Our strategy is to do more of an informal approach with this study. Those who route these loads are familiar with the areas which are difficult to get these types of loads through. We'd like their input to identify pinch points. There is an economic benefit to the state of Oregon in removing pinch points on state highways for the efficient movement of over-dimension loads. However, a transportation agency cannot design a system to accommodate all size and weight loads. If in the same area there's one highway with four pinch points and one highway with just one, we will try to remove the pinch points on the one with less so we can open up a route.

The work will include development of a project memo and a Pinch Point data table, pilot testing, actual statewide identification and analysis of pinch points, development of District pinch point reports, freight stakeholder review, development of a draft list of key pinch points, preparation of the Draft HOLPP Study and submission to OFAC & MCTAC for review and comment, finalization of the study, and then removal of the designated pinch points as projects occur.

Gregg asked over what period of time period Robin expects to have this accomplished. Is there a deadline imposed by MAP 21?

Robin said there is no MAP 21 deadline. It's hard to say how long the study will take because a lot of the work is working through the district staff and will add to their existing workload. He thinks it will take most of next year to take it to the stakeholders.

Sleep Apnea Update . . . David McKane

◆ **(See Attach. C)**

This is informational:

Medical examiners providing CDL medical certification for drivers now must be on FMCSA's National Registry of Certified Medical Examiners. There is some concern that vendors providing the training to the physicians interested in being included in the National Registry are presenting certain (potentially misleading) information on obstructive sleep apnea (OSA) as part of the training. Congress passed H.R. 3095 in 2013 to ensure that FMCSA did not make any new or revised requirements providing for the screening, testing, or treatment of individuals operating CMVs for sleep disorders without going through a formal rulemaking process.

Medical examiners have been asking drivers about their sleep habits and then more and more often granting only limited medical certifications pending sleep studies for OSA. Industry concern is that misinformation and misapplication of federal standards has resulted in inconsistent practices of certified medical examiners around this topic.

FMCSA's response has been that they are not responsible for what is specifically taught by vendors in the training for inclusion in the FMCSA National Registry. They only provide a list of topics that the private sector training organizations must cover in their courses. Their regulations do not prohibit training organizations from presenting more information about OSA than the Agency provided in its October 2000 advisory criteria. They added that the Agency neither reviews nor approves training materials or programs.

Lydia commented that there have been questions around sleep apnea in the quarterly FMCSA CDL group conference call. She said they are hearing that the preliminary diagnosis is being based solely on BMI. There are two separate groups involved here, the CDL division of FMCSA and the Medical division, which requires the training.

David McKane asked David Rios if there is a rule making expected on the subject. Rios indicated that it's been talked about, but there is probably not anything on the horizon.

- ◆ David shared that we have a new DVD available highlighting truck inspections. May Trucking provided equipment and personnel over a two day period this summer and our staff were recorded as they went over the steps they take while conducting a truck inspection. This is similar to the bus/motorcoach inspection video we shared a while back which showed the sorts of items our inspectors are looking at during that type of inspection. We now have copies of the truck inspection DVD available. If you are interested in obtaining a copy, please contact either David McKane or Tara Caton.

◆ **(See Attach. D)**

734-074-0010: The updates to this rule are a direct result of a change requested by industry at a previous MCTAC meeting. We have removed section 3 entirely which required tandem drive axles on the power units of vehicles operating under permits authorized by OAR 734, division 74.

740-200-0010, 740-200-0020, & 740-200-0040: This is the annual re-adoption of rules related to IRP, IFTA, & HVUT.

740-100-0010, 740-100-0065, 740-100-0070, 740-100-0080, 740-100-0085, 740-100-0090, & 740-110-0010: This is the annual re-adoption of Oregon Administrative rules related to Federal Safety Regulations.

David Gray asked why Part 40 isn't adopted.

Gregg answered that we can't adopt a rule that gives us authority over something that isn't our responsibility (i.e., either MRO or testing labs). If the industry were to put forth a legislative concept seeking to give the Department oversight, we'd look to the legislature to provide adequate FTE, funding, etc.

Kristan Mitchell motioned to move the OAR updates forward and David Grey seconded. No opposition.

IFTA Fee Adjustments . . . Ric Listella

◆ **(See Attach. E)**

The overall cost to administer the IFTA program is offset by the fees collected from IFTA motor carriers registered in Oregon. Fees are calculated by determining the number of carriers and the size of their fleets. We are going to review this calculation, which will likely take a few months, and then develop a new fee schedule.

Gregg said that true product cost accounting is used to determine the administrative cost. Oregon is not an IFTA state, so any costs associated with the program are ineligible for Highway Fund dollars, which is why we charge program fees to cover the administrative costs. In the original legislation, the farm lobby argued for reduced costs similar to those they have for vehicle registration, which is why their IFTA registration fee is significantly lower.

Zero Reports . . . Ric Listella

◆ **(See Attach. F)**

MCTD has identified carriers filing zero reports even though we have scale crossing data indicating operations. This information usually surfaces during an audit, by which point the carrier could have been racking up unpaid mileage fees over a three

year period. We assess taxes, penalties, and interest to these audited accounts. It becomes more complex when carriers close one of these accounts and then open a new one under a different name where they proceed to operate in the same manner.

While reviewing statute and our processes, it became evident that we were suspending carriers if they didn't file a report, but not if they filed a zero report and didn't pay the tax. Statute (ORS 825.490) says that the carrier must both report and pay their tax to avoid suspension. Most zero reports are filed electronically through Trucking Online. We are retooling our system to put a warning in place to the carrier if they file a zero report on TOL for an account which also has scale crossing data during the same time period. We will reject the zero report and apply a unique suspension code to these accounts.

Gregg said that we are not seeking any new statutory authority. We are simply acknowledging and using the existing authority we have. We are talking about carriers filing a report but not paying the appropriate mileage taxes they owe. These accounts fall into one of two categories:

1. A first time account with the Department, or
2. A resurrected account

First time accounts which are either under reporting mileage or not reporting it at all will be subject to a bond increase.

Resurrected accounts are usually ones that ran afoul of the Department, ceased operations, and started up again as a new company under a different name with the same vehicles, owners, etc. These are accounts that we would not have opened if we knew they were linked to the previous account, and ORS 825.137 allows us to cancel accounts that were opened in error. We are also looking at requiring the vehicle lists for new accounts because the vehicles are often the link between an old account and a resurrected one.

The first group to be reviewed is carriers with the most registered vehicles who are filing zero reports while having scaling data. It is ultimately a good bet some of these companies will go out of business.

Vertical Clearance for the Con-Way development in NW Portland . . . Tony Coleman

◆ (See Attach. G)

Tony said he brought this to MCTAC because he was hoping to have a Con-Way representative here to discuss the development and he was also hoping to try and get an understanding of the types of trucks that would be using the proposed new route. Right now ODOT is working with the City of Portland. The proposal in hand is to create an extension of NW 20th under the Fremont Bridge. There is currently no road there and the vertical clearance under the bridge is only about 9'. Minimum

local route required clearance is 16' and it would require extensive excavation under the bridge to achieve that, if it is even possible. Alternately, if they move down to NW 18th or 19th, there are existing streets with no vertical clearance issues.

Gregg said that using NW 20th makes no sense at all. He suggested that Tony talk with Lanny Gower from Con-Way when he returns to the office next week.

Meeting adjourned at 10:00 a.m.

ODOT, Washington County, CH2MHILL
OR 47 Intersection Improvements
MCTAC Meeting
December, 2014

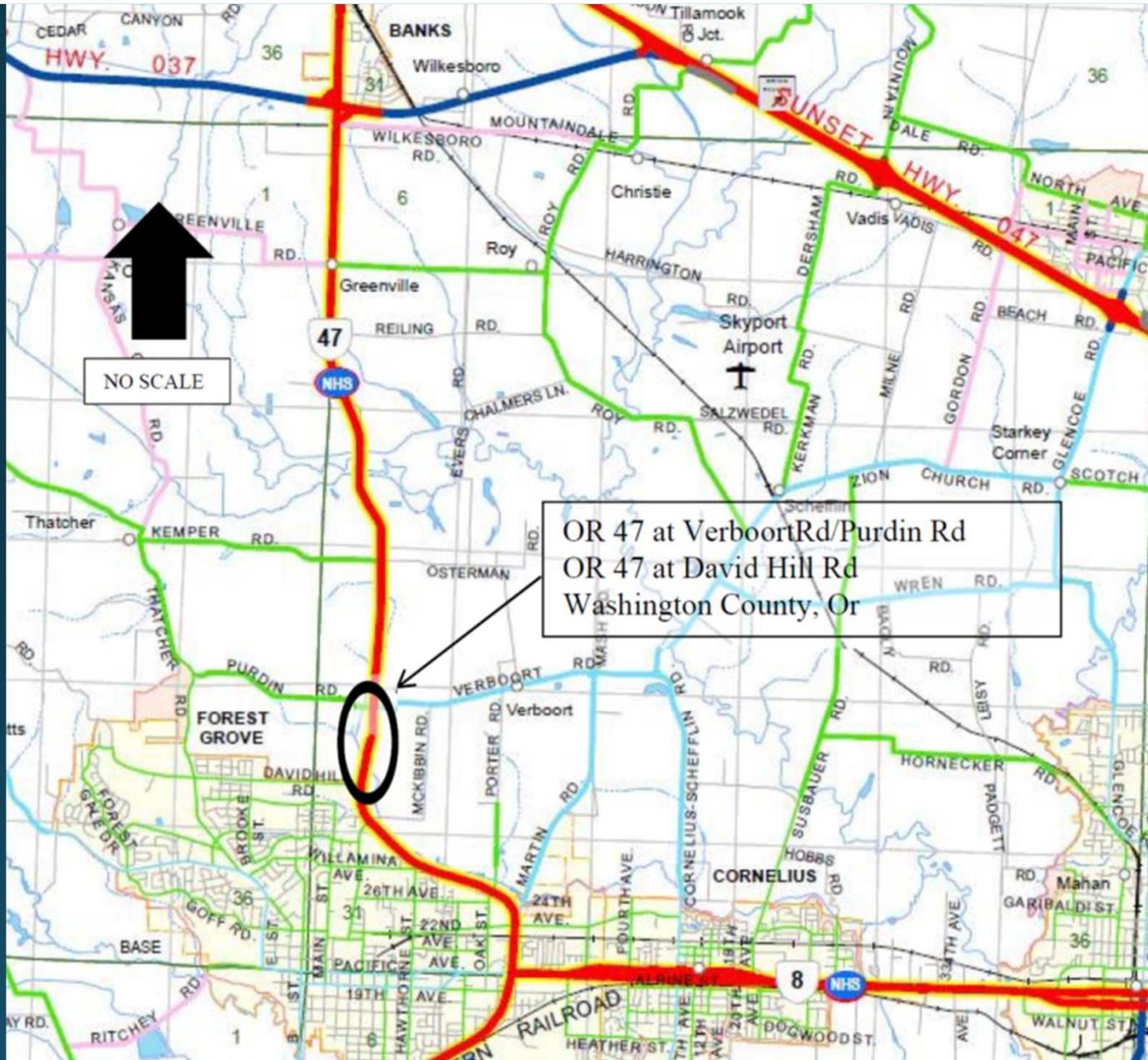
Overview

- Highway Division directive DES 02
- Refined Design Concepts at Verboort and David Hill
- Designing for and Accommodating Oversized Vehicles
- Next Steps

Highway Division Directive DES 02

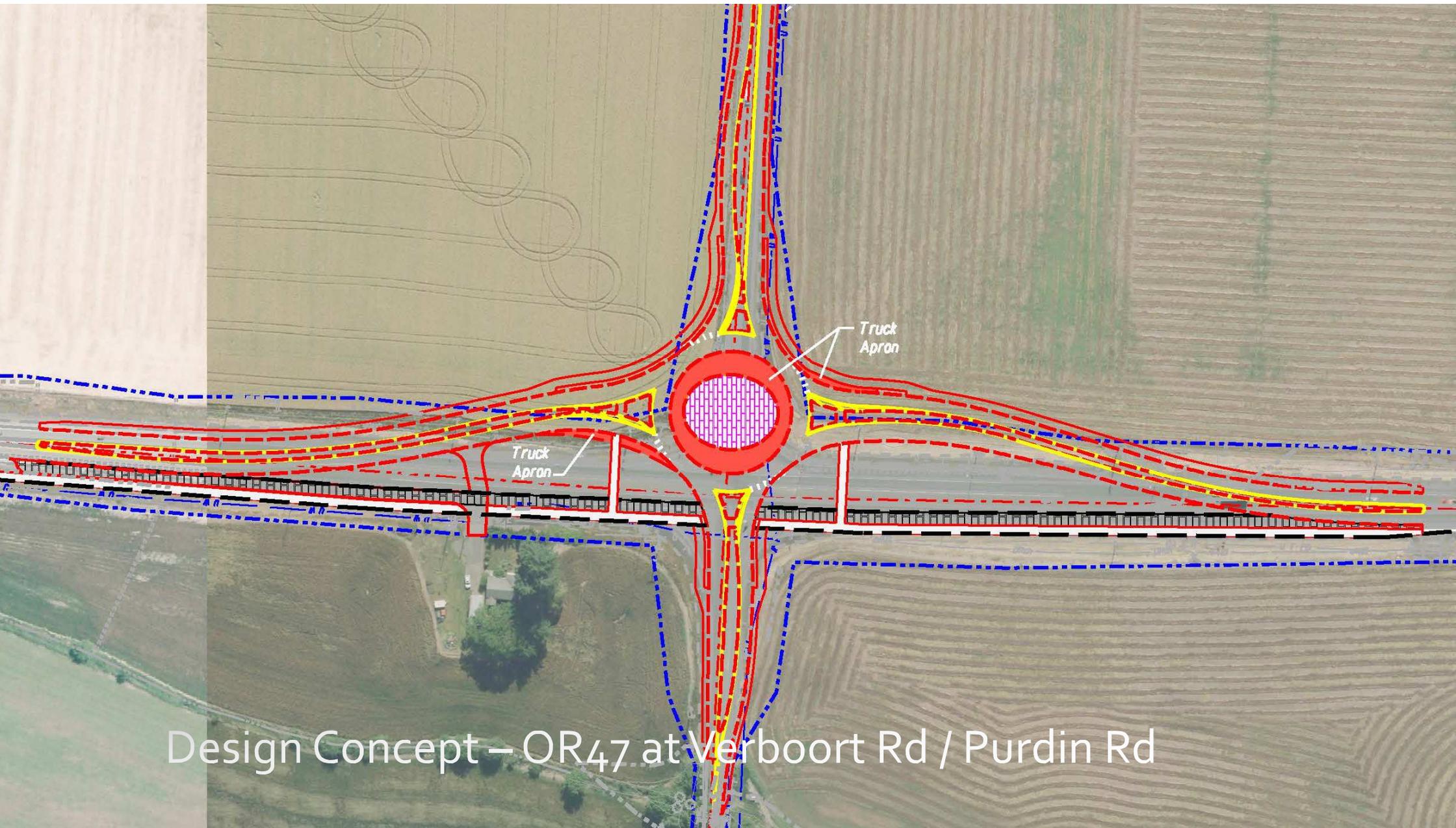
- Conversation with the trucking industry is required.
- ODOT will address the trucking industry's concerns in three ways
 1. ODOT Manuals and guidelines and this Directive will be written to clarify that roundabouts shall be designed so as not to impede the freight on the highway.
 2. Communication with the trucking industry is necessary... on decision elements such as route mobility, design vehicle exceptions, over-dimension vehicle to be accommodated, and typical design elements.
 3. Prior to construction, a documented agreement will be memorialized that the roundabout is properly sized (agreement on design vehicle and over-dimension accommodation).

Project Location



Geometry Refinements

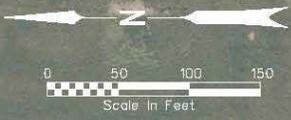
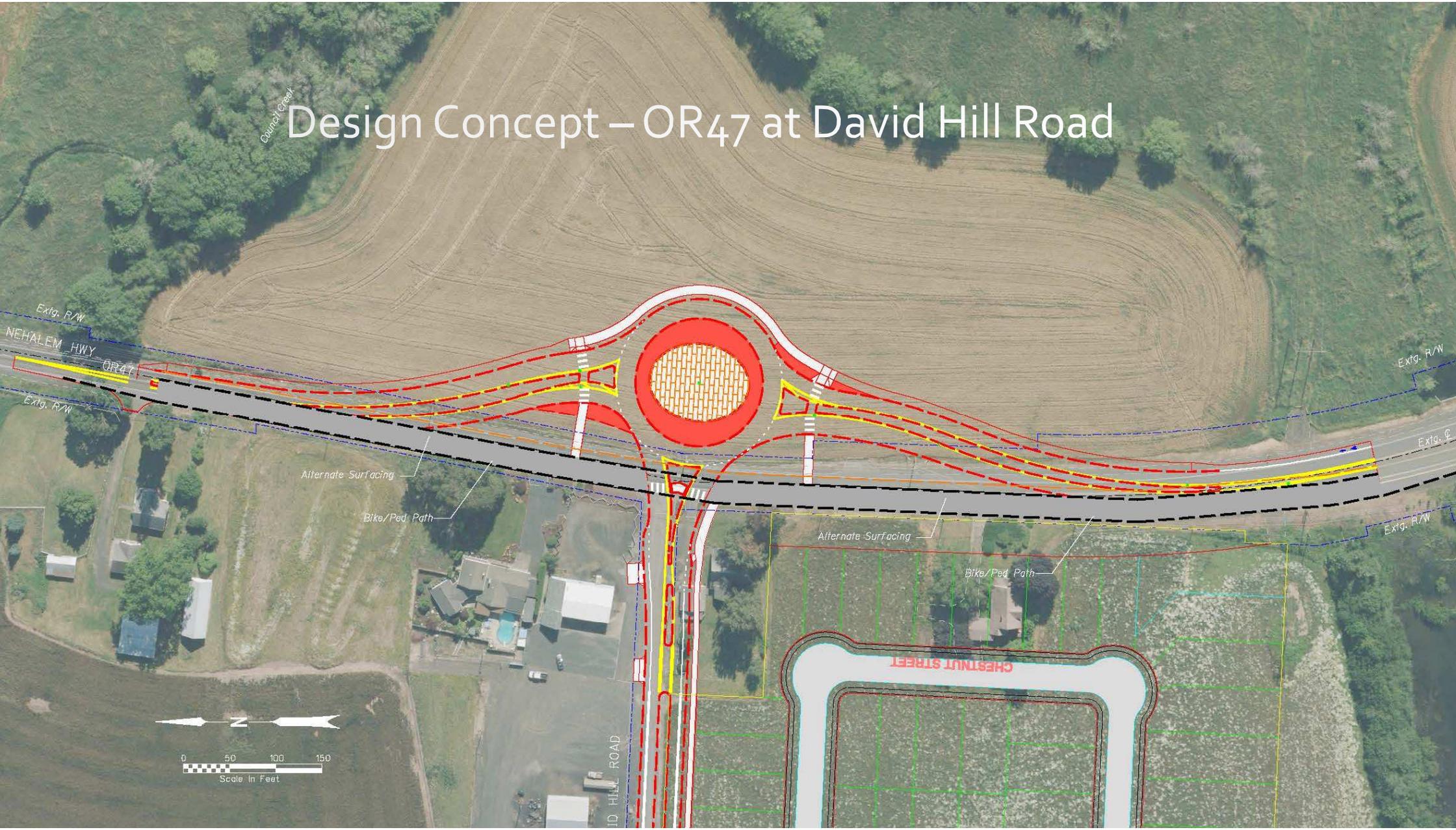
- Enlarged the inscribed circle diameter from 165' to 180' in diameter
- Increased the approach width to 15'
- Modified splitter islands at roundabout entrance
- Added pavement aprons at the northwest and southeast quadrants



Design Concept – OR47 at Verboort Rd / Purdin Rd

Council Creek

Design Concept – OR47 at David Hill Road



Designing for Oversized Vehicles

- Within roundabout and approaches (99.995% of 33,000 trucks/mo)
 - Legal and annual permit trucks
 - Individual permit trucks up to 135' in length
 - Individual permit trucks with axles widths up to 14'
- Bypass route (0.005% of trucks or 1.6/mo)
 - Trucks greater than or equal to 135' in length or axles widths of 14' or greater
- Design accommodates 100% of oversized vehicles

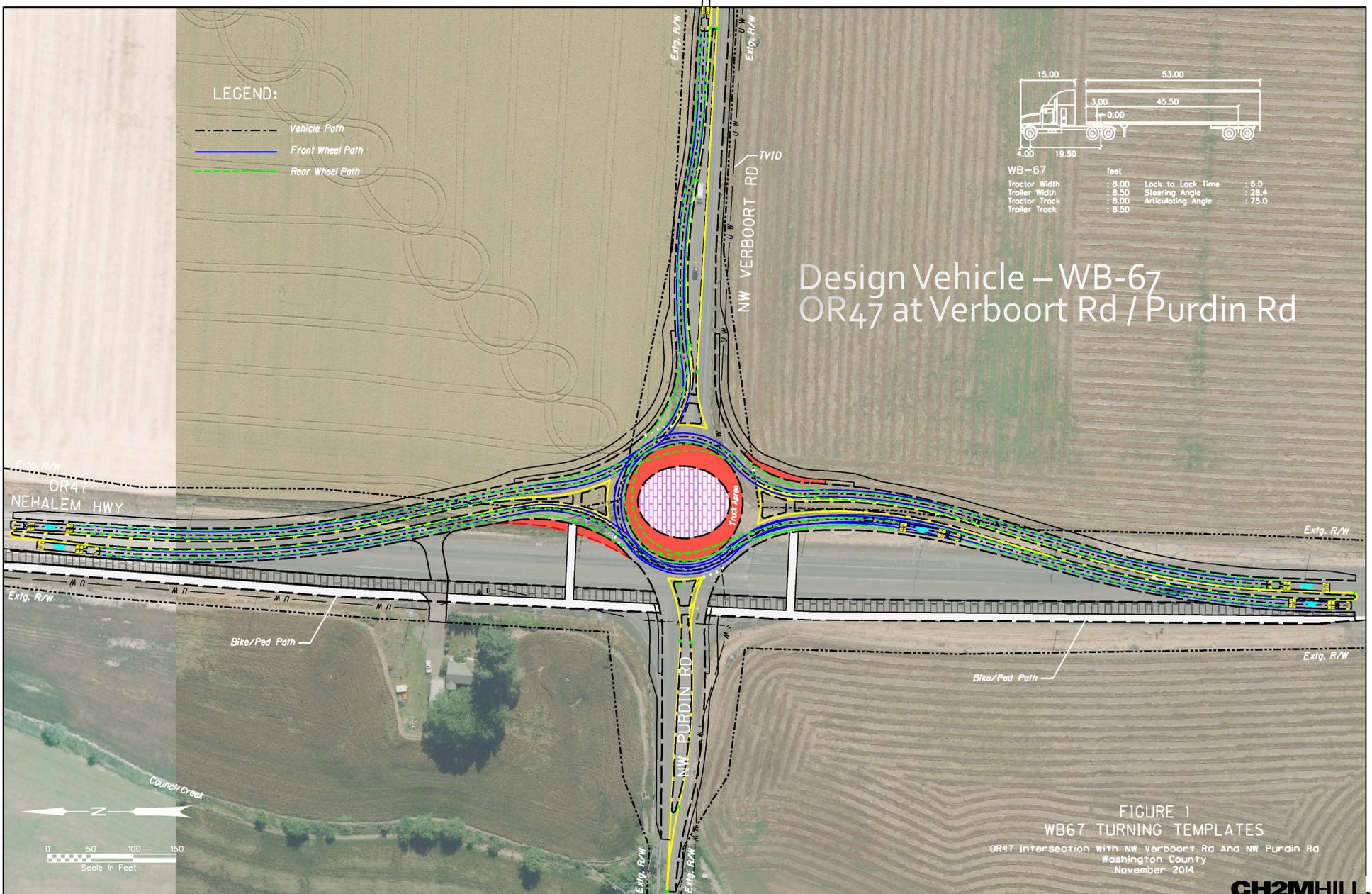
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11/12/2014

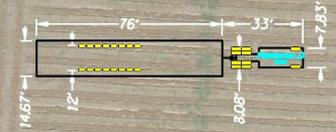
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PW: 496411



LEGEND:

-  Vehicle Path
-  Front Wheel Path
-  Rear Wheel Path



PALM HARBOR

Lock To Lock Time	: 6.0
Steering Angle	: 40.0
Articulating Angle	: 70.0

Accommodating Oversized Vehicles OR47 at Verboort Rd / Purdin Rd Manufactured Home

\$\$\$\$Usernames\$\$\$

12/29/04 PM

11/12/2014

VB-AT - PalmHarbor.dgn

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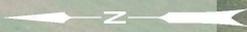
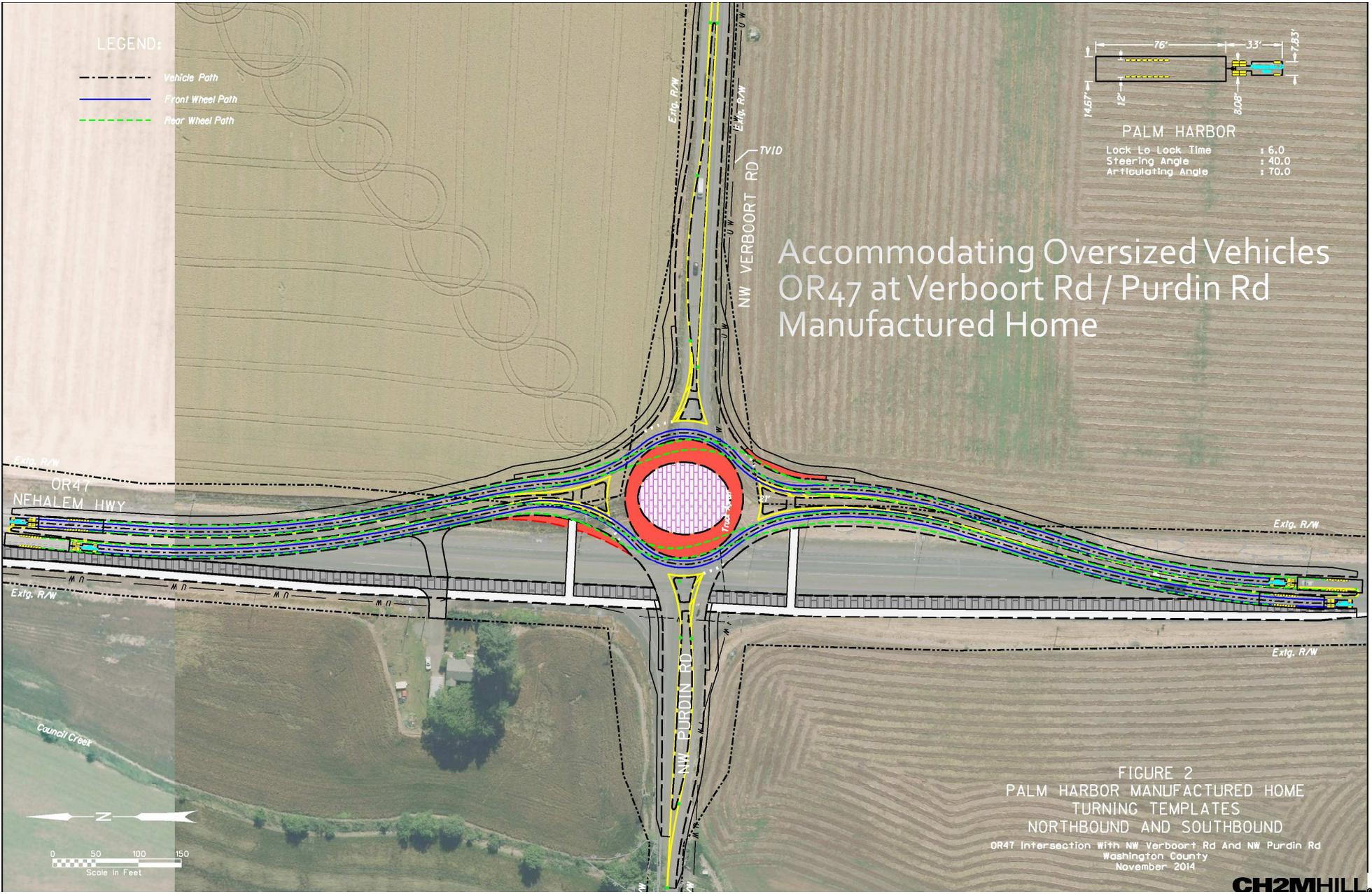
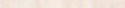
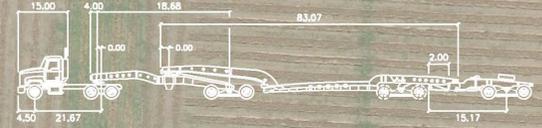


FIGURE 2
PALM HARBOR MANUFACTURED HOME
TURNING TEMPLATES
NORTHBOUND AND SOUTHBOUND
OR47 Intersection with NW Verboort Rd And NW Purdin Rd
Washington County
November 2014

LEGEND:

-  Vehicle Path
-  Front Wheel Path
-  Rear Wheel Path



Booster_Config_Medium 135 feet			
TraCTOR Width	: 8.00	Lock-In Lock Time	: 6.0
Trailer Width	: 4.00	Steering Angle	: 40.0
Trailer Track	: 8.67	Articulating Angle	: 90.0
Trailer Track	: 8.67		

Accommodating Oversized Vehicles OR47 at Verboort Rd / Purdin Rd Heavy Haul Trailer – 135'

\$\$\$\$\$usurname\$\$\$\$\$

5:35:05 PM

11/11/2014

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PW: 496411

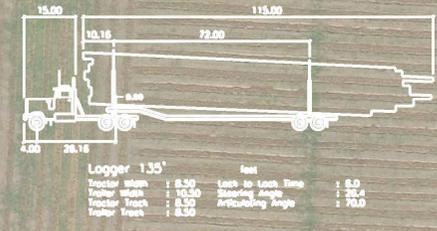


EXHIBIT 9
REDMOND HEAVY HAUL 135'
TURNING TEMPLATES
NORTHBOUND AND SOUTHBOUND
OR47 Intersection With NW Verboort Rd And NW Purdin Rd
Washington County
November 2014



LEGEND:

-  Vehicle Path
-  Front Wheel Path
-  Rear Wheel Path



Accommodating Oversized Vehicles OR47 at Verboort Rd / Purdin Rd Logger – 135'

\$\$\$\$\$Usernames\$\$\$\$\$

12-44:39 PM

11/12/2014

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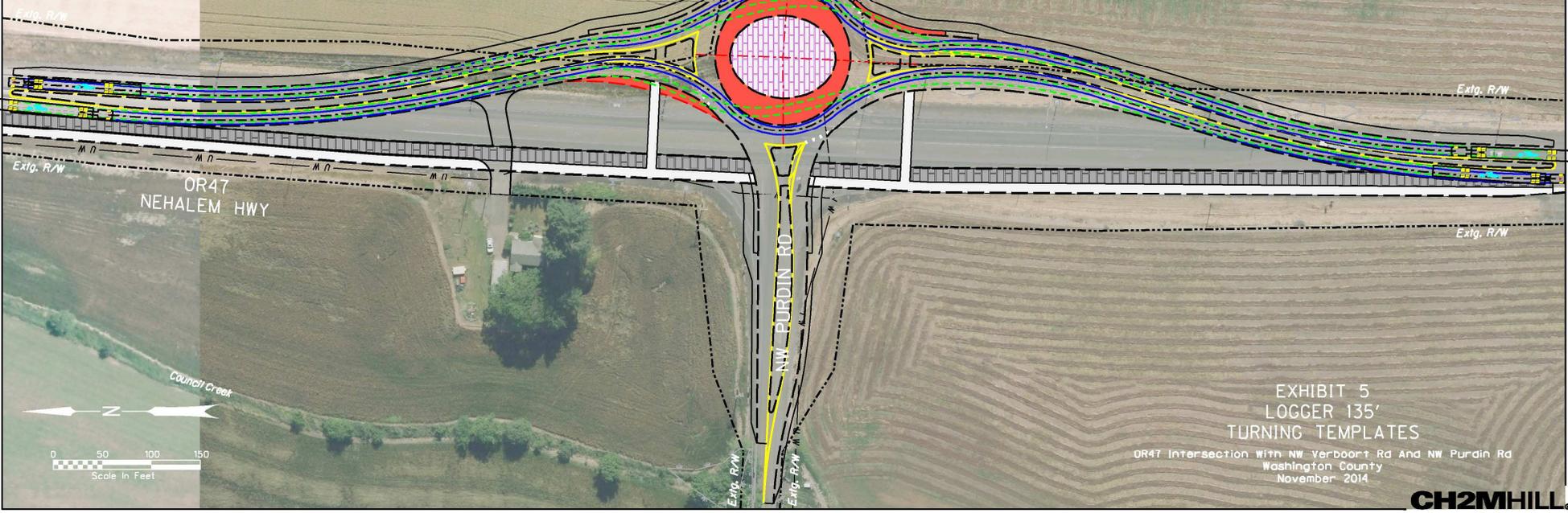


EXHIBIT 5
 LOGGER 135'
 TURNING TEMPLATES
 OR47 Intersection With NW Verboort Rd And NW Purdin Rd
 Washington County
 November 2014



Council Creek

LEGEND:

-  Vehicle Path
-  Front Wheel Path
-  Rear Wheel Path

Design Vehicle – WB-67 OR47 at David Hill Road



WB-67

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Tractor Track	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

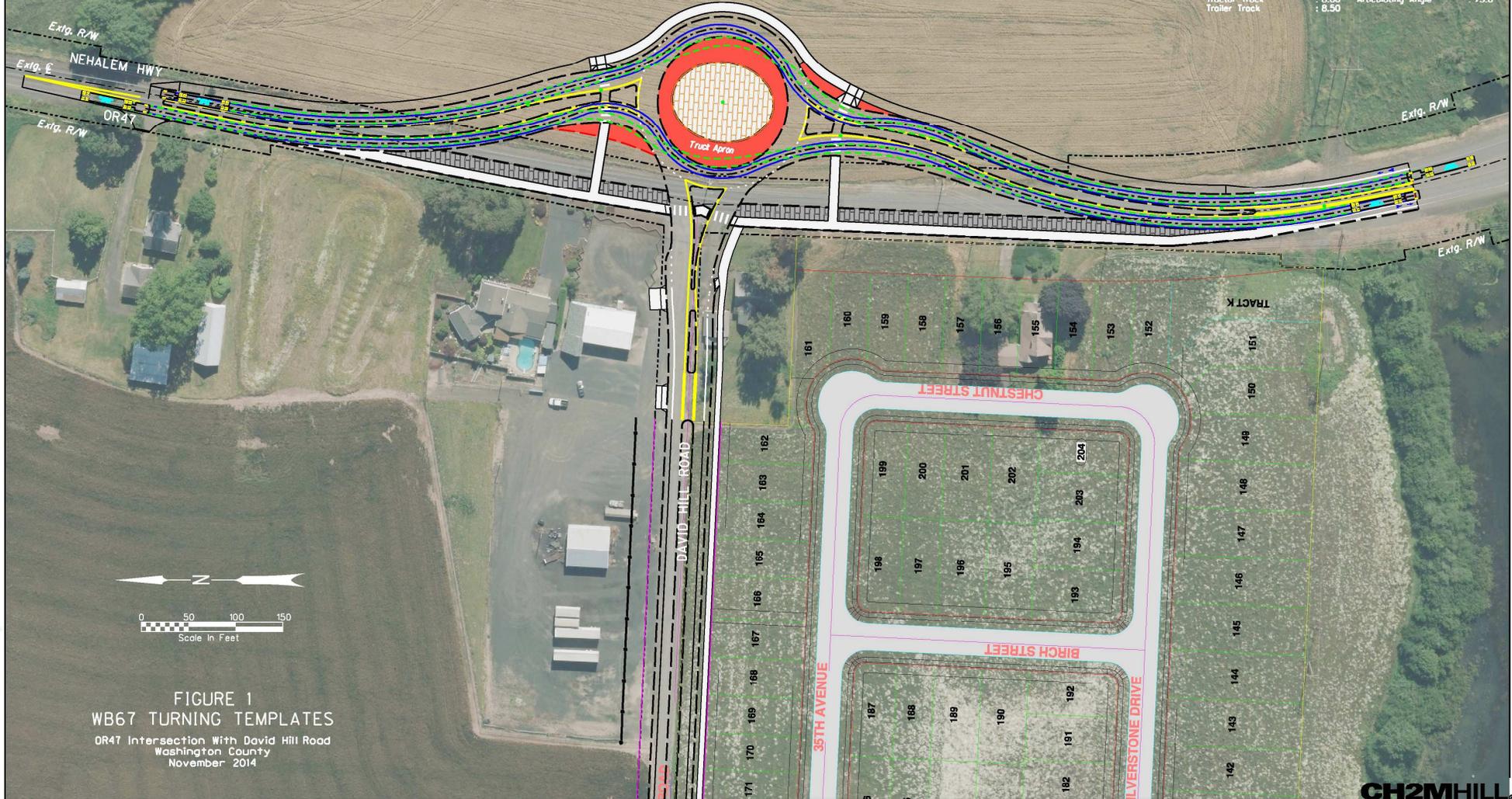


FIGURE 1
WB67 TURNING TEMPLATES
 OR47 Intersection With David Hill Road
 Washington County
 November 2014

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11/13/2014 11:54:12 AM

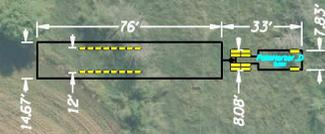
DH-AT-WB67.dgn

PK: 496411

Accommodating Oversized Vehicles OR47 at David Hill Road Manufactured Home

LEGEND:

-  Vehicle Path
-  Front Wheel Path
-  Rear Wheel Path



PALM HARBOR

Lock To Lock Time	: 6.0
Steering Angle	: 40.0
Articulating Angle	: 70.0

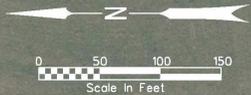
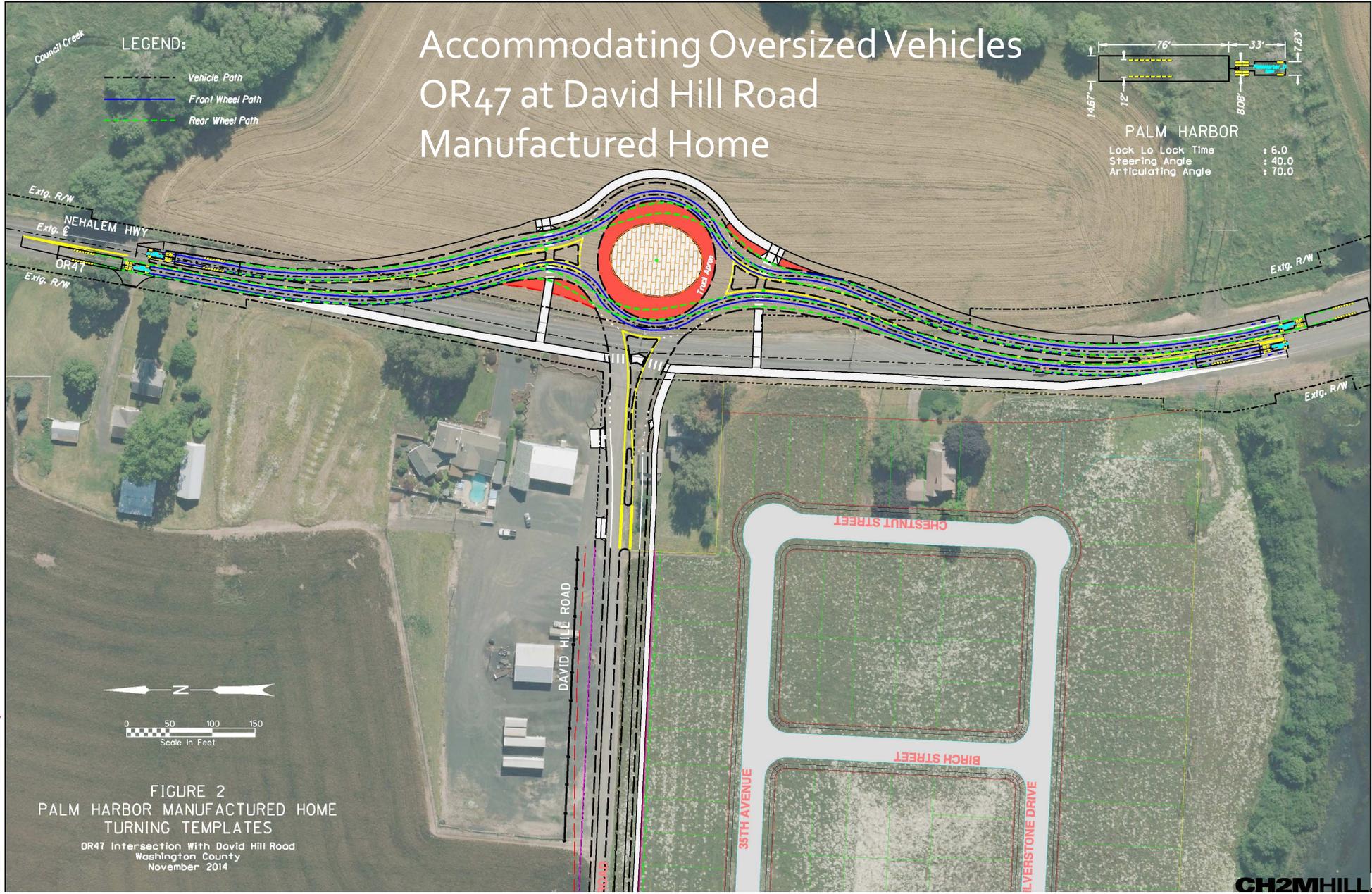


FIGURE 2
PALM HARBOR MANUFACTURED HOME
TURNING TEMPLATES

OR47 Intersection With David Hill Road
Washington County
November 2014

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DH-AT-PalmHarbor.dgn

PW: 498411

Accommodating Oversized Vehicles OR47 at David Hill Road Heavy-Haul Trailer – 135'

- LEGEND:
- Vehicle Path
 - Front Wheel Path
 - Rear Wheel Path

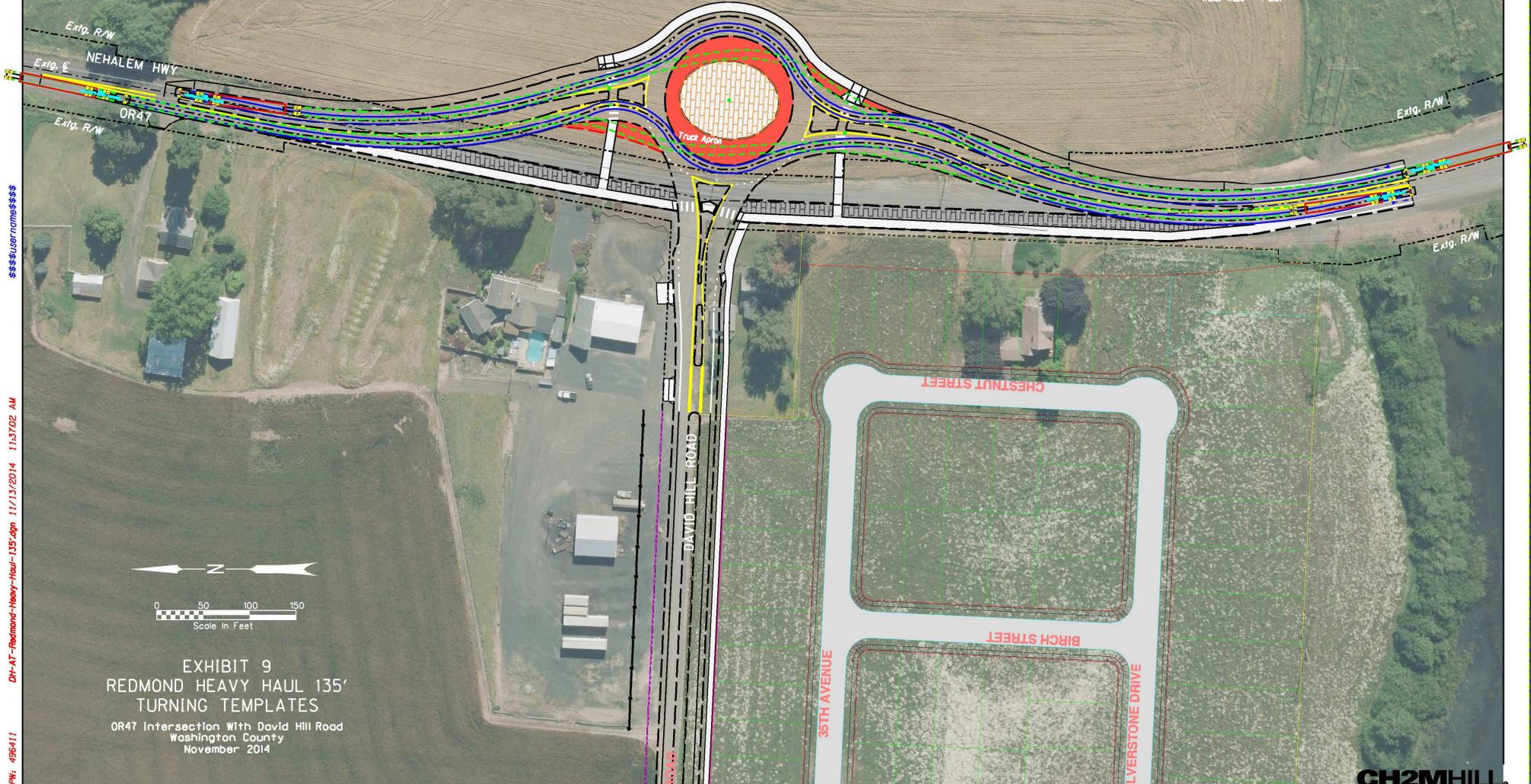
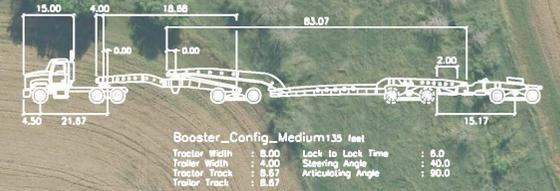


EXHIBIT 9
REDMOND HEAVY HAUL 135'
TURNING TEMPLATES
OR47 Intersection With David Hill Road
Washington County
November 2014

\$\$\$\$\$Usernames\$\$\$\$\$

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PW: 498411

Accommodating Oversized Vehicles OR47 at David Hill Road Logger – 135'

- LEGEND:
- Vehicle Path
 - Front Wheel Path
 - Rear Wheel Path

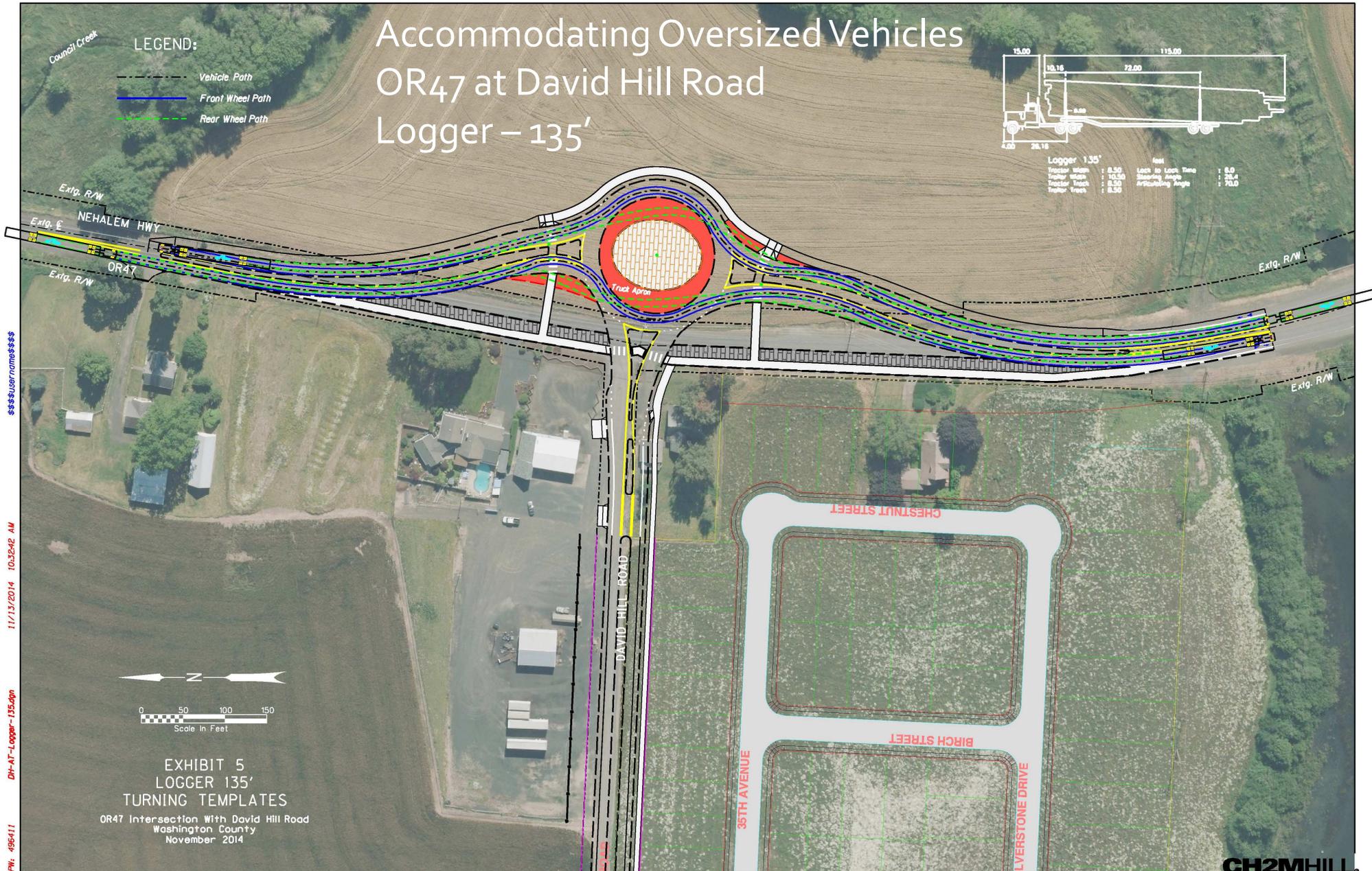


EXHIBIT 5
LOGGER 135'
TURNING TEMPLATES
OR47 Intersection With David Hill Road
Washington County
November 2014

\$\$\$\$\$Usernames\$\$\$\$\$

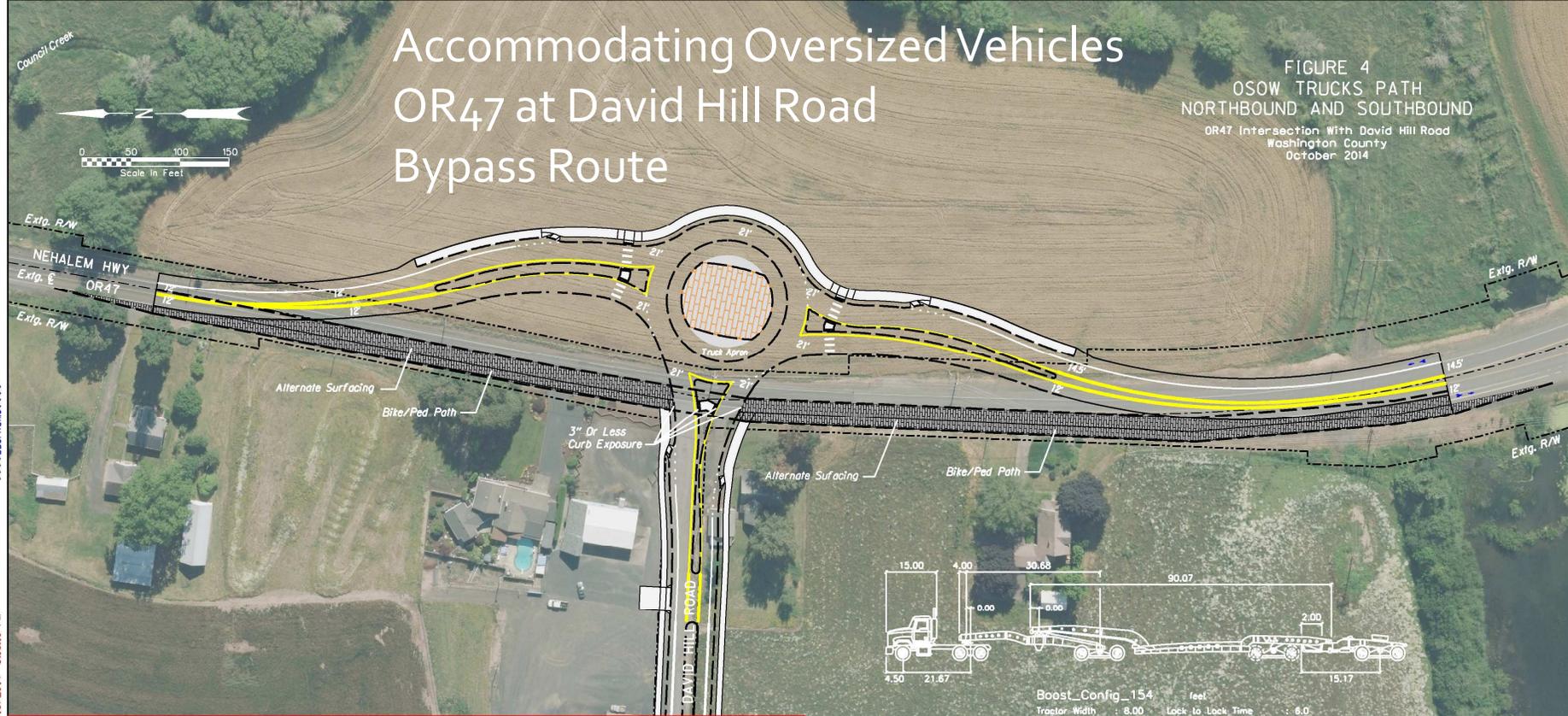
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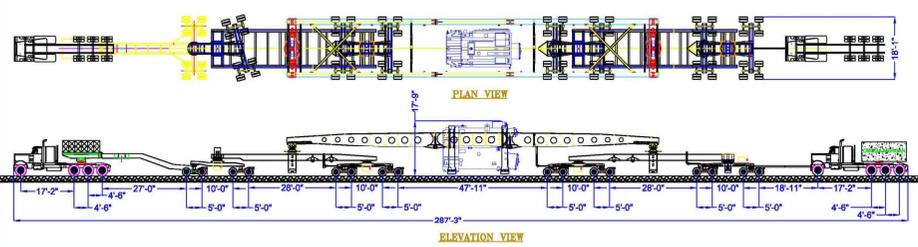
PW: 498411

Accommodating Oversized Vehicles OR47 at David Hill Road Bypass Route

FIGURE 4
OSOW TRUCKS PATH
NORTHBOUND AND SOUTHBOUND
OR47 Intersection With David Hill Road
Washington County
October 2014



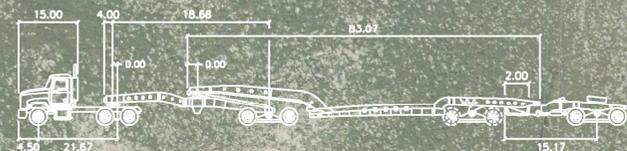
TRANSPORTATION CONFIGURATION FOR A 418,900lb HICO TRANSFORMER FOR BPA.
NOT TO SCALE



Boost_Config_154 - feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 4.00	Steering Angle	: 40.0
Tractor Track	: 8.67	Articulating Angle	: 90.0
Trailer Track	: 8.67		

NOT TO SCALE



Booster_Config_Medium_135 - feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 4.00	Steering Angle	: 40.0
Tractor Track	: 8.67	Articulating Angle	: 90.0
Trailer Track	: 8.67		

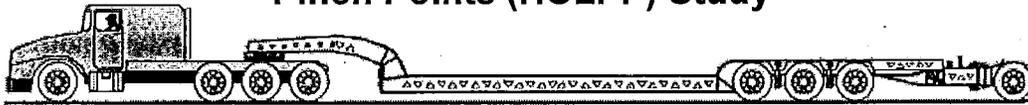
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 David Hill - Auburn - Transformer.dwg 10/13/2014 3:05:19 PM
 PW: 496411

Schedule and Next Steps

- Preliminary (30%) design - December 8, 2014
- Roundabout “truck rodeo” (being planned now), results of which will be used to refine the design
- 70% freight design coordination meeting – April 2015
- Advertisement and bidding – August / September 2015
- Construction – October 2015 to Fall 2017

Highway Over-Dimension Load Pinch Points (HOLPP) Study



Problem Statement, Scope of Work & Schedule

December 9, 2014

Problem Statement

The economy of the state and nation depends on transporting over-dimension loads such as equipment and goods from where the product is manufactured or assembled to where it will ultimately be used. The efficient and safe movement of over-dimension loads is critical to Oregon in meeting its goals of economic competitiveness and retaining and attracting heavy industry including those that involve haulage of large loads.

Over-dimension loads are increasing in Oregon. Approximately 110,000 single trip permits and 175,000 continuous trip permits are issued each year in Oregon for over-dimension loads. Some of these loads are superloads that are extremely difficult to transport on our highways. Therefore it is necessary to provide routes for the movement of over-dimension loads that are safe and efficient. The route of an over-dimensional load through Oregon sometimes involves more than one mode. This study focuses on over-dimensional loads moved on highways.

The Motor Carrier Transportation Division (MCTD) requires motor carriers transporting oversize or overweight loads to obtain a variance permit prior to movement. Under Oregon Revised Statue 818 – Vehicle Limits, drivers operating on Oregon highways must obtain an over-dimension variance permit when the vehicle combination exceeds any of the following dimensions:

- Width of the load exceeds 8 feet 6 inches
- Height of the vehicle or vehicle combination exceed 14 feet
- Front overhang exceeds 4 feet beyond the front of the bumper of the vehicle
- Load is greater than 40 feet and extends 5 feet beyond the end of the semi-trailer; or load less than or equal to 40 feet exceeds 1/3 of the wheelbase of the combination, whichever is less.

- Vehicle combination length that exceeds those authorized on the reverse of MCTD Group Map 1.
- Any single axle weight that exceeds 20,000 lbs. Any tandem axle weight that exceeds 34,000 lbs. and gross combination weight that exceeds 80,000 lbs.

Gross weight of a group of axles that exceeds those set forth in the legal weight tables – Permit Tables 1 or 2.

Oversize permits provide routing plans and restrictions on travel. Examples of over-dimension loads include construction equipment, transformers, cranes, excavators, log loaders, manufactured homes, bridge beams, generators, windmill turbines (blades, hubs & nacelles) and other industrial equipment.

Motor carriers and shippers of over-dimension loads are concerned about the inability to take the most direct route because of highway pinch points. Due to various pinch points along the shortest (preferred) route, many over-dimension loads must travel longer routes that sometimes include secondary county and city streets. These longer routes increase the travel time, fuel costs and require more upfront planning and coordination with ODOT and the local governments. In addition, the longer routes also increase congestion on the local roadways.

At a 2012 rule hearing on ORS 366.215, Steve Bates, who at the time was Vice President of Redmond Heavy Hauling, highlighted the importance of maintaining routes for the safe and efficient movement of freight. Steve described the challenge of moving a very large load:

The load was a condensing vehicle manufactured in Newberg bound for an ethanol plant in Colorado. The load only needed to get to a railroad reload facility in Vancouver, Washington. The load was 138' long, 15'-6" wide and 17'-2" high and made routing difficult. Due to height and weight limitations on OR99W north and OR219 south the route ended up being OR99W south to OR22 east into Salem with the normal weaving and dodging of trees, wires, signals etc. The load then moved from I-5 in Salem to I-205 near Oregon City and had to detour the Strawberry Lane overcrossing and then travel east on OR12/224 through Damascus to OR26 west. Because of low clearance at the overcrossing at 282nd Street, the load was routed on 312th, then Orient Drive to 257th. Due to height clearance issues at I-84, the load was routed on Halsey Street to 242nd Street then I-84 west one exit to 181st to Airport Way to I-205 North. The simple Newberg to Vancouver move turned into a 139-mile move over two days. The routing took the load through 10 small to medium towns and required the use of several state highways and 18 city or county roads.

The HOLPP study will help implement the 2011 Oregon Freight Plan (OFP). Oregon Freight Plan Issue 5 states:

Changes to the physical dimensions of a highway may either accommodate or restrict permitted loads throughout the entire state and can cause connectivity issues to key businesses and freight generating activities.

Furthermore, OFP Strategy 5.2 states:

Identify routes that have length, weight, or height restrictions and include these routes, as appropriate, in the state's assessment of needed highway improvements.

For the purposes of this report, pinch points are physical features on the state highway system that restrict the movement of an over-dimension load because of height, width, weight or length constraints.

Pinch points can include low overpasses, narrow roadways, sharp curves, weight-restricted bridges, narrow bridges, bridges with low overhead clearance, diamond interchanges, curbs, non-removable signs, medians, enhancements at pedestrian crosswalks, bridge signs, overhead wires and other features.

The highways to be analyzed in this study will be the Reduction Review Routes (RRR). This system of highways is selected because most of the freight moves on these highways, it includes all of the Oregon Highway Plan Freight Routes and the freight stakeholders have identified these highways as the highways critical to the movement of freight in the state. There are 54 RRR highways. More information about these routes is available at <http://www.oregon.gov/ODOT/TD/TP/ORS366/Guidance.pdf>



Types of Pinch Points

The three types of pinch points used in the HOLPP study are:

1. Pinch points for wide and long loads
2. Vertical clearance pinch points
3. Pinch points for heavy loads

Pinch Points for Wide and Long Loads

Pinch points for wide and long loads are specific locations along the highway where it is difficult or impossible to move some over-dimension loads due to horizontal constraints.

Due to the fact that over-dimension loads vary tremendously in size, this study does not define any minimum dimensions of an over-dimension load. This issue is also complicated by the fact that highways vary in roadway width including other features and what is a pinch point on one highway may not be a pinch point on another highway.

In addition, the same load can be legally moved on a variety of greatly different transport platforms in which the load (as opposed to the transport platform) may present the impinging dimension.

Depending on the load, transport vehicle and the roadway, over-dimension loads may cross the centerline and off-track on curves. In some cases these loads may prevent the movement of oncoming traffic. Pilot cars are typically required to help in the safe movement of these loads.

MCTD Route Map 7 identifies length restrictions for legal size trucks. These restrictions limit an overall truck length from 60' to 70' depending on the specific route color. Since this map limits the length of legal size trucks, it will also be used to identify pinch points for wide and long loads.

Examples of pinch points for wide and long loads may include narrow roadways, narrow horizontal clearance (due to rock faces or slopes), sharp curves, narrow bridges, diamond interchanges, curbs, non-removable signs, medians, enhancements at pedestrian crosswalks, intersections and other horizontal constraints. Temporary width restrictions due to maintenance or construction are not included in this definition.

Vertical Clearance Pinch Points

Vertical Clearance (VC) pinch points are specific locations along the highway where it is difficult or impossible to move some over-dimension loads due to vertical clearance

constraints. Examples include bridges with low overhead clearance, bridge signs, tunnels, overhead wires and other features. Temporary height restrictions due to maintenance or construction are not included in this definition.

In 2007, the MCTD identified the routes that are of major significance for the mobility of high loads. These "High Routes" are primarily on the National Highway System (NHS), but there are portions that are on highways other than the NHS. Almost all of the High Routes are within the RRR system of highways. Some of these routes are in rural portions of the state where there are no over passes, so high loads can move freely without physical restrictions. Some high routes require the use of detours, including "up and over" use of interchange ramps, for vehicles with high loads to use the route. As part of the analysis of the highways in this study, all RRR that are High Routes will be noted so in the district pinch point reports (Task 4 below).

VC pinch points for the HOLPP study will be based on the vertical clearance design standards for highways identified in the Oregon Highway Design Manual.

ftp://ftp.odot.state.or.us/techserv/roadway/web_drawings/HDM/2011%20HDM%20Rewrite/2012%20Chapter%204%20Cross%20Section%20Elements.pdf

VC pinch points will be locations where the vertical clearance is less than:

- 17'-4" on High Routes
- 17'-0" on NHS Non-High Routes
- 16'-0" on Non-NHS and Non-High Route

Pinch Points for Heavy Loads

Pinch points for heavy loads are bridges along the highway that cannot support the weight of over-dimension loads. The most current list of weight-restricted bridges provided by the ODOT Bridge Program shows that none of the weight-restricted bridges can handle a weight in excess of 60,000 lbs. Since the definition of an over-dimensional load (pages 1 and 2) includes vehicles and/or combination weight that exceed 80,000 lbs., pinch points for heavy loads are weight-restricted bridges.

Caveats/ Assumptions

There is an economic benefit to the state of Oregon in removing pinch points on state highways for the efficient movement of over-dimension loads. However, a transportation agency cannot design a system to accommodate all size and weight loads.

Due to substantial construction cost and/or significant environmental impacts, some pinch points on the state highways may be too difficult to remove. For example, there are significant environmental and construction challenges associated with straightening and widening US20 east of Burns.

Technological advances are helping to provide more mobility in the movement of over-dimension loads. For example, the use of a steerable rear axle has allowed many oversize loads to make crucial turns at intersections or at interchange ramps that were previously an obstacle.

Secondary Benefits

Improvements to highways, bridges, overpasses and other structures could help maintain the functionality and integrity of the state highways, increase safety, benefit Lifeline routes (seismic resiliency) and help meet National Highway System (NHS) performance measures. For example, The removal of sharp horizontal highway curves also increases safety for automobiles as well.

Scope of Work - HOLPP Study

1. Develop Project Memo, Pinch Point Data Table

Develop a short project memo on the HOLPP project for the Region Mobility Liaisons, District Managers (DM) and others to brief them on the project.

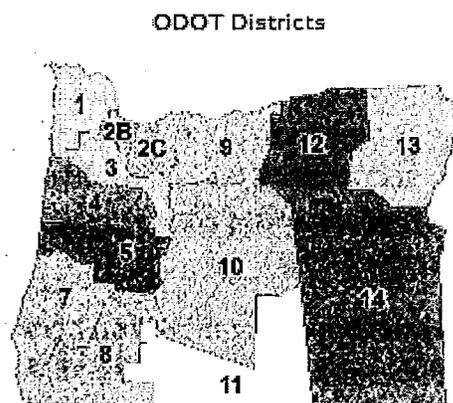
Develop a pinch point data table that will be used to collect information about the pinch points. The pinch point data table will include information on ODOT region, county (city if applicable) maintenance district, highway name, route, type of pinch point, mile points, direction of travel, other comments and if known, the types of over-dimension loads that must detour around this pinch point.

2. Conduct a Pilot Test

Conduct a pilot test to determine if the steps in the SOW will achieve the desired outcome. The geographic area for the pilot test should be a maintenance district that has only a few RRR. Talk to the maintenance district staff about the HOLPP study and ask them if they would like to participate in the pilot test. Provide the staff person with a pinch point data table filled out with basic information about the RRR in the district. Provide whatever assistance we can in helping them identify pinch points for wide and long loads. Work with the MCTD to identify pinch points for vertical clearance pinch points and heavy load pinch points in the district. Analyze the pinch points and write a recommendations section. Review the results and make modifications to the HOLPP SOW if necessary.

3. Identify Pinch Points

The work will start with Maintenance District 14 (the southeast corner of the state) and proceed in a decreasing manner to Maintenance District 1. It is likely that this strategy will allow us to go from the highways with the fewest pinch points to the highways with the most pinch points. Due to winter maintenance operations we may jump over to some of the districts on the west during the winter months.



The task of identifying the pinch points will be coordinated between the Transportation Development Division (TDD) Freight Planning Unit, the Maintenance Districts and the MCTD.

The daily routing for over-dimension loads is coordinated between the MCTD, the DMs and the Region Mobility Liaisons. DM staff and Region Mobility Liaisons are very knowledgeable about the highways and have a lot of experience in routing over-dimension loads therefore we will be requesting their assistance in identifying the pinch points for wide and loads on the RRR in their areas. The district staff know the locations on their highways where they have problems moving over-dimension loads. That is the information we need to obtain from them. The identification of pinch points for wide and long loads will be based on an intuitive process. Involvement by the districts in this task will also lead to buy-in by the districts in the final study.

Freight planning staff will assist as much as possible in collecting any hard data on the highway that may help identify pinch points for wide and long loads. Any length restrictions show on MCTD Route Map 7 will be included as pinch points for wide and long loads. The freight planner will use existing data sources including data on weight-restricted bridges and vertical clearance as much as possible to identify pinch points for high loads and pinch points for heavy loads. Assistance from the Freight Mobility Unit of the MCTD and the Bridge Program Unit may be needed depending on what type of data can be accessed and what parameters will be used to establish pinch points for high loads and heavy loads. Bridge issues include load-restricted bridges, narrow bridges or bridges with low overhead clearance.

4. Analyze Pinch Points and Develop District Pinch Point Reports

The freight planner will conduct further analysis of the pinch points identified in step 3 and develop a draft pinch point report for each of the 14 districts. The analysis includes reviewing the data collected for each pinch point to date and providing additional information if needed. The amount of additional information will depend on the pinch point. Some pinch points will only require some basic information while others may need more information and analysis. Other information may include name of types of over-dimensional loads affected, structure, length, width and height data, National Bridge Identification (NBI) number, detour information and whether or not the highway is a High Route. Determine if any of the pinch points are in upcoming STIPs.

It may be helpful to conduct an economic type of analysis on some pinch points. For example – what is the cost/benefit for fixing versus benefit for over-dimensional loads.

The pinch point report will include:

- A study background
- A maintenance district map showing the RRR
- A brief description of over-dimensional load traffic and map
- A pinch point data table completed by district staff
- A brief summary of the pinch points and map
- A set of digital images of the various pinch points identified
- A recommendations section that is supported by district staff

Once the draft pinch point report is completed, send the report to the district for a final review. Consider posting the HOLPP study SOW and reports on ODOT's Freight Planning website.

5. Freight Stakeholder Review of Pinch Points

Send MCTD a cover memo and all of the pinch point district reports for one ODOT region. Request MCTD to forward the memo and reports to the Oregon Trucking Association (OTA) for input. The request is to review the list of pinch points on the specified highways and provide the locations of any other pinch points that should be included.

6. Develop a Draft List of Key Pinch Points

Develop a list of draft key pinch points that would open up a significant length of a corridor for the efficient movement of over-dimension loads. The considerations in determining a key pinch point could include:

- Input from freight stakeholders
- Distance to the next pinch point
- Cost to remove pinch point
- No significant environmental costs
- Parallel routes
- Length of detour
- Up and overs at interchanges
- Number of over-dimension trips routed on the highway
- Highway is part of (or could be) a High Route
- Type of commodity shipped on the highway
- Highway is used primarily by Oregon-based companies to move their product
- Safety

Display the key pinch points in tables and maps. It may be appropriate to develop maps covering various geographic areas such as statewide, regions, ACTs and maintenance districts. No GIS Unit work needed as these maps can be using TransGIS and Microsoft PowerPoint. Present the reports to the Oregon Freight Advisory Committee (OFAC) and MCTAC for their input.

7. Prepare Draft HOLPP Study

Review and update pinch point data tables based on input from the OFAC, OTA, MCTAC and data collected in the steps above. Develop a draft report for OFAC that includes a background, OFP strategy information, project description, summary information on the pinch points, maps and recommendations.

For the draft report, consider ranking the pinch points or identifying the top pinch points per highway, maintenance district, Region or ACT.

8. OFAC & MCTAC Review of Draft HOLPP Study

Present the draft study to OFAC and the MCTAC for their comments. Allow a couple of weeks for any additional comments.

9. Prepare Final HOLPP Study

Based on comments from OFAC and the MCTAC on the draft study, prepare a final study. Indicate how the report should be used and allow the stakeholders a few weeks to make final comments. Revise the final study based on comments received. Post the study on ODOT Freight Planning website and share the final report with the ACTs, MCTAC and other groups.

10. Implementation and Monitoring

After the HOLPP study is completed, coordinate with Regions and ACTs to include appropriate pinch points in upcoming project lists, STIPs and other funding programs. Work with Regions to consider including pinch points in applicable Transportation System Planning (TSP) updates, Interchange Management Plans, corridor plans and other facility plans. Monitor the progress of removing pinch points over time and document as progress towards implementing OFP Strategy 5.2. At appropriate intervals, report progress to the OFAC.

HOLPP Study Schedule

Timeframes to complete the tasks are based on rough estimates. A lot of the work involves working with ODOT staff from the 15 maintenance districts, the Region Mobility Liaisons, the MCTAC and OTA. Therefore, much of this effort will have to be done around their work schedule, which makes it difficult to nail down timeframes to complete the various steps.

	Steps	Task
Jul - Dec 2014	Step 1-2	Design pinch point data tables, maps and other documents to be used in the study. Conduct the pilot test and use results to help refine the study scope of work.
Jan – Sep 2015	Steps 3 - 5	Identify and analyze pinch points and then develop the draft district pinch point reports. As each report is developed, obtain input from OTA on additional pinch points.
Oct 2015	Step 6	Develop a draft list of key pinch points.
Nov 2015	Step 7 - 8	Prepare draft HOLPP Study. OFAC and MCTAC Review of draft HOLPP Study.
Dec 2015	Step 9	Prepare final HOLPP Study.
Ongoing	Step 10	Implementation and monitoring.



U.S. Department
of Transportation

**Federal Motor Carrier
Safety Administration**

Administrator

November 23, 2014

1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Larry Bucshon, M.D.
U.S. House of Representatives
Washington, DC 20515

Dear Congressman Bucshon:

Thank you for your letter, cosigned by Congressman Daniel Lipinski, concerning obstructive sleep apnea (OSA) and Public Law 113-45, which prohibits the Federal Motor Carrier Safety Administration (FMCSA) from issuing new requirements concerning OSA outside of a notice-and-comment rulemaking proceeding.

You expressed concern that vendors providing training for healthcare professionals interested in being included on FMCSA's National Registry of Certified Medical Examiners (National Registry) are presenting certain information about OSA. Your letter included an example of training materials that provide instructions to medical examiners on OSA.

FMCSA's current interpretive guidance concerning OSA was issued on October 5, 2000, as part of a set of advisory criteria for medical examiners to use in making the individual determination whether a driver meets the physical qualifications standards. Based on the advisory criteria, a medical examiner should refer the driver to a specialist for evaluation and treatment if the examiner detects a respiratory dysfunction, such as moderate-to-severe OSA, that is likely to interfere with the driver's ability to safely control and drive a commercial motor vehicle.

With regard to your specific questions regarding training requirements for the National Registry program, the Agency provides a list of topics that private sector training organizations must cover in their courses. Our regulations do not prohibit training organizations from presenting more information about OSA than the Agency provided in its October 2000 advisory criteria. The Agency neither reviews nor approves training materials or programs.

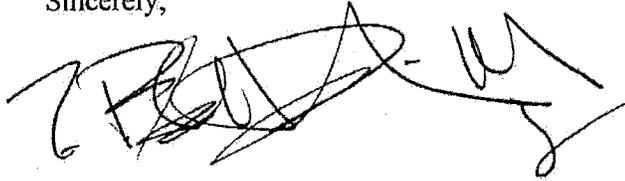
To better communicate information on OSA, FMCSA will issue a bulletin to all the healthcare professionals on the National Registry and the training organizations to clarify that the current Federal regulations and associated advisory criteria do not provide guidance for screening and testing drivers for moderate-to-severe OSA. FMCSA will encourage medical examiners to explain to drivers the difference between actions based on the current regulations and advisory criteria versus actions based on the medical examiners' professional judgment.

With regard the status of FMCSA's consideration of an OSA rulemaking, we anticipate publishing a notice later this year requesting information to help estimate the potential costs and safety benefits of such a rulemaking.

Page 2
The Honorable Larry Bucshon

I hope this information is helpful in addressing your concerns. A similar letter has been sent to Congressman Lipinski. If you or members of your staff need additional information or assistance, please contact Trevor Dean, Director for Governmental Affairs, (202) 366-1927 or via email at trevor.dean@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "T. F. Scott Darling, III". The signature is stylized and somewhat cursive, with a large initial "T" and "S".

T. F. Scott Darling, III
Acting Administrator



Obstructive Sleep Apnea and Commercial Driver Medical Qualification
August 2014



There are many misconceptions circulating among the medical examiner community regarding obligated testing of commercial motor vehicle drivers for obstructive sleep apnea (OSA). Misinformation and the misapplication of federal standards have caused widespread concern over the inconsistent practices of certified medical examiners. Moreover, motor carrier fleets are experiencing drivers within their fleet being held to different medical standards for testing and treatment of OSA.

The Federal Motor Carrier Safety Administration (FMCSA) has clearly divided the medical criteria for commercial motor vehicles into two categories: Physical Qualification Standards and Advisory Criteria/Guidance. Physical qualifications standards refers to requirements delineated in the Federal Motor Carrier Safety Regulations. These are legal requirements for interstate commercial motor vehicle drivers, vehicles and motor carriers. The Medical Examiner's Handbook, the primary reference tool for certified medical examiners highlights the difference between the two:

“As a medical examiner, it is important for you to distinguish between medical standards and medical guidelines. Regulations/standards are laws and must be followed. Whereas guidelines, such as advisory criteria and medical conference reports, are recommendations. While not law, the guidelines are intended as best practices for medical examiners.” – Pg. 51

It goes on to indicate that “this Medical Examiner Handbook will be updated as new standards and guidelines are approved by FMCSA.” (Pg. 52)

What the *regulations* say about OSA:

The regulation that addresses obstructive sleep apnea is found in 49 C.F.R. 391.41(b)(5) and reads:

“[A person is physically qualified to drive a commercial motor vehicle if that person] has no established medical history or clinical diagnosis of respiratory dysfunction likely to interfere with his/her ability to control and drive a commercial motor vehicle safely.”

What the Medical Examiner's Handbook says:

The Medical Examiner's Handbook provides a detailed overview of respiratory conditions that may interfere with oxygen exchange and pose a potential safety risk and the medical examiners responsibility to assess respiratory function.

“As the medical examiner, your fundamental obligation during the respiratory assessment is to establish whether a driver has a respiratory disease or disorder that increases the *risk for sudden death or incapacitation*, thus endangering public safety.” (emphasis added) – Pg. 118

The medical examiner handbook does list obstructive sleep apnea as an example of respiratory condition that may inhibit oxygen exchange. However, the health history portion of the required Medical Examination Report contains a question seeking to uncover sleep disorders.

What the Medical Examiner's Handbook does not say:

As referenced above, the Medical Examiner's Handbook is appropriately divided into sections outlining medical standards and others detailing advisory criteria/guidance. Each of the twelve physical qualification standards outlined in the regulations (49 C.F.R 391.41(b)(1-12)) contain comprehensive discussions of the appropriate standards and detailed treatment of the associated advisory criteria/guidance. The advisory criteria/guidance sections highlight specific medical conditions, as approved by FMCSA, to be considered.

The advisory criteria/guidance portion provides a thorough review of relevant medical conditions and discusses applicable waiting periods, and recommendations of whether or not to certify a driver and for how long. There is no advisory criteria specifically for OSA.

Misconceptions:

Many certified medical examiners are operating under the false pretense that drivers who exhibit specific risk factors (e.g. BMI >35kg/m² or large neck circumference) must undergo a sleep study for OSA before they can be certified. While BMI and neck size may be indicators, there are many factors that may put a driver at risk for OSA and they should be viewed collectively.

There are several organizations misleading medical examiners by contending that sleep testing of all drivers is a regulatory requirement. The American Trucking Associations has fielded many inquiries from concerned individuals and organizations seeking clarification about what they understand to be new Department of Transportation regulations. To be clear, no such regulations or even advisory criteria specifically on OSA exist.

It is the responsibility of the certified medical examiner to use his or her best judgment to certify that a driver is medical qualified to perform the functions of a professional truck driver. An examiner may be, at times, justified in requiring additional testing to rule out sleep disorders. It is not however, a regulatory requirement to test every driver who exhibits a single risk fact (e.g. high BMI).

Resources:

Physical Qualification Standards: <http://www.fmcsa.dot.gov/regulations/title49/section/391.41>

Medical Examiners Handbook:

<http://nrcme.fmcsa.dot.gov/documents/FMCSAMedicalExaminerHandbook-2014MAR18.pdf>

For more information, ATA members may contact P. Sean Garney at sgarney@trucking.org



H. R. 3095

One Hundred Thirteenth Congress
of the
United States of America

AT THE FIRST SESSION

*Begun and held at the City of Washington on Thursday,
the third day of January, two thousand and thirteen*

An Act

To ensure that any new or revised requirement providing for the screening, testing, or treatment of individuals operating commercial motor vehicles for sleep disorders is adopted pursuant to a rulemaking proceeding, and for other purposes.

*Be it enacted by the Senate and House of Representatives of
the United States of America in Congress assembled,*

SECTION 1. COMMERCIAL MOTOR VEHICLE OPERATOR REQUIREMENTS RELATING TO SLEEP DISORDERS.

(a) **IN GENERAL.**—The Secretary of Transportation may implement or enforce a requirement providing for the screening, testing, or treatment (including consideration of all possible treatment alternatives) of individuals operating commercial motor vehicles for sleep disorders only if the requirement is adopted pursuant to a rulemaking proceeding.

(b) **APPLICABILITY.**—Subsection (a) shall not apply to a requirement that was in force before September 1, 2013.

(c) **SLEEP DISORDERS DEFINED.**—In this section, the term “sleep disorders” includes obstructive sleep apnea.

Speaker of the House of Representatives.

*Vice President of the United States and
President of the Senate.*

Text to be added in **bold**

Text to be deleted in [italics]

734-074-0010

Vehicle Combinations Eligible for Permits

(1) The following vehicle combinations are eligible for permits issued under OAR 734, division 74 as long as they are in compliance with all applicable rules in OAR 734, division 74:

(a) Combinations of vehicles described in ORS Chapter 818 that meet the requirements of OAR 734-074-0005;

(b) Combinations of vehicles described in OAR 734, division 71;

(c) Combinations of vehicles described in OAR 734, division 73;

(d) Combinations of vehicles that include a dromedary truck-tractor having a dromedary box, plate or deck not exceeding 12-feet, 6-inches in length including any load overhang on the dromedary box, plate or deck, provided the overall length does not exceed that authorized by ORS Chapter 818, OAR 734, division 71 or division 73, whichever is appropriate for the combination of vehicles and the route of travel;

(e) A dromedary truck-tractor having a dromedary box, plate or deck not exceeding 17-feet, 6-inches in length including any load overhang on the dromedary box, plate or deck, towing one stinger-steered semitrailer which is not longer than 53 feet and having an overall length of not more than 75 feet and operating on Group 1 Highways established in OAR 734, division 71;

(f) A laden or unladen combination of vehicles designed and used exclusively to transport overseas marine containers that are enroute to or from a marine port or an intermodal transportation facility. Travel is authorized only on routes indicated in green on Route Map 7. Route Map 7, dated [*October 2006*] **April 2009**, is by reference made a part of division 74 rules. The semitrailer may not be longer than 53 feet, and overall length must be 105 feet or less. This combination of vehicles may consist of not more than one truck-tractor, one jeep, one overseas marine container trailer and one booster axle; and

(g) A combination of vehicles commonly known as triples, consisting of a motor truck and two self-supporting trailers, or a truck tractor and semitrailer drawing two self-supporting trailers or semitrailers mounted on dollies equipped with fifthwheels having an overall length not in excess of 105 feet. The self-supporting trailers must be reasonably uniform in length. A motor truck in this combination may not exceed 35 feet in overall length. This combination of vehicles may tow an unladen dolly used to transport a third load carrying semitrailer, provided the combination, including the dolly, does not exceed 85 feet.

(2) The maximum allowable overall lengths for vehicles described in subsections (1)(a) through (c) of this rule are as follows:

(a) For combinations of vehicles described under subsection (1)(a) of this rule, those lengths indicated in ORS Chapter 818 that comply with OAR 734-074-0005;

(b) For combinations of vehicles described under subsection (1)(b) of this rule, those lengths described in OAR 734, division 71; and

(c) For combinations of vehicles described under subsection (1)(c) of this rule, those lengths described in OAR 734, division 73.

[(3) *All combinations of vehicles operating under permits authorized by OAR 734, division 74 must have power units equipped with tandem drive axles, except:*

(a) *The power unit of triple combinations may be equipped with a single drive axle; and*

(b) *The power unit of double trailer combinations placed in service prior to April 1, 1983, may be equipped with a single drive axle.*

(4) **(3)** A lift or variable load axle(s) may be allowed. The following conditions apply:

(a) The controls for the lift axle may be mounted inside the cab of the power unit provided that it limits the axle movement to the complete up or complete down position;

(b) The control for a variable load, or lift axle, which allows adjustment to increase or decrease loading on the vehicle [*shall*] **must** not be accessible from the cab;

(c) The lift or variable load axle must be deployed, and distribute the weight of the load, when failure to do so results in any tire, axle, tandem axle or group of axles exceeding the weight limits allowed by OAR 734-074-0020; and

(d) The lift axle assembly (including axles, tires, brakes) must be adequate to carry the weight of the load.

[(5) **(4)** When the weight difference between any trailer or semitrailer of a triple trailer combination is 1,500 pounds or more, the trailers [*shall*] **must** be placed from the heaviest to the lightest, with the lightest trailer placed to the rear of the combination.

[(6) **(5)** Combinations of vehicles described as "triple trailers" [*shall*] **must** have a visible and fully operable method of adjustment to eliminate slack in the hitch mechanism. The device used may be air chamber operated or it may be adjustable by a mechanical cam method.

[ED. NOTE: Maps referenced are available from the agency.]

Stat. Auth.: ORS 184.616, 184.619, [*& 818.220*] **810.060 & 823.011**

Stats. Implemented: ORS 818.200 & 818.220

Text to be added in **bold**
Text to be deleted in *[italics]*

740-200-0010

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, [2014] **2015**, 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, late payment charges and interest 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.

[Publications: Publications referenced are available from the agency.]

Stat. Auth.: ORS 184.616, 184.619, 823.011 & 826.003

Stats. Implemented: ORS 826.005 & 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, [2014] **2015**. 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.

Stat. Auth.: ORS 184.616, 184.619, 823.011 & 826.003

Stats. Implemented: ORS 803.370(5) & 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, [2014] **2015**, 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.

[Publications: Publications referenced are available from the agency.]

Stat. Auth.: ORS 184.616, 184.619 & 823.011

Stat. Implemented: ORS 825.490, 825.494 & 825.555

Text to be added in **bold**

Text to be deleted in *[italics]*

740-100-0010

Adoption of Federal Safety Regulations

(1) Except as provided in section (4) of this rule, the rules and regulations adopted by the United States Department of Transportation contained in Title 49, Code of Federal Regulations (CFR), Parts 380 (Special Training Requirements), 382 (Controlled Substances and Alcohol Use and Testing), 383 (Commercial Driver's License Standards Requirements and Penalties), 385 (Safety Fitness Procedures), 387 (Minimum Levels of Financial Responsibility for Motor Carriers), 390 (Federal Motor Carrier Safety Regulations: General), 391 (Qualification of Drivers), 392 (Driving of Motor Vehicles), 393 (Parts and Accessories Necessary for Safe Operation), 395 (Hours of Service of Drivers), 396 (Inspection, Repair and Maintenance), 398 (Transportation of Migrant Workers), 399 (Employee Safety and Health Standards) and all amendments thereto in effect April 1, ~~[2014]~~ **2015**, are adopted and prescribed by the Department of Transportation (ODOT) to be observed by carriers conducting operations in interstate commerce, subject to ORS Chapter 825.

(2) The provisions of section (1) of this rule as adopted are prescribed by the Department to be observed by carriers conducting operations in intrastate commerce, subject to ORS Chapter 825, except:

(a) Relating to Part 385:

(A) The provisions of Part 385.1(b), 385.13(b), 385.13(c), 385.13(d)(3), 385.301 through 385.337 and Appendix A to Part 385 do not apply to a motor carrier operating exclusively in intrastate commerce.

(B) With reference to Part 385.13(a), 385.19(c) and 385.19(d), current intrastate safety rating information is available from ODOT only by telephone at (503) 378-6963.

(C) With reference to Part 385.15 and 385.17, requests for administrative review of an intrastate safety rating or requests for a change to a proposed or final intrastate safety rating based on corrective actions must be submitted in writing to the ODOT Motor Carrier Transportation Division, 3930 Fairview Industrial Drive SE, Salem OR 97302.

(D) With reference to Appendix B of Part 385, a final intrastate safety rating will be determined by the Department and the motor carrier to whom the rating applies will be notified in writing of its intrastate safety rating.

(E) In addition to the violations described in the List of Acute and Critical Violations in Appendix B of Part 385, the Department will include the following violations in a determination of an intrastate or an interstate safety rating:

(i) Financial responsibility requirements in OAR 740-040-0010 (critical) and 740-040-0020 (acute); and

(ii) Intrastate drivers hours-of-service requirements found in OAR 740-100-0010(2)(i) (critical).

(b) The provisions of Part 387 will apply to intrastate motor carriers only when transporting hazardous materials, hazardous substances or hazardous wastes.

(c) With reference to Part 390.21, external identification requirements do not apply to vehicles operated exclusively in intrastate private carriage provided that neither the gross vehicle weight, the gross vehicle weight rating, the gross combination weight or the gross combination weight

rating exceeds 26,000 pounds, except those vehicles transporting hazardous materials of a type or quantity requiring placarding or passenger vehicles designed or used to transport more than 15 passengers including the driver.

(d) The rules in Part 391.11(b)(1) regarding the minimum age for a commercial motor vehicle operator do not apply to a driver engaged in intrastate commerce. A driver engaged in intrastate commerce must be at least 18 years old.

(e) The rules in Part 391 (except Part 391.11(b)(2), English Speaking Driver, Part 391.11(b)(5), Valid Operator's License and Part 391.15, Disqualification of Drivers) do not apply to a driver who is employed by a private carrier and:

(A) Does not transport hazardous materials of a type or quantity requiring the vehicle to be marked or placarded in accordance with Title 49, CFR, Part 177.823, and drives a motor vehicle with a gross vehicle weight, gross vehicle weight rating, gross combination weight or gross combination weight rating of 26,000 pounds or less; or

(B) Operates a passenger vehicle designed or used to transport fewer than 16 passengers, including the driver.

(f) Notwithstanding Parts 391.41 to 391.49 (Subpart E — Physical Qualifications and Examinations) the Department may issue a waiver of physical disqualification to a commercial vehicle driver who has met the conditions established by the Driver and Motor Vehicle Services Division.

(g) With reference to Part 395.1(e)(1), motor carriers conducting intrastate transportation of property may not require or permit any driver used by it to exceed 12 hours driving following ten consecutive hours off-duty;

(h) With reference to Part 395.1(g), motor carriers conducting intrastate transportation of property may not require or permit any driver used by it to drive a commercial motor vehicle, nor may any such driver:

(A) Exceed 12 hours driving following ten consecutive hours off-duty;

(B) Drive for any period beyond the 16th hour after coming on-duty following ten consecutive hours off-duty;

(i) With reference to Part 395.1(e)(2) and Part 395.3, a motor carrier conducting intrastate transportation of property may not require or permit any driver used by it to drive a commercial motor vehicle, nor may any such driver:

(A) Exceed 12 hours driving following ten consecutive hours off-duty;

(B) Drive for any period beyond the 16th hour after coming on-duty following ten consecutive hours off-duty;

(C) Drive for any period following 70 hours on-duty in any seven consecutive days if the employing motor carrier does not operate commercial motor vehicles every day of the week, however, any period of seven consecutive days may end with the beginning of any off-duty period of 34 or more consecutive hours which must include two periods from 1 a.m. to 5 a.m. and may only be used once per week; or

(D) Drive for any period following 80 hours on-duty in any eight consecutive days if the employing motor carrier operates commercial motor vehicles every day of the week, however, any period of eight consecutive days may end with the beginning of any off-duty period of 34 or more consecutive hours which must include two periods from 1 a.m. to 5 a.m. and may only be used once per week.

(j) The provisions of subsections (g) through (i) of this section are not applicable to the transportation of hazardous materials of a type or quantity requiring placarding. A motor carrier

transporting hazardous materials of a type or quantity requiring placarding must comply with Part 395.

(3) The provisions of Part 386.83(a)(1) and Part 386.84(a)(1), related to sanctions for failure to pay civil monetary penalties are adopted for operations conducted in intrastate commerce and apply to penalties and sanctions found in ORS Chapter 825, pursuant to the provisions of ORS Chapter 183.

(4) The intracity operation exemption adopted by the US Department of Transportation found in Part 391.62 is not adopted and prescribed.

(5) Wherever reference is made in Title 49 of the CFR as adopted by this rule to a federal entity, including but not limited to "Federal Highway Administrator," "Regional Director," "Special Agent of the Federal Highway Administration" or the "Federal Motor Carrier Safety Administration," it will be construed to mean the Oregon Department of Transportation or a person authorized by the Oregon Department of Transportation to act on its behalf.

(6) Copies of the federal regulations referred to in this rule are available from ODOT Motor Carrier Transportation Division or may be accessed on the Federal Motor Carrier Safety Administration website, www.fmcsa.dot.gov.

Stat. Auth.: ORS 184.616, 184.619, 823.011, 825.232 & 825.252

Stats. Implemented: ORS 825.210, 825.250 & 825.252

740-100-0065

North American Standard Administrative Out-of-Service Criteria

(1) The North American Standard Administrative Out-of-Service Criteria, published by the Commercial Vehicle Safety Alliance, in effect April 1, [2014] **2015**, is adopted and incorporated into this rule. Inspection violations identified in the Out-of-Service Criteria may be subject to out-of-service action. Condition(s) categorized as "Out-of-Service" must not be allowed to continue in commerce until the condition(s) is/are corrected and the shipment complies with Title 49, CFR. If at the discretion of the inspector, it is less hazardous to the public to relocate the vehicle, it will be towed, transported, or escorted to a safe location only at the direction of an official authority.

(2) Copies of the North American Standard Administrative Out-of-Service Criteria are available from the Commercial Vehicle Safety Alliance at: 6303 Ivy Lane, Suite 310, Greenbelt, MD 20770-6319.

Stat. Auth.: ORS 823.011 & 825.232

Stats. Implemented: ORS 825.210 & 825.252

740-100-0070

North American Standard Vehicle Out-of-Service Criteria

(1) The North American Standard Vehicle Out-of-Service Criteria, published by the Commercial Vehicle Safety Alliance, in effect April 1, [2014] **2015**, is adopted by and incorporated into this rule. Inspection violations identified in the Out-of-Service Criteria may be subject to one or more of the following:

(a) Out-of-Service Condition: When any motor vehicle by reason of its mechanical condition or loading, is determined to be so unsafe as to likely cause an accident or breakdown or when such

conditions would likely contribute to loss of control of the vehicle by the driver, said vehicle must be placed out-of-service. No motor carrier shall permit or require nor shall any person operate any motor vehicle declared and marked "out-of-service" until all required repairs of violations which resulted in the out-of-service condition have been completed. If, at the discretion of the inspector, it is less hazardous to the public to relocate the vehicle, it will be towed, transported or escorted only at the direction of an official authority.

(b) Other: Violations other than out-of-service conditions detected during the inspection process will not preclude the completion of the current trip or dispatch. However, such violations must be corrected or repaired prior to redispach.

(2) Copies of the North American Standard Vehicle Out-of-Service Criteria are available from the Commercial Vehicle Safety Alliance at: 6303 Ivy Lane, Suite 310, Greenbelt, MD 20770-6319.

Stat. Auth.: ORS 823.011 & 825.232

Stats. Implemented: ORS 825.250 & 825.252

740-100-0080

North American Standard Hazardous Material Out-of-Service Criteria

(1) The North American Standard Hazardous Materials Out-of-Service Criteria, published by the Commercial Vehicle Safety Alliance, in effect April 1, [2014] **2015**, is adopted and incorporated in this rule. Inspection violations identified in the Out-of-Service Criteria may be subject to out-of-service action. Condition(s) categorized as "Out-of-Service" must not be allowed to continue in commerce until the condition(s) is/are corrected and the shipment complies with Title 49, CFR. If at the discretion of the inspector, it is less hazardous to the public to relocate the vehicle, it will be towed, transported or escorted to a safe location only at the direction of an official authority.

(2) Copies of the North American Standard Hazardous Materials Out-of-Service Criteria are available from the Commercial Vehicle Safety Alliance at: 6303 Ivy Lane, Suite 310, Greenbelt, MD 20770-6319.

Stat. Auth.: ORS 823.011 & 825.232

Stats. Implemented: ORS 825.250, 825.258 & 825.260

740-100-0085

North American Standard Out-of-Service Criteria for Commercial Highway Vehicles Transporting Transuranics and Highway Route Controlled Quantities of Radioactive Materials

(1) The North American Standard Out-of-Service Criteria Out-of-Service Criteria for Commercial Highway Vehicles Transporting Transuranics and Highway Route Controlled Quantities of Radioactive Materials, published by the Commercial Vehicle Safety Alliance, in effect April 1, [2014] **2015**, is adopted and incorporated in this rule. Inspection violations identified in the Out-of-Service Criteria may be subject to out-of-service action. Condition(s) categorized as "Out-of-Service" must not be allowed to continue in commerce until the condition(s) is/are corrected and the shipment complies with Title 49, CFR. If at the discretion of

the inspector, it is less hazardous to the public to relocate the vehicle, it will be towed, transported or escorted to a safe location only at the direction of an official authority.

(2) Copies of North American Standard Out-of-Service Criteria are available from the Commercial Vehicle Safety Alliance at: 6303 Ivy Lane, Suite 310, Greenbelt, MD 20770-6319. Stat. Auth.: ORS 823.011 & 825.232
Stats. Implemented: ORS 825.250, 825.258 & 825.260

740-100-0090

North American Standard Driver Out-of-Service Criteria

(1) Except for any content that conflicts with requirements of section (2) of this rule, the North American Standard Driver Out-of-Service Criteria, published by the Commercial Vehicle Safety Alliance, in effect April 1, [2014] **2015**, is adopted and incorporated by reference. Inspection violations identified in the Out-of-Service Criteria may be subject to one or both of the following:

(a) Out-of-Service Violation: Drivers with violations under this category must not operate a commercial motor vehicle for a specified period of time or for some violations until a required condition is met.

(b) Other: Violations other than out-of-service violations require no immediate action by the driver or motor carrier. The carrier must certify in accordance with the terms contained on the inspection document and return it to the Department of Transportation within 15 days.

(2) Drivers found to be disqualified in this state or any other jurisdiction, as specified in 49 CFR 391.15 will be placed Out-of-Service until re-qualification is established.

(3) Copies of the North American Standard Driver Out-of-Service Criteria are available from the Commercial Vehicle Safety Alliance at: 6303 Ivy Lane, Suite 310, Greenbelt, MD 20770-6319. Stat. Auth.: ORS 823.011 & 825.232

Stats. Implemented: ORS 825.250 & 825.252

740-110-0010

Adoption of United States Department of Transportation Hazardous Materials Regulations

Adoption of United States Department of Transportation Hazardous Materials Regulations

(1) Any person subject to ORS Chapter 825 who transports a hazardous material and any person subject to 823.061 who causes to be transported a hazardous material must comply with the rules and regulations governing the transportation of hazardous materials as prescribed by the United States Department of Transportation in Title 49, Code of Federal Regulations, Part 397 and such portions of Parts 107-178 and 180 as are applicable and amendments thereto, in effect on April 1, [2014] **2015**.

(2) Copies of the federal regulations referred to in this rule are available from ODOT, Motor Carrier Transportation Division or may be accessed on the Federal Motor Carrier Safety Administration website, www.fmcsa.dot.gov.

Stat. Auth.: ORS 823.011, 823.061 & 825.258

Stats. Implemented: ORS 823.061 & 825.258

International Fuel Tax Agreement

ORS 825.555 (6) The department shall adopt rules establishing an annual fee to be paid by each motor carrier receiving benefits from an agreement entered into under this section. In establishing fees, the department shall consider the size of the motor carrier's fleet. Fees established under this subsection shall be designed to recover the full direct and indirect costs to the department that result from participation in the agreement, but the department may not establish a fee under this subsection that exceeds \$650

OAR 740-055-0030 International Fuel Tax Agreement Fees

(1) Each Oregon based International Fuel Tax Agreement (IFTA) licensee shall pay Oregon an annual fee as established in this rule. The annual fee is based on the number of motor vehicles the licensee elects to operate under IFTA and shall be computed as follows: [Table not included see Ed. Note]

(2) The IFTA licensee shall pay the fee to the Department at the time of making application for, or renewing, IFTA credentials. Subsequent addition(s) to the number of participating motor vehicles may require payment of additional fees. Additional fees, if applicable, are due at the time of making application for additional participating motor vehicles.

(3) The Department may suspend, revoke or cancel IFTA participation for failure to timely pay required IFTA fees or comply with the provisions of ORS 825.555.

(4) Farmers, for the purpose of this rule, are those persons having more than 50% of their participating vehicles registered as farm vehicles pursuant to ORS 805.300.

[ED. NOTE: Tables referenced are available from the agency.]

Stat. Auth.: ORS 184.616, 184.619, 825.555

Stat. Implemented: Sec. 1, Ch. 698, OL 2001

Exhibit 1 - IFTA FEES

Number of Vehicles	Annual Fee per Carrier
1	\$280
2	\$295
3	\$310
4	\$325
5	\$340
6	\$355
7	\$370
8	\$385
9	\$400
10	\$415
11	\$430
12	\$445
13	\$460
14	\$475
15	\$490
16 to 20	\$525
over 20	\$575
Farmers	\$50



As of December 10, 2014

Project Overview

Project Name	Zero Mile Suspension Code 8
Program Area/ Business Unit	Motor Carrier Transportation Division - Audit

Project Acronym	ZR8	Project No	
RFW No.	30576	ITIM No.	
Project Start Date	08/21/2014	Original Complete Date	01/31/2015
		Forecast Complete Date	12/21/2014*
Current Phase	Development	Percent of Work Complete	70%
Original Budget		Current Budget	
Spending to Date		Percent of Budget	

Project Description	<p>There are carriers operating in Oregon and filing zero mile tax reports. Zero mile tax reports do not satisfy 825.490 ORS requirement to report and pay tax. Currently, the unpaid tax may only be detected during an audit which can occur months, or years after the reports are filed. The purpose of this project is to develop tools that will enable early detection and mitigation where carrier operations exist and zero mile tax reports are filed. This project includes new development of reports and code modifications to existing mainframe, TOL and OTIS programs. The end result will be implementation of a new <i>cite, suspension, and reinstate</i> process for system action code 8; a new business process will be developed in the Tax Help Unit to bring carriers into compliance.</p>
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System Owner:	Ric Listella
System Manager:	
Project Manager:	
ISB Team:	Larry Baker, Jim Leamon
Business Team:	Ric Listella, Sarah Buys, Steve Hunt, Michelle Campbell, Gay Rowan, Audrey Lawson, Meghan Jorgenson

Status Highlights

Two automated reports have been developed and are functioning. The report output is delivered to the Tax Help group on a monthly basis. Programming work is complete on the mainframe programs to enable the use of *cite, suspend and reinstate* for a new suspension code 8. Changes to several programs in the mainframe are complete and are now in the TEST environment. Language for the cite and suspend letters is under development. The new business process is under development. Preliminary system testing has begun.

Tasks Completed

- Automated reports run monthly listing all carrier accounts that have filed zero mile reports and their associated scale crossings with scale crossings detail. The reports are formatted in MS Excel and are sent to the Tax Help Group via email.
- Programming work is completed on mainframe programs. This work is in the TEST environment:
 - NUPD/EX – Security access group
 - FILD – Suspending with code 8
 - PMUD – Cite carrier
 - PORT –
 - PREI - Reinstatement carrier
 - CITE Letter – language and template – manually sent to carrier

Tasks to Be Completed

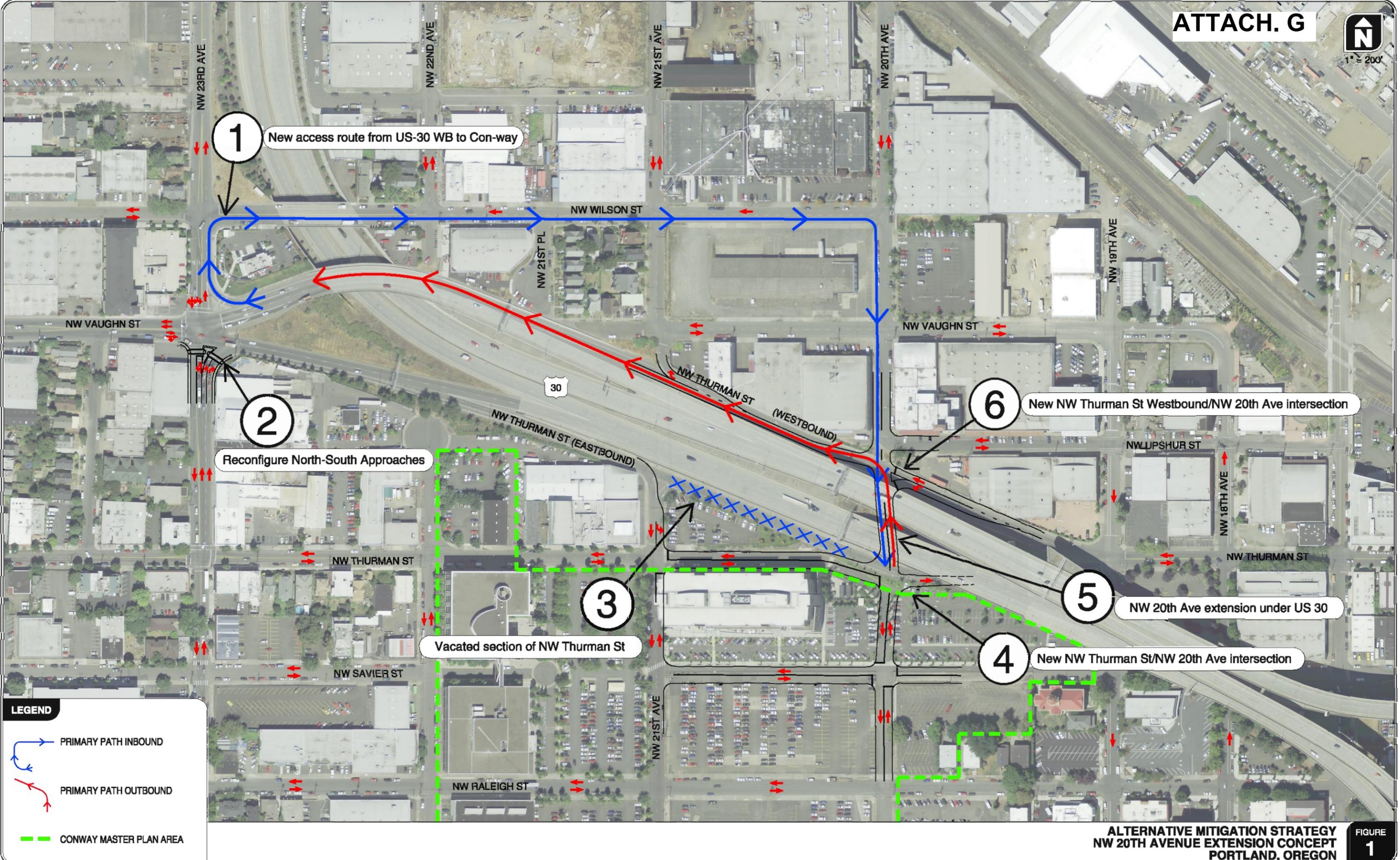
- POST Programming work (minimal)
- Requirements Document (50% complete – owner Sarah)
- Test Plan Document (Not started)
- Acceptance Testing
- Develop and document the business process (Tax Help – Bond & Insurance)
- TOL development – (minimal for suspension code 8 project) NOTE: Another small project is underway to rewrite the TOL Weight Mile Reports – for Zero Reports Only. Status on the rewrite will be covered in a separate status report.
- OTIS – (development minimal)
- MCS Enforcer – Not Defined
- MCS Audit – Not Defined
- MCS Collections – Not Defined
- Communication Plan
 - Industry
 - MCTD Managers and staff - (Registration Analysts, Reg Trans, OD Analysts, Portland Registration, Field MCEO's)

*Completion date – We are fast tracking for implementation by December 21, 2014

ATTACH. G



K:\H_Portland\proj\18424 - NW Portland Conway Redevelopment Plan\dwgs\design\figs\18424\Fig_1.dwg Jul 03, 2012 - 5:05pm - dargyus Layout Tab: FIGURE 1



ALTERNATIVE MITIGATION STRATEGY
NW 20TH AVENUE EXTENSION CONCEPT
PORTLAND, OREGON

FIGURE 1