

MCTAC Agenda

July 14, 2016

Time: 8:30 a.m.

Location:

Motor Carrier Transportation Division

3930 Fairview Industrial Drive S.E.

Salem, Oregon 97302

2nd Floor – Ashland Conference Room

Facilitator: Ed Scrivner

- I. Introducing Troy Costales – Interim MCTD Administrator**
- II. Tooth Rock Tunnel near-miss discussion . . . Ted Miller**
- III. Introducing DMV’s Russ Casler - Sr. CDL Policy Analyst**
 - ◆ Commercial Learner’s Permit update . . . Russ Casler**
- IV. OR126 / Tom McCall Roundabout . . . Joel McCarroll/Gary Farnsworth**
- V. MCTD’s and DMV’s legislative directions on credit card fees . . . Amy Joyce**
- VI. Implementation of the MCTD credit card service fee . . . Amy Ramsdell**
- VII. May IRP meeting update . . . Dave Gray**

MINUTES

MOTOR CARRIER TRANSPORTATION ADVISORY COMMITTEE MEETING July 14, 2016

Attendees:

Ed Scrivner – ODOT/MCTD
Tony Hugo – Glostone Trucking Solutions
Matt Briggs – North Santiam Paving Co.
Dave Gray – Glostone Trucking Solutions
Tony Coleman – ODOT/Mobility Liaison
Victor Martinez – ODOT/Region 1
Ted Miller – ODOT/Region 1
Ryan Walsh – Glostone Trucking Solutions
Mark Richardson – Omega Morgan
Willie Tiffany – ORRA
Troy Costales – ODOT/MCTD
David Rios – FMCSA
Sven Johnson – ODOT/MCTD
Lanny Gower – XPO
Soona Lee – EROAD
Gary Pullen – ODOT/MCTD
Dave Jostad – May Trucking Company
Rich Crossler-Laird – ODOT Tech. Services - Roadway
Kevin Haas – ODOT Tech. Services – Traffic/Roadway
Christy Jordan – ODOT/MCTD
Jenn Coffin – ODOT/MCTD
Bert Hartman – ODOT Bridge
Debi Normand – Clackamas County
Kevin Hutchison – Clackamas County
Chris Beko – Clackamas County
Joel McCarroll – ODOT/Region 4
Bob Russell – OTA
Bob Bryant – ODOT/Region 4
David McKane – ODOT/MCTD
Amy Joyce – ODOT/Government Relations
Russ Casler – ODOT/DMV
Tom Lauer – ODOT
Amy Ramsdell – ODOT/MCTD
Gary Farnsworth – ODOT/Region 4
Tara L. Caton – ODOT/MCTD

Facilitator: Ed Scrivner

Introducing Troy Costales – Interim MCTD Administrator

- ◆ Troy is acting as the interim Administrator for the Motor Carrier Transportation Division while ODOT works on recruiting a permanent replacement for Gregg Dal Ponte, who retired at the end of June. The nationwide recruitment should post later this month and the hope is to make an offer by late October. Troy has retained his duties as the Administrator for the Transportation Safety Division, so will be wearing both hats until the MCTD Administrator position is permanently filled.

Troy welcomed the MCTAC members present and noted that this group represents a good partnership with business, industry, and government. He said that Oregon has a very strong safety program and believes in communication and transparency.

Introducing DMV's Russ Casler - Sr. CDL Policy Analyst

- ◆ Russ is the new Senior CDL Policy Analyst at DMV now that Lydia Beebe has retired. He is here to provide an update on the Commercial Learner's Permit (CLP) project. **(See Attach. A)**

September 26, 2016, is the implementation date for Phase 2 of the CLP Final Rule. At that point, DMV will no longer issue CDL Instruction Permits (P-CDL) and will begin issuing CLPs. P-CDLs will remain valid until expiration, but cannot be renewed or replaced after 9/26/16. Also, federally mandated disqualifications found in 49 CFR 383.51 will now apply to CLP holders as well as CDL holders. Similarly, CLP holders will not be eligible for DUII diversion or other forms of conviction masking.

For CLP Project/General Questions, please contact Russ Casler, 503 945-5112
russell.casler@odot.state.or.us

Tooth Rock Tunnel near-miss discussion . . . Ted Miller

- ◆ Throughout the year, ODOT conducts a variety of highway repairs. Sometimes, it is necessary to restrict or even close a road in order to conduct repairs in the safest manner possible. We try and limit the impact to the travelling public and the trucking industry. April repair work to the Tooth Rock Tunnel on I-84 near Cascade Locks required a daytime lane width restriction in the tunnel to 8'6", as well as a height restriction. Although appropriate notice was provided and VMS signs which listed the restriction ahead were in place, six different loads which exceeded the restricted width traversed the tunnel and endangered workers. Thankfully, traffic spotters outside the tunnel entrance were able to radio a warning of the wide loads coming through and the crews were able to get out of the way.

Christy Jordan said that at least two companies came through the site twice. One of them is now in MCTD's civil complaint process for violating the conditions of their permit.

Ted said that he is putting together a safety team to brainstorm ideas for preventing additional incidents such as this. He invited members of the group to brainstorm with them and asked if there is anything else that Highway can do with the notifications which will help better communicate the restrictions. He wondered if there is perhaps a larger message which can be sent out each year about the upcoming maintenance projects.

Tony Coleman shared that he had spoken with two Maintenance Supervisors who were there and said that their message to the trucking industry is that they want to get home to their families at night.

Christy said that Motor Carrier does a lot to communicate restriction information. We have mobility meetings where ODOT staff and industry representatives come together to talk about projects with restrictions. The Tooth Rock Tunnel project repairs would ideally have been conducted at night; however, existing restrictions on I-84 mandated the daytime restriction. Other than additional education, does anyone have any ideas for what else we might be able to do? MCTD does have the civil complaint process as a tool to sanction carriers who do not follow the rules. These carriers could ultimately lose their authority to operate under this process.

Bob Russell said that he'd like to work with Ted and his safety team. "This is totally unacceptable to us. We are all about highway safety." He said that perhaps the signage plan for restrictions could be discussed. He also feels that Motor Carrier has a lot of enforcement tools which, in this particular area, have not been utilized extensively...civil actions for instance. Bob said he would be happy to put something in OTA's weekly newsletter notifying the industry. He'd like to post advance notice of the next Tooth Rock Tunnel restriction at least twice before the next installment of work is done in August.

Ted shared that the traffic control portion for the August restriction is already completed. Additional publications in the OTA newsletter to notify their members would be greatly appreciated. The next closure will be extended beyond the Cascade Locks scale. He warned that it will involve pouring concrete, which will take between 12 and 72 hours to pour and cure. If a hard closure is necessary to protect the concrete, there will be no way to let anything over 8'6" wide through the work zone as we can't move the hard barrier. They may be able to make staging spots should wider loads get close enough that they can't turn around, but the only reason they were able to get through the work zone during the April width restriction was because the traffic barrier was soft, not hard.

Bob suggested involving the Oregon State Police. He thinks law enforcement would be key to ensuring that traffic adheres to the restrictions.

Ted answered that Maintenance doesn't have the ability to pay law enforcement partners to stay on site, but they can ask for a regulatory speed reduction in work zones.

Tony said that ODOT is trying to find a product that may not take 72 hours to cure, which could lessen the overall closure time.

Bob asked why MCTD is only sanctioning one carrier if we identified two who consistently violated the width restriction in April.

Ed Scrivner answered that the one carrier was cited by Ed's enforcement staff. When asked, the carrier admitted that they knew about the restriction, but added that they also knew how the system worked and that ODOT always builds in a cushion when they restrict widths so they opted to run the load through anyway.

Troy Costales said that he expects to see more issues related to pinch points over the next decade once the transportation package goes through. He feels that it will help to discuss the subject here.

Tony shared that pinch points are discussed in the Freight Mobility workgroup and that Bob Pappe has been charged to put together a decision tree. The group works as a team to evaluate the proposed designs.

May IRP meeting update . . . Dave Gray

- ◆ Subjects discussed at the IRP Annual meeting this last May included language changes, the clearing house, and how money is distributed. Dave felt that the presentations made to the group were interesting. The Electronic Credentialing work group received feedback on a proposed concept for electronic credentials. The work group asked if, in this electronic age, it is really necessary for a truck to have physical stickers, cab cards, etc.

Heavy Vehicle Use Tax (HVUT) jurisdiction reviews and HVUT verification requirements were discussed by a representative of the Federal Highway Administration. Through IRP, states are charged with ensuring carriers are paying the tax (which is an IRS tax). Jurisdictions are required to audit this and have complained that there is no easy way to verify that the tax was paid. Overall, the HVUT process only generates 1 billion dollars of federal revenue so it's not necessarily cost effective for the federal government to invest resources to improve the payment verification process.

Dave said that autonomous truck technology is coming. All sorts of things must be in place before it could really work, but from the technology side, it's close to being ready.

FMCSA provided an update on the Universal Registration System (URS). Phase 1 was implemented in December 2015 and Phase 2 is scheduled to begin in September 2016. **[Editorial note: FMCSA has announced a three month extension of the Unified Registration System Effective Date. FMCSA is**

delaying implementation of the final stage of the URS until January 14, 2017, with a new full compliance date of April 14, 2017.] The USDOT number will be the only identifier starting in September. Carriers must electronically apply for their USDOT number themselves by setting up a portal through FMCSA. Dave said that the portal isn't user friendly and that the passwords are set to expire every 90 days. Currently, there's no fee to obtain a USDOT number, but beginning in September, it will cost carriers \$300.00. Also, for the first time private carriers will have to obtain a USDOT number beginning in September.

In the discussion of the Performance and Registration Information Systems Management (PRISM), it was emphasized that PRISM compliance, or an alternate approach, is required by October 1, 2020. Dave asked why Oregon isn't listed as an active participant in the PRISM program (it's the only state that's white on the map) on the accompanying slides. **(See Attach. B)**

David Rios with FMCSA answered that all states have to be in compliance by 2020 per the FAST Act – as a condition of MCSAP involvement. If a state (like Oregon) doesn't participate in MCSAP, then the requirement doesn't apply. Oregon's system of putting carriers out of service accomplishes the same thing as the PRISM system. Oregon is already doing a lot of the things that PRISM was designed to regulate. David said that FMCSA has moved from siloed funding to intermingled funds which has increased the funds available and broadened the applicability of the grant, but it also means that there are more requirements to be met by those that accept the funding.

David McKane said that PRISM affects individual vehicles by taking plates away. Oregon removes authority from the carrier as a whole; we are statutorily prohibited from doing it at the truck level. There's a comparable system in place in Oregon to PRISM. He added that the CVISN map shows Oregon colored in, even though we don't take the federal money there either, so he asked David Rios why the PRISM map has Oregon colored white if it's just based on not accepting federal funds.

Rios answered that it's not only based on whether or not you accept the MCSAP grant money.

- ◆ Dave Gray shared that the IFTA Annual meeting scheduled for August.

OR126 - Tom McCall Roundabout . . . Joel McCarroll & Gary Farnsworth

- ◆ We are looking at a roundabout as the proposed solution for traffic control at the intersection of OR126 and Tom McCall Road in Prineville. A roundabout at this site is expected to provide the greatest safety benefit while resolving congestion because it:
 - Provides a high level of safety, where signal improvement would be problematic for safety in the high-speed rural area.

- Supports economic development with complete accessibility for the city's industrial lands.
- The design fully accommodates oversized freight movements (e.g., in/out of George Millican)

Gary said that we get stakeholder involvement to ensure that we size the roundabout appropriately. The process began with a phone conference between the Freight Mobility Group, the city, and county representatives in June 2013. A series of public meetings and meetings with local business partners have been held since that time where we talked about design and the accommodation vehicle. The airport, which is scheduled for a major expansion, a large Les Schwab facility, the Facebook center, and other industries all surround this site. **(See Attach. C)**

Bob Russell asked that Joel and Gary bring this discussion to the Mobility Committee or the Highway Policy Committee because roundabouts can really affect the heavy haulers, most of whom are not represented at today's meeting but do attend those two meetings. He feels they have the primary concern and will want to continue to use this as the alternate route to Highway 97.

Christy suggests the Mobility Meeting as the best venue.

Bob added that a roundabout roadeo may not be necessary for this location if all of the configurations are already available from other roundabouts that are being developed in other areas of the state.

Gary said that the Sisters roundabout and OR127 conducted simulation Roadeos. He added that the OR47 roundabout in Forest Grove was 180'; this one is designed at 190'. Also, we can build the entire roundabout outside of traffic which will have very minimal impact to the current traffic flow. Almost all of the design is in the city limits and the property is owned by the county.

Bob commented on the apparent median on OR126 which Gary said is optional at this point.

Gary said that the bypass lane, which works for both directions of traffic, would be closed unless the need for it was noted on a traffic control plan. The designers are working to nail down the exact dimensions of what can navigate through the roundabout utilizing the apron etc.

- ◆ Update on the Barclay roundabout in Sisters – The bypass will be a multi-use area so that locals can use it as a walking/bike path when oversize loads aren't using it. It will be closed off with bollards which can be easily removed when a load requires the bypass.

David Jostad said that he thought we were going to run over dimension loads down the middle of the road with gated accesses. He asked why they are switching to bollards which will require someone else to remove them before the load can go through.

Gary said that change is to accommodate the locals who want to utilize the bypass for pedestrian and bike traffic when it is not in use for over dimension loads. There is a maintenance station close by that will be in charge of removing the bollards as needed to accommodate traffic control plans. The target for building the Barclay roundabout is spring of 2017. We hope to start construction in February and be finished by the end of May.

Implementation of the MCTD credit card service fee . . . Amy Ramsdell

- ◆ We went live with the credit card service fees July 12. The project was slightly delayed from our original June 30 date so we could resolve double-charging and reconciliation issues. The implementation went well and we tested the balancing yesterday, which also went well.

There are other payment options available for those who do not want to use their debit or credit cards and pay the service fee. We will accept checks, cash, and electronic payment. There are a limited number of transactions which can be charged to a carrier's account if they are in good standing.

Since we began notifying carriers of the pending service fee, we have had a 1200% increase in automatic clearing house (ACH) applications. We hope to offer ACH payment ability over the phone in the future and are working on ways to link bank account information to a secure password so that someone calling in could provide the password rather than a bank account and routing number each time.

MCTD's and DMV's legislative directions on credit card fees

. . .Troy Costales for Amy Joyce

- ◆ There were two separate and distinct directives given to MCTD and DMV by the legislature.

- MCTD has been accepting debit and credit card payments for more than twenty years and absorbing the merchant fees associated with providing this payment option. The increasing number of transactions processed each month has generated fees reaching approximately \$200,000 per month, or 4.8 million dollars over the biennium. The legislative co-chairs directed MCTD to shift the cost of providing a credit/debit payment option back to the carriers as part of the transaction cost via a service fee.
- DMV was not set up to take debit/credit card payments in their offices, so was directed by the legislature to begin doing so as soon as possible. There was no discussion at that time of implementing a service fee for the new debit/credit card transactions.

The Divisions are at two very different locations on the credit/debit card timeline. It's possible that the legislature may eventually look at implementing a service fee for DMV debit/credit card transactions, but their focus at this time was to bring DMV payment options up to the same level as other agencies.

Troy wanted to express kudos to Amy Ramsdell and her staff as well as to the Motor Carrier Application Development staff who worked diligently to implement this project within the legislative deadline and to protect the security of carrier financial information.

Bob Russell said that he thinks this is interesting because he expects cars to pay less (when registering with DMV since they won't have a service fee if they pay with debit/credit) and trucks to pay more (by paying for the service fee if they use debit/credit for their transactions) which should balance out when a cost allocation study is completed.

Meeting adjourned at 10:05 a.m.

Background

The CDL program in Oregon underwent changes on July 8, 2015 resulting from federal rulemaking requiring the issuance of Commercial Learner Permits (CLPs). The most notable change to Oregon's CDL program at that time was the new requirement of applicants for commercial driving privileges to submit proof of permanent legal status in the US prior to issuance of a CDL or CDL Instruction Permit (P-CDL). This change, among others, represented Phase 1 of a two-phase approach to comply with CLP Final Rule.

Phase 2 Impacts

On September 26, 2016 Oregon DMV will implement Phase 2. On that date, we will no longer issue P-CDLs and begin issuing CLPs. P-CDLs will remain valid until expiration, but cannot be renewed or replaced after September 26, 2016. Federally mandated disqualifications found in 49 CFR 383.51 (major offenses, serious violations, railroad-highway grade crossing convictions, and violations of out-of-service orders) will now apply to CLP holders as well as CDL holders. Similarly, CLP holders will not be eligible for DUII diversion or other forms of conviction masking.

What's a CLP?

A CLP, when carried with a valid Oregon driver license and accompanied by a holder of a valid CDL, authorize an individual to operate a CMV for purposes of behind-the-wheel training. The issuance of a CLP is a precondition to the issuance of a CDL if that issuance requires skills testing, and applicants for CDL skills tests must hold their valid CLP at least 14 days prior to taking a skills test. CLPs will be valid for one year and cannot be renewed.

CLPs must be issued with the vehicle class that the CLP holder intends to operate (A, B, or C), just like a CDL. Likewise, CLPs will display restrictions and endorsements for the vehicle the CLP holder will be practicing in and taking the skills test in.

CLPs may carry the following endorsements:

- (P) Passenger
- (S) School bus
- (N) Tank

The restrictions that may appear on a CLP are as follows:

- (K) Intrastate Only
- (L) No Airbrakes
- (M) No Class A Passenger Vehicles
- (N) No Class A or B Passenger Vehicles
- (P) No Passengers in a CMV Bus
- (X) No Cargo in CMV Tank
- (V) Federal Medical Variance

Oregon's Commercial Learner Permit Project

MCTAC Presentation – July 14, 2016

New restrictions will also apply to the CDL and are based on the type of vehicle in which the skills test was taken. Those restrictions are:

- (E) Manual Transmission Restriction – This will restrict the operator to vehicles with automatic transmissions.
- (O) Tractor-Trailer Restriction – This will restrict the operator to vehicles without a fifth-wheel coupling system. This applies to Class A vehicles only.
- (Z) Full Air Brake Restriction – This restricts the operator from driving vehicles with full air brake systems. This will still allow for the operation of vehicles with air-over-hydraulic brake systems.

In addition, out-of-state CLPs cannot be used to satisfy Oregon's CDL knowledge test requirements. An applicant from another state must first transfer their privileges to an Oregon noncommercial license or CDL in order to obtain a CLP and take CDL skills tests.

Further Questions?

Please contact us if you have any questions about the CLP changes. We recognize that while most states have already fully implemented these changes, this information may be entirely new to motor carriers and drivers that operate in Oregon. We are happy to discuss any questions or concerns you may have. Contact information for DMV's CDL Policy Unit is included below.

CLP Project/General Questions: **Russ Casler**
503-945-5112
russell.casler@odot.state.or.us

Driver Qualifications Questions: **Margaret Geer**
503-945-5109
margaret.j.geer@odot.state.or.us

Skills Test Questions: **Nick Hopper**
503-945-5118
nick.g.hopper@odot.state.or.us

Third Party Testing Questions: **Bill Cohen**
503-945-5282
william.s.cohen@odot.state.or.us



What is PRISM?

- Cooperative Federal/State Program
 - Links safety fitness to state vehicle registrations
- Funding for nationwide implementation began in 1998
 - PRISM program run by FMCSA over 17 years
- Currently 49 PRISM Jurisdictions in different phases of implementation
 - Implementation progress tracked in a PRISM Status Map



PRISM Stakeholders

FMCSA

issues Federal OOS orders to unsafe motor carriers

IRP

denies and suspends registrations to OOS carriers

PRISM

provides Target File of OOS Carriers and Vehicles

Law Enforcement

identifies vehicles operating while under a Federal Out-of-Service Order and takes action





IRP and PRISM

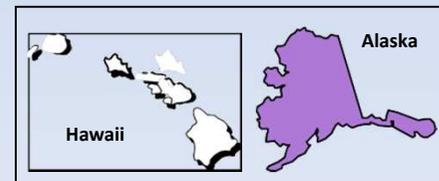
- IRP is the backbone of the PRISM program
 - 16 PRISM Registration Requirements
- Bringing safety down to the Vehicle level
- Establishes link between “Motor Carrier Responsible for Safety” and every commercial vehicle registered in IRP



PRISM - State Vehicle Registration Connectivity

March 2016

STEP	DESCRIPTION	STATES
N/A White	- Not Active in PRISM Program	(2) HI, OR
Step 0 Tan	- Implementing Approved Plan	(3) MI, NV, WY
Step 1 Grey	- Collecting/Validating USDOT Number of MCRS	(1) MD
Step 2 Red	- Submitting Targeted Vehicles to PRISM/SAFER	(1) AZ
Step 3 Purple	- Authority in Place to Deny for Federal OOS - Denying for Federal OOS	(3) AK, LA, TN
Step 4 Yellow	- Authority in Place to Suspend for Federal OOS - Suspending for IH & Unsat/Unfit	(1) NC
Step 5 Green	- Denying and Suspending for all except Failure to Pay	(1) NY
Step 6 Blue	- Denying and Suspending for <u>ALL</u> Federal OOSO	(5) FL, GA, ID, IL, ND
Step 7 Orange	- Uploading 950 codes confirming State suspension	(8) AR, IN, MS, NM, PA, SC, UT, WV
Step 8 Gold	- Authority in Place to Deny Reincarnated Carriers - Denying Suspected Reincarnated Carriers - State Reporting Suspected Reincarnated Carriers	(26) AL, CA, CO, CT, D.C., DE, IA, KS, KY, MA, ME, MN, MO, MT, NE, NH, NJ, OH, OK, RI, SD, TX, VA, VT, WA, WI
*	- States that are Directly Pulling Plates from Suspended Vehicles via Pick-up Orders	(21) CT, D.C., IL, IN, IA, KS, KY, ME, MO, NE, NH, NJ, OH, PA, RI, SD, VT, VA, WA, WV, WI



Total PRISM States: 48 + D.C.

Updated: 2/23/2016

OR 126 @ Tom McCall Road (Prineville) Roundabout Update MCTAC, June 14, 2016

Background:

Purpose of Intersection Improvements:

- Growth in traffic, causing long back-ups, congestion, increase in crash frequency
- Intersection needs to better support economic development of adjacent industrial lands on both sides of OR 126.
- City/County joint Proposal for 2015-18 STIP *Enhance*, among top priorities for Central Oregon ACT

Alternatives Analysis Recommendation:

Roundabout expected to provide greatest safety benefit while resolving congestion, at the best value:

- Provides a high level of safety, where signal improvement would be problematic for safety in high-speed rural area
- Supports economic development with complete accessible for City's industrial lands
- Design fully accommodates oversized freight movements (e.g., in/out of George Millican)

Public/Freight Outreach	Date	Notes
Meeting with Freight Mobility Group, City and County reps included	June 5, 2013	Phone conference, to introduce roundabout concept and get initial thoughts
Public Meeting @ Meadow Lakes, Prineville "What's Brewing"	November 18, 2015	~40-50 attendees including freight reps
Meeting with Josh Hamlin, <i>McKernan Enterprises</i>	December 15, 2015	Josh Hamlin – interested in wearing surface, concern about trucks waiting to enter, consider center island line of sight for drivers
Public Meeting @ Meadow Lakes, Prineville	December 17, 2015	50+ attendees including freight reps. Shared results of alternatives analysis and next steps. Input from freight – design of mountable curbs, center island line of sight, operating speeds
Meeting with MCTAC	January 14, 2016	Gave freight group update about project, including design parameters and expectations for ongoing freight input, including design and accommodation vehicles
Meeting with Ron Cholin, <i>Stinger Transport</i> , and Richard Reigel (local business), City Council/ County Commission reps	March 24, 2016	Discussed concerns - design issues such as rolled curbs, and how to best help trucks entering the roundabout
Meeting with <i>Les Schwab</i> (Larry Gerke, Ken Edwards, Travis Rutz, Dave Gibson). <i>Western Heavy Haul</i> (Scott Porfily).	June 1, 2016	Met with <i>Les Schwab</i> and <i>Western Heavy Haul</i> . Supportive of the roundabout / plan to participate in testing this Fall
Meeting with MCTAC	July 14, 2016	Provide updates on conceptual design and outreach

Design and Accommodation Vehicles:

Design Vehicle: WB67 (Based on size of vehicle Les Schwab uses for trucks on regular basis)

Accommodation Vehicle: 287 feet (Based on Omega-Morgan Transport Configuration for 418.9K lb transformer)

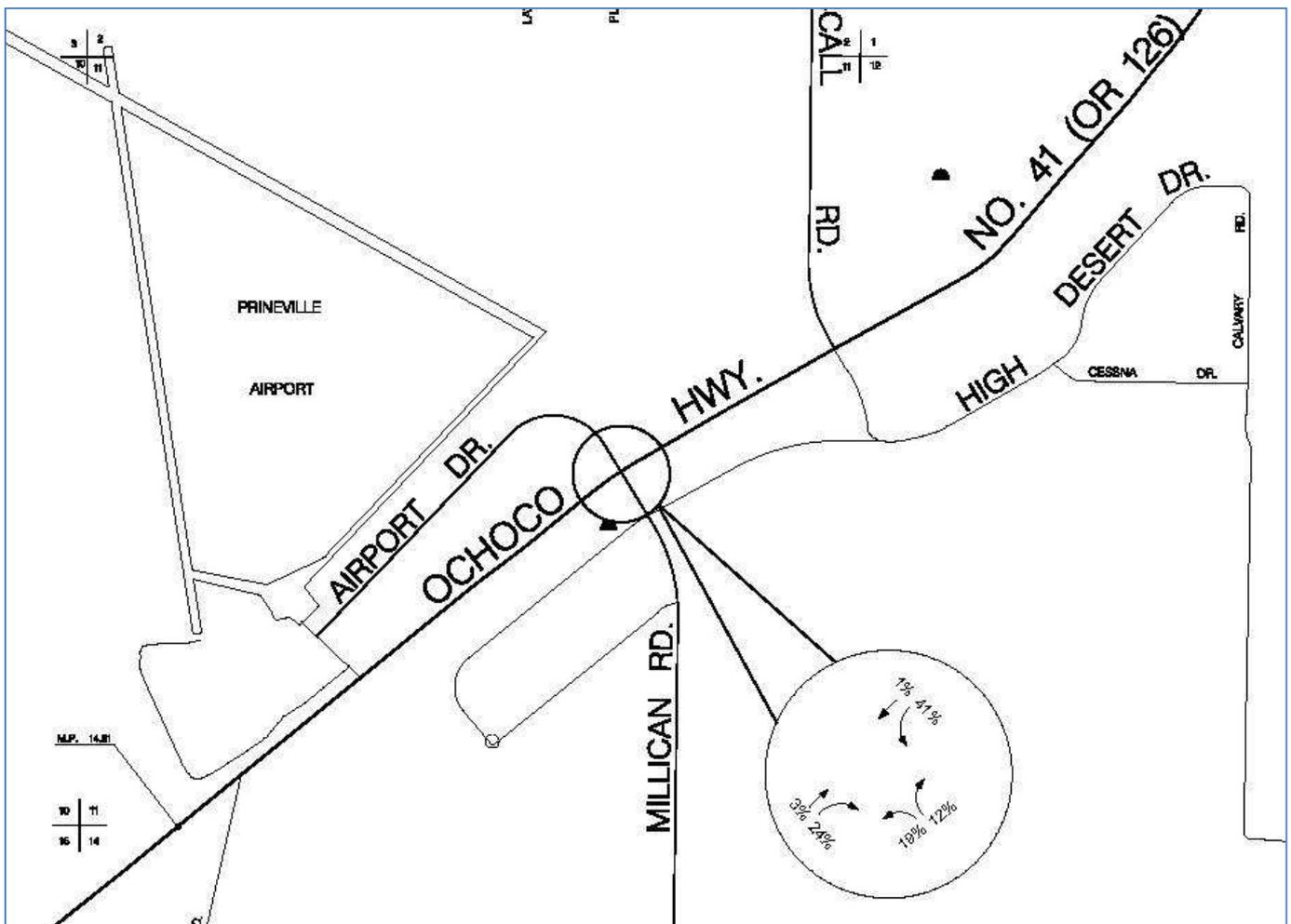
Freight Accommodation statistics (also see graphic below):

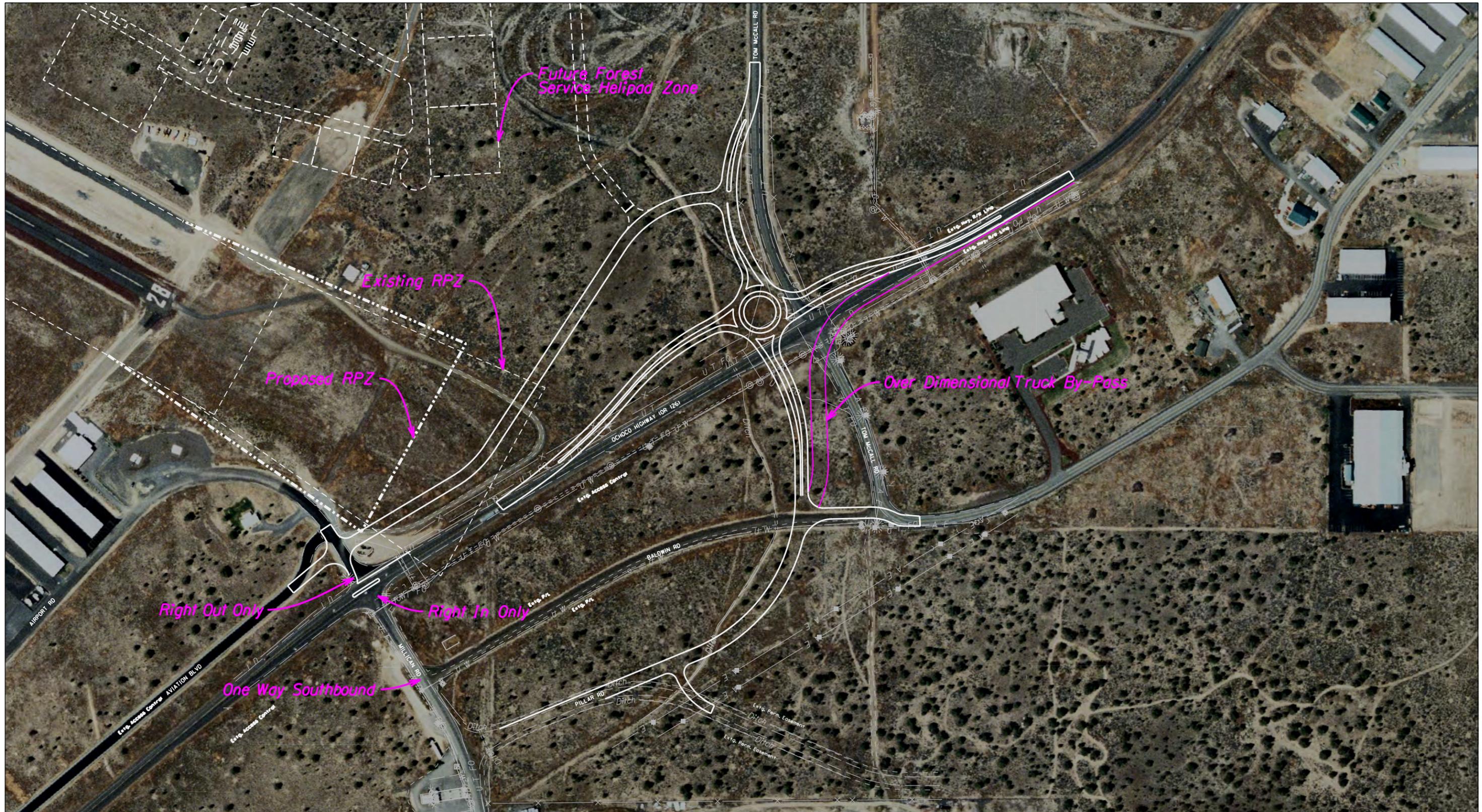
- 1,552 single-use permits on OR126 (2007-2012)
- 764 single-use permits on George Millican Road (2013-2014)
- Longest combination truck-trailer = 267 feet
- Widest load = 23.5 feet
- Over 12 loads with height > 18 feet

Current Progress on Design Concepts (see graphics):

Very similar to OR 47 Roundabout (Hillborough). Current concept design appears to accommodate up to 135/154 feet long without needing to use bypass. Anything larger, if east bound will use frontage road/bypass. If westbound on OR126, will use existing George Millican/OR126 intersection.

Next Steps and Ongoing Outreach		
Update to City Council and County Commissioners	August 2, 2016	Provide update in work session, open to public/stakeholders
Roundabout Rodeo/Testing	Week of August 15, 2016	Deschutes County Fairgrounds
Meeting with MCTAC	Fall 2016	Look for agreement that roundabout is properly sized and agreement on design vehicle and that over-dimension vehicles can be appropriately accommodated.
Construction Phase	2018	Construction of roundabout





OR 126 @ TOM McCALL ROUNDABOUT
MCTAC UPDATE
Figure 1: PROJECT OVERVIEW
JULY 2016



OR 126 @ TOM McCALL ROUNDABOUT
MCTAC UPDATE
Figure 2: 250' BEAM HAULER
JULY 2016

