

# **MCTAC Agenda**

**October 9, 2014**

**Time: 8:30 a.m.**

**Location:**

**Motor Carrier Transportation Division HQ**

**2<sup>nd</sup> Floor Hearing Room**

**3930 Fairview Industrial Dr. S.E.**

**Salem, Oregon 97302**

**Facilitator: Gayle Green**

- I. OAR updates. . . Christy Jordan**
- II. Work Zone Design and Large Trucks Webinar summary . . . Charlie Hutto**
- III. SHV signs . . . Bert Hartman**
- IV. Review of the Flat Fee Study findings . . . Gayle Green**
- V. Customer Satisfaction Survey . . . Tara L. Caton**
- VI. 2014 Umatilla Harvest Enforcement Exercise results . . . Ed Scrivner**

**MINUTES**  
**MOTOR CARRIER TRANSPORTATION ADVISORY COMMITTEE MEETING**  
**OCTOBER 9, 2014**

**Attendees:**

Gregg Dal Ponte – ODOT/MCTD  
Ric Listella – ODOT/MCTD  
Bob Hooker – Knife River  
Chuck Ireland – Ireland Bros.  
Bert Hartman – ODOT/Bridge  
Chris Iaccio – Cemex / OCAPA  
Matt Briggs – North Santiam Paving  
Jeff Bowden – EROAD, Inc.  
Dave Gray – Glostone Trucking Solutions  
David Rios - FMCSA  
Bob Russell – OTA  
Christy Jordan – ODOT/MCTD  
Charlie Hutto – ODOT/MCTD  
Steve Bates – Steese Transportation Services, LLC.  
Daril Ulmer – Gresham Transfer  
Gayle Green – ODOT/MCTD  
Tara L. Caton – ODOT/MCTD  
David McKane – ODOT/MCTD  
Kristan Mitchell – ORRA  
Amy Joyce – ODOT  
Tony Coleman – ODOT/Region 1 Mobility  
Jana Jarvis – Oregon Wheat Growers League  
Leon Fischer – Siletz Trucking  
Kristine Kennedy – Highway Heavy Hauling

**Facilitator:** Gayle Green

- ◆ We are slightly rearranging the Agenda

**Work Zone Design and Large Trucks Webinar Summary . . . Charlie Hutto**

- ◆ The webinar was presented by representatives of Holland Inc. and the American Trucking Association, the Texas Transportation Institute, FHWA, and Ohio DOT. Each presenter focused on different aspects of work zone design and the impacts on large trucks. Communication was a strong theme throughout. **(See Attach. A)**

The first segment focused on the work zone design needs from a commercial truck driver perspective. Suggestions were:

- Early warning – roadside
- Staggered lane closures
- A designated, wider lane for trucks
- Length of construction zones – impact offset by alternate routes
- Timing – conduct work during low traffic volumes

The second segment analyzed truck crash trends in work zones and concluded that large trucks seem to be overrepresented in fatal work zone crashes. Data was gathered from work zone crashes which occurred on different road types, location, and time of day. Plausible causes of crashes:

- Unexpected queues
- Unexpected speed differentials
- Lane drop/closure
- Abrupt lane shifts
- Poor or confusing center line striping
- Construction equipment encroaching into roadway

The third segment suggested best practices for large trucks in work zones. The goal is to “make work zones work better” by integrating safety, mobility, and constructability.

The final segment highlighted Ohio DOT’s practices as an example of a best practice. Ohio DOT is committed to the continuous movement of traffic through all work zones by elimination or reduction of delays. They do this by:

- Allowing lane closures only during times when traffic volumes are less than the calculated work zone capacity.
- They have a simplified standard formula for the theoretical capacity of a lane which considers only two variables, terrain and the percentage of trucks.
- Creating better access into and out of work zone construction sites without disrupting the flow of passing traffic.

### **OAR Updates . . . Christy Jordan**

- ◆ The department presented revisions to all OARs relating to warning signs to include the following requirement on brush stroke width for lettering and border: [*1-5/8 inch wide brush stroke*]. Industry agreed with the recommended changes.  
**(See Attach. B)**

- ◆ Gregg Dal Ponte removed discussion and decision on a new OAR for superloads from the agenda when it became known just prior to MCTAC commencing that an earlier consensus reached on the subject matter had been lost. Industry had no objection to the proposed driver requirements in the OAR. **(See Attach. C)** ODOT will simply include these driver requirements in future documents as permit requirements. There is no need for an OAR to do so as the Department has statutory authority to specify permit conditions in ORS 818.220(1)(c).

The suggested OAR stems from the Department looking at the permitting process for large loads with a high center of gravity as a result of three recent instances (I-5 Marquam Bridge, 42<sup>nd</sup> Street exit off 126 in Springfield, and OR 22) wherein similar loads tipped over and either caused injury, delay, or damage. At issue is whether or not it was appropriate for the Department to require an engineer stamp on either a traffic control plan or a route analysis under certain circumstances. Industry representatives present expressed a desire that engineer stamps never be required under the theory that it was either expensive to obtain, impossible to obtain, created liability where none existed, or would introduce permitting delays. A review of other states practices reveals that this approach to permitting is in place in other jurisdictions presently. Nevertheless, the discussion topic was tabled.

Gregg agreed to take industry's concerns back to the ODOT Highway Division and determine if there was any interest in further discussion about putting an OAR in place.

At this point, further discussion is tabled.

### **SHV Signs . . . Bert Hartman**

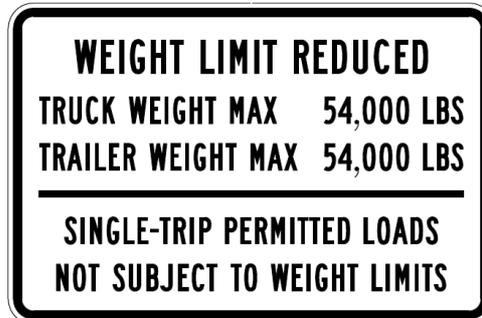
- ◆ The goals for posting signs are that they are:
  - Easy to read and understand at highway speed, and
  - That they don't unnecessarily limit the loads that trucks carry.

Finding a sign that meets both of these goals for SHVs has proven difficult thus far. Several versions have been presented and rejected by industry.

**(See Attach. D)**

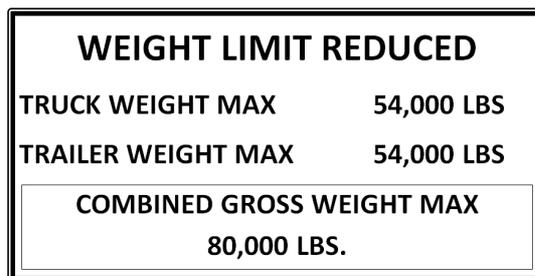
The latest idea is to specify the maximum truck or trailer weight the bridge is rated for and then include the overall bridge rating if there is a bridge limitation for overall

weight. See Example A. below with a theoretical 54,000 pound limit on either the truck or trailer, but no overall bridge weight restriction.



Ex. A.

And Example B. which limits the overall combined gross weight to 80,000 lbs.



Ex. B.

Ex. B. **DOES NOT MEAN** the bridge can handle a 108,000 pound load. The bridge is load rated at 80,000, and neither the truck nor trailer could exceed 54,000 lbs. in this scenario.

Industry speculated that this type of sign may work.

### **Review of the Flat Fee Study findings . . . Gayle Green**

- ◆ Oregon law allows for the use of an annual flat fee in lieu of the weight-mile tax for commercial motor carriers carrying certain qualifying commodities—namely logs, sand and gravel and wood chips or similar material. The flat fee option provides a more convenient method of reporting for motor carriers who use non-public or lesser-traveled public roads. Commercial motor carriers generally pay a weight-mile tax (based on the miles driven and the weight of the load) to operate on public roads in Oregon.

ORS 825.482 directs ODOT and the OTC to determine whether or not flat fee filers are paying by virtue of their assigned flat fee rates the same amount of highway use tax that they collectively would have paid if they had reported and paid their weight mile tax on a weight and mileage basis. The basis for a recommendation to change the flat fees is the premise that the flat fee filers taken altogether (as opposed to consideration of individual taxpayers) should be paying what they would have paid had they reported and paid on a traditional mileage and weight basis.

The executive summary of the current report (**See Attach. E**) indicates that flat fee filers hauling sand and gravel underpaid their equivalent weight mile tax liability and the log haulers category slightly overpaid its equivalent weight mile tax liability. There were no wood chip haulers filing flat fee taxes in the 2013 study. The whole idea of a flat fee involves estimation so it is unlikely we will ever see absolute parity. Rather, it is necessary to consider revision of tax rates as the study results trend over time.

To put the current study results in perspective, for taxpayers hauling sand and gravel the 2012 analysis of 2011 data reflected a worsening of the result obtained from the 2010 study of 2009 data and the 2014 study of 2013 data reveals that the amount of underpayment of weight mile tax liability is not reducing over time. That fact warrants a change in the flat fee rates for sand and gravel haulers. Alternately, the results for log haulers comparing the current study to the last study reveal that a small underpayment reported in 2012 has become a small overpayment in 2014 reflecting a levelling effect over time not warranting a current adjustment in flat fee rates for logs.

The recommended change to the sand and gravel flat fee rates is reflected below.

**Flat Fee Rates Required to Achieve Revenue Neutrality with the Existing Weight-Mile Tax Rates Based on the Results Reported in the 2013 Flat Fee Study Report**

	Simulated 2013 WMT Payments	Estimated 2013 FF Payments	Existing Rate (\$/100 lbs DCW)	Revenue Neutral Rate [(B/C) x D]
Sand & Gravel:				
97% of miles case	\$ 678,351.99	\$ 530,048.91	\$ 7.53	<b>\$ 9.64</b>

## Customer Satisfaction Survey Results . . . Tara L. Caton

- ◆ We sent surveys to approximately 4,000 customers from 11 different business lines:
  1. Oregon companies subject to a Safety Compliance Review
  2. Oregon companies with a truck inspected by MCTD staff
  3. Oregon truck drivers inspected by MCTD staff
  4. Oregon drivers who received a citation or warning from a motor carrier enforcement officer
  5. Companies in OR, ID, and WA who participate in Green Light
  6. Companies in OR, ID, and WA who are Trusted Carrier Partners
  7. Companies calling the Registration Services Permit Analysts
  8. Companies calling the Permit Analysts in Over-Dimension Permits
  9. Companies subject to a weight-mile tax audit
  10. Companies subject to an International Registration Plan and/or International Fuel Tax Agreement audit
  11. Oregon carriers subject to a Household Goods fitness audit in 2013

Responses were positive in all categories, with the highest rate of response in the Trusted Carrier, Household Goods Audit, IFTA/IRP Audit, and Safety Compliance Review categories. Customers rated the accuracy and overall service provided by MCTD staff as 98% positive.

Specific survey details attached. **(See Attach. F)**

## 2014 Umatilla Harvest Enforcement Exercise . . . Ed Scrivner

- ◆ MCTD conducted a joint portable operation in the Blue Mountain Region September 14-18, 2014. Operations in Stanfield, Boardman, and Umatilla. **(See Attach. G)**

### September 15<sup>th</sup>:

- 31 Level II inspections - 16 vehicle out-of-service violations (52%) and 5 driver out-of-service violations (16%)
- 21 Level III inspections - 5 driver out-of-service violations (24%)

### September 16<sup>th</sup>:

- 35 Level II – 24 VOOS (69%) and 4 DOOS (11%)
- 16 Level III – 6 DOOS (38%)

### September 17<sup>th</sup>:

- 27 Level II – 18 VOOS (67%) and 5 DOOS (18%)

- 20 Level III – 8 DOOS (40%)

Three Day inspection totals:

- 57 Level III – 19 DOOS (19%)
- 93 Level I/II – 14 DOOS (15%) & 58 VOOS (62%)
- 3,737 trucks were weighed
- Total Enforcement - 165 (4.4%)
  - 117 citations
  - 48 warnings
  - 91 S&W Violations (2.4%)

**Roundtable:**

- ◆ Bob Russell asked about the credit card item that was pulled from the final agenda. Ric explained that the PCI compliance recommendation by Treasury is that we encrypt data from the instant it's received and there is a per transaction fee that the provider of the encryption devices expects to collect. We are not prepared to discuss this item at this point.

Bob stated that the industry would view it as a hardship if MCTD stopped processing payments via credit card.

(Gregg had to step out of the meeting prior to roundtable but later clarified that this discussion was not the intent of the deleted agenda item. Rather, it had been suggested that ODOT begin to charge the 2% credit card bank fee back to the motor carrier who used a credit card to make payment. This is already authorized by existing ORS but has not to date been done. Credit card fees are now hitting the MCTD budget by about \$1.6M annually.)

- ◆ Gayle announced that the December MCTAC meeting will be held here at MCTD headquarters.

Meeting adjourned @ 10:30



Oregon Department of Transportation



1

ATTACH. A

# Summary of Talking Freight: Work Zone Design and Large Trucks

Presented by  
Charles A. Hutto



Salem Motor Carrier Services  
Over-Dimension Permit Unit



## Work Zone Design and Large Trucks

On September 17, 2014, MCTD staff attended FHWA Webinar on “Talking Freight”

- Topic: Work Zone Design and Large Trucks
- Participation by freight stakeholders
  - FHWA
  - State Transportation Officials
  - Freight Industry





## Work Zone Design and Large Trucks

### Presenters

- Herschel Evans, Holland, Inc. and the American Trucking Associations' America's Road Team
  - Commercial Vehicle Carrier Perspective – Work Zones Needs and Challenges
- Jerry Ullman, Texas Transportation Institute
  - Truck Crash Trends in Work Zones – Where, When, What?
- Martha Kapitanov, FHWA Office of Transportation Operations
  - Best Practices for Large Trucks in Work Zones
- Duane Soisson, Ohio DOT
  - Work Zone Construction Access Points – State DOT Practices Example



## Work Zone Design and Large Trucks

### Presenters

- Commercial Vehicle Carrier Perspective – Work Zones Needs and Challenges
  - Herschel Evans, Holland, Inc. and the American Trucking Associations' America's Road Team
- Truck Crash Trends in Work Zones – Where, When, What?
  - Jerry Ullman, Texas Transportation Institute
- Best Practices for Large Trucks in Work Zones
  - Martha Kapitanov, FHWA Office of Transportation Operations
- Work Zone Construction Access Points – State DOT Practices Example
  - Duane Soisson, Ohio Department of Transportation



## Commercial Vehicle Carrier Perspective – Work Zones Needs and Challenges

Work zone design needs from a commercial truck driver perspective.

- Early warning - roadside.
- Staggered lane closures – more room is better.
  - 3 comfortable lanes is better than 4 narrow lanes.
- Designated wider truck lane.
- Length of construction zones – impact offset by alternate routes.
- Timing – work during low traffic volumes. 0 miles per gallon when idling.



## Commercial Vehicle Carrier Perspective – Work Zones Needs and Challenges

Work zone needs and impacts from both a design perspective and routing impact perspective.

- Alternate routes – reduce total costs.
- Alternate times – industry can be flexible.

“Windows of Opportunity”

- Proactive is better than reactive.





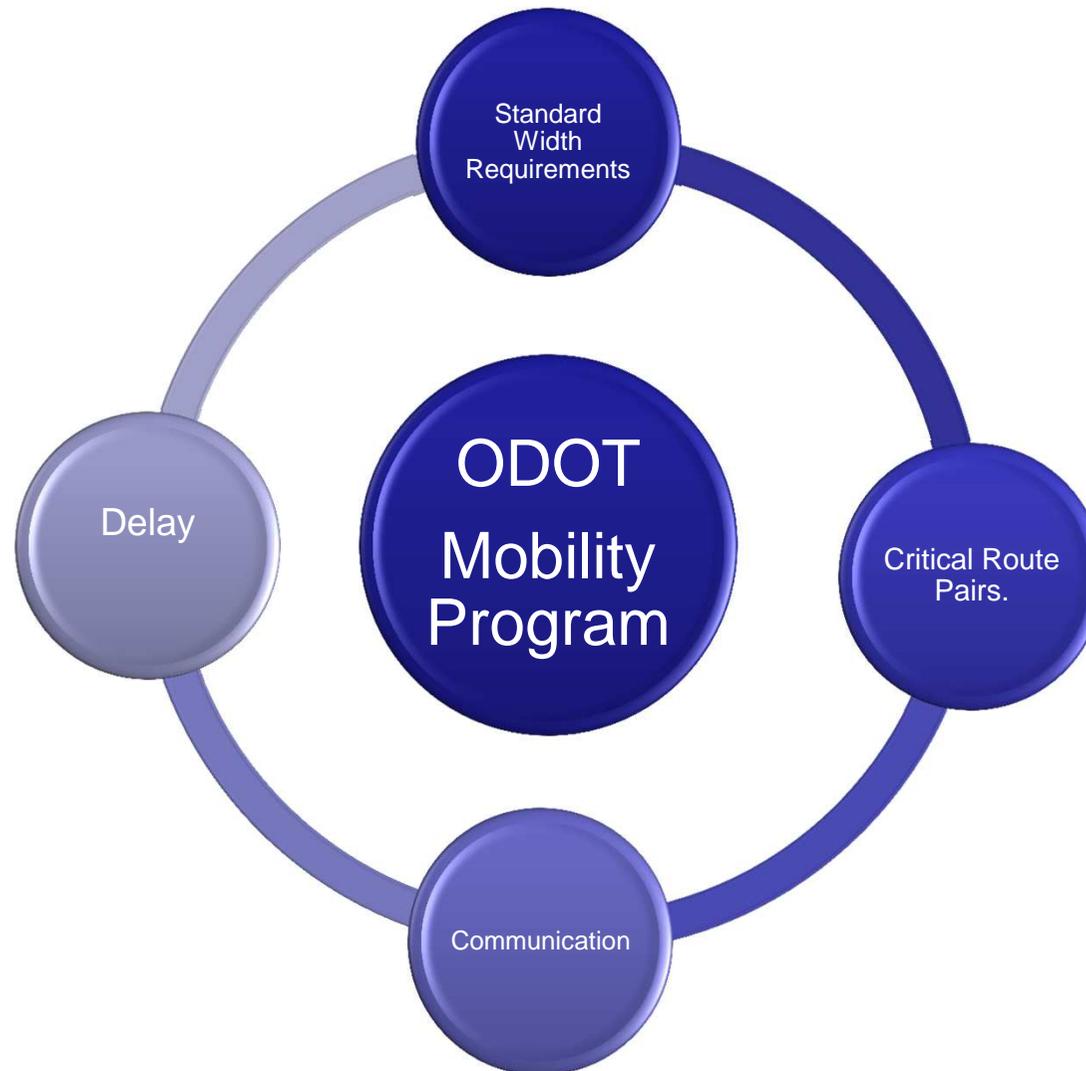
## Commercial Vehicle Carrier Perspective – Work Zones Needs and Challenges

- Communication
- Message Boards
- Radio
- Mobile Technology
- Partnerships (Trucking Associations and DOT)
- Education





# ODOT Mobility Program Mitigates Concerns





# ODOT Mobility Commitments

## Width Commitment

- ODOT committed to providing 19 feet of width for one lane of travel on the Interstate and other major highways.

## Communication

- Early communication is required between Regions and Industry when planning projects.
- Contractors required to provide 35 days notice before work takes place. This triggers updates to the Road & Bridge Restriction list, Trip Check, GovDelivery.

## Critical Route Pairs

- Alternative routes are identified and ODOT has committed to ensuring critical routes are open. When a critical route has temporary restriction ODOT will ensure the paired route unimpeded.

## Delay

- Corridor-specific delay threshold budgets.



## Work Zone Design and Large Trucks

### Presenters

- Commercial Vehicle Carrier Perspective – Work Zones Needs and Challenges
  - Herschel Evans, Holland, Inc. and the American Trucking Associations' America's Road Team
- **Truck Crash Trends in Work Zones – Where, When, What?**
  - Jerry Ullman, Texas Transportation Institute
- Best Practices for Large Trucks in Work Zones
  - Martha Kapitanov, FHWA Office of Transportation Operations
- Work Zone Construction Access Points – State DOT Practices Example
  - Duane Soisson, Ohio Department of Transportation

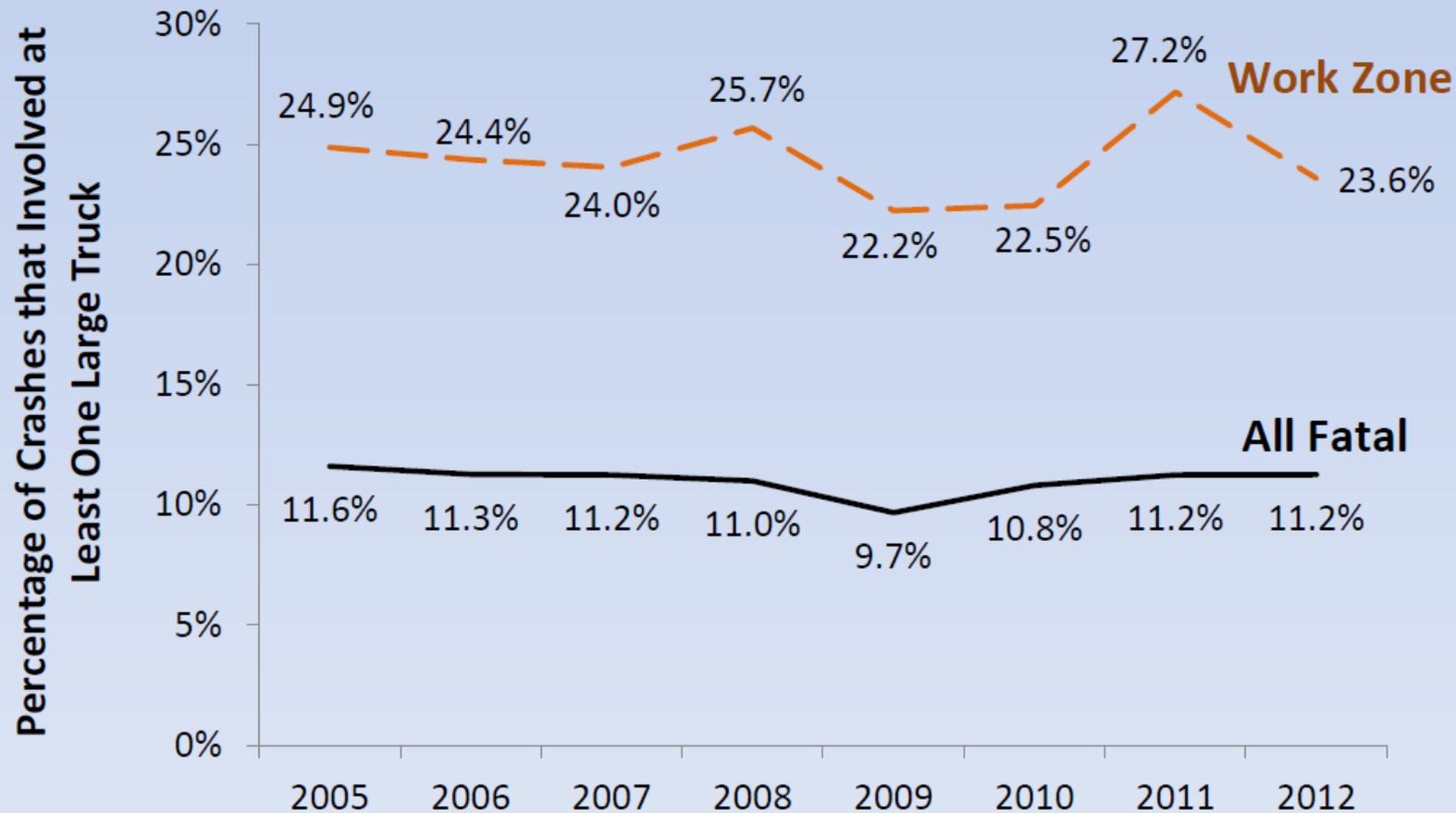


## Truck Crash Trends in Work Zones – Where, When, What?

- Analyses of work zone crash data involving large trucks.
- Key trends, areas of overrepresentation.
- Factors that could be met through appropriate work zone management strategy modifications and other possible countermeasures.



# Large trucks seem overrepresented in fatal work zone crashes



Source: 2005-2012 FARS data



## Truck Crash Trends in Work Zones – Where, When, What?

Breakdown of Severe Crashes vs. Property Damage Only (PDO) Crashes on a variety of roads:

- Freeways
- Other Divided Roadways
- Multilane Undivided Roadways
- 2-lane Roadways

Consideration of Urban vs. Rural.

Consideration of Day vs. Night Travel.





## Truck Crash Trends in Work Zones – Where, When, What?

### Examples of Severe Crash Types:

- Freeways – Rear-end Crashes.
- Other Divided Roadways – Sideswipe Crashes and Impacts in urban areas.
- Multilane Undivided Roadways – Angle Crashes in rural areas at night.
- 2-lane Roadways – Rear-end Crashes in rural areas during daytime; Head-on Crashes in rural areas at night.





## Truck Crash Trends in Work Zones – Where, When, What?

### Examples of PDO Crash Types:

- Freeways – Sideswipe Crashes.
- Other Divided Roadways – Sideswipe Crashes and Impacts in rural areas.
- Multilane Undivided Roadways – Sideswipe Crashes in rural areas at night.
- 2-lane Roadways – Rear-end Crashes in rural areas during daytime.





## Truck Crash Trends in Work Zones – Where, When, What?

Plausible causes of truck-involved Rear-end Crashes:

- Unexpected queues.
  - Temporary lane closures.
  - Mobile operations.
  - Incidents (no shoulders).
- Unexpected speed differentials.
  - Work space access, egress (including u-turns).
  - Driver distraction (equipment or worker proximity to traffic).





## Truck Crash Trends in Work Zones – Where, When, What?

Plausible causes of truck-involved Sideswipe Crashes:

- Lane drop/closure.
- Abrupt lane shifts.
- Rear-end crash avoidance.
  - Unexpected queues.
  - Unexpected speed differentials.
- Poor/confusing centerline striping.





## Truck Crash Trends in Work Zones – Where, When, What?

Plausible causes of truck-involved Angle Crashes:

- Shorter available traffic gaps at intersections and driveways.
- Construction vehicle intrusions into the traffic space.





## Truck Crash Trends in Work Zones – Where, When, What?

Plausible causes of truck-involved crashes with objects:

- Work equipment, traffic control devices, materials in or closer to travel lanes than usual.
- Abrupt lane shifts.
- Rear-end crash avoidance.
  - Unexpected queues.
  - Unexpected speed differentials.





## Truck Crash Trends in Work Zones – Where, When, What?

Plausible causes of truck-involved Head-on Crashes:

- Poor/confusing centerline delineation.
- Abrupt lane shifts.





## Truck Crash Trends in Work Zones – Where, When, What?

- Trucks overrepresented in severe work zone crashes
  - Example: 50% of fatal interstate daytime crashes in rural areas have trucks involved.
- Crash types provide insights into work zone problem areas for trucks
  - Unexpected queues
  - Work space distractions
  - Work space access and egress
  - Lane merge points
  - Abrupt lane shifts
  - Poor centerline striping
  - Reduced gap availability





## Work Zone Design and Large Trucks

### Presenters

- Commercial Vehicle Carrier Perspective – Work Zones Needs and Challenges
  - Herschel Evans, Holland, Inc. and the American Trucking Associations' America's Road Team
- Truck Crash Trends in Work Zones – Where, When, What?
  - Jerry Ullman, Texas Transportation Institute
- **Best Practices for Large Trucks in Work Zones**
  - Martha Kapitanov, FHWA Office of Transportation Operations
- Work Zone Construction Access Points – State DOT Practices Example
  - Duane Soisson, Ohio Department of Transportation



## Best Practices for Large Trucks in Work Zones

Overview of FHWA's Work Zone Management Program.

Best practices used nationwide to accommodate large trucks more safely in work zones.

Overview of the Smarter Work Zones Initiative under Every Day Counts – Three Innovations.





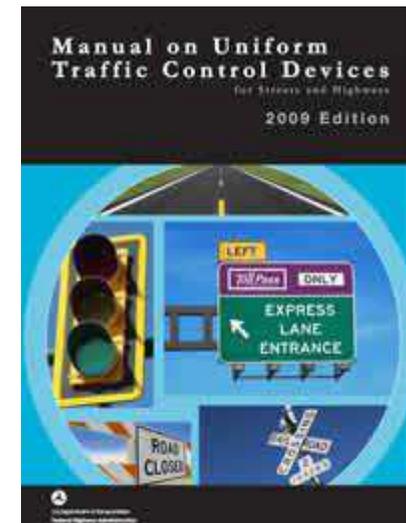
# Overview of FHWA's Work Zone Management Program.

Goal to "make work zones work better"

Work Zones that integrate: safety, mobility, and constructability.

Review of Key Work Zones Regulations:

- 23 CFR 630 Subpart J.
- 23 CFM 630 Subpart K.
- Manual on Uniform Traffic Control Devices (MUTCD).
- Crashworthiness of WZ TTC Devices (NCHRP 350 and MASH).





## Best Practices for Large Trucks in Work Zones

- National or State approved MUTCD.
- MASH or NCHRP 350 approved hardware.
- Shoulder/Lane use.
- Detours.
  - Day or night?
  - Approved for oversize loads?
- Truck/heavy vehicle restrictions.
- Consider large trucks and oversize loads in construction scoping.
- Intelligent Transportation Systems (ITS) Technologies.



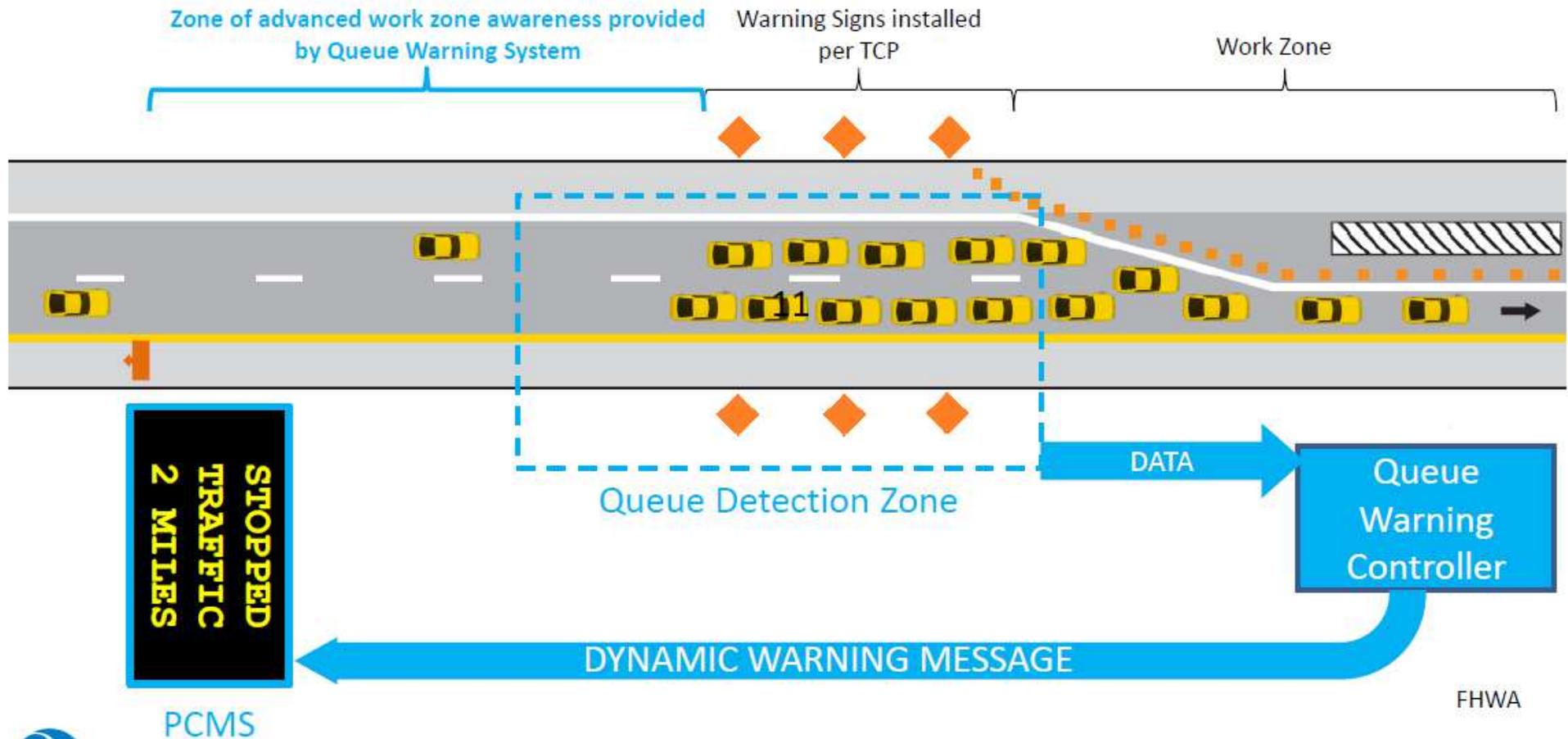


## Examples of Intelligent Transportation Systems (ITS) Technologies

- Queue Warning Systems (QWS) with Dynamic Warning Message.
- Dynamic Lane Merge.
- Commercial Motor Vehicle Benefits:
  - Information prescience – tell drivers what they need to know when they need to know it.
  - Improved routing / scheduling – avoid WZ-related congestion, loss of hours-of-service in delay.
  - Reduction of inter-vehicle conflicts – through active management of vehicle interactions in work zone queues, merge points, etc.



# Queue Warning Systems (QWS)





# Dynamic Speed Warning Sign

## OR217 NB Crossing Under Greenburg Road





## Smarter Work Zones Initiative

Two-pronged approach to smarter work zones:

- Project Coordination
  - Reduced numbers of street cuts.
  - Earlier identification of project impacts.
  - Increased ability to reduce/ manage traffic disruptions from road work.
  - Better quality road surfaces.
  - Increases in customer satisfaction.
- Technology Applications
  - Improved safety to motorists and workers.
  - Mitigation of work zone-related congestion.

Benefits increase in high-impact areas and during special events.



## Work Zone Design and Large Trucks

### Presenters

- Commercial Vehicle Carrier Perspective – Work Zones Needs and Challenges
  - Herschel Evans, Holland, Inc. and the American Trucking Associations' America's Road Team
- Truck Crash Trends in Work Zones – Where, When, What?
  - Jerry Ullman, Texas Transportation Institute
- Best Practices for Large Trucks in Work Zones
  - Martha Kapitanov, FHWA Office of Transportation Operations
- **Work Zone Construction Access Points – State DOT Practices Example**
  - Duane Soisson, Ohio Department of Transportation



## Work Zone Construction Access Points – State DOT Practices Example

Ohio DOT is committed to the continuous movement of traffic through all work zones by elimination or reduction of delays.

- Allow lane closures only during times when traffic volumes are less than the calculated work zone capacity.
- Simplified standard formula for theoretical capacity of a lane. Only two variables:
  - Terrain (Rolling or Level).
  - Truck Percentage (0-<15%, 15-<30%, 30%+).



## Work Zone Construction Access Points – State DOT Practices Example

Construction Access Points Study: Lane Addition Project on I-75 in Butler and Warren Counties (between Dayton and Cincinnati).

- Affected approximately 12 miles
- Major Rehabilitation with the addition of a 4th lane in each direction
- ADT of 93000-119000, 22% trucks.

**Here's an example of one of the openings that was being used on the project.**





## Work Zone Construction Access Points – State DOT Practices Example

Ohio DOT maintains a work zone crash database.

- Increase in crashes was identified.
- Field reviews and crash analysis used to identify issues and trends.
- 40% of crashes were Rear-end Crashes in the southbound left lane.





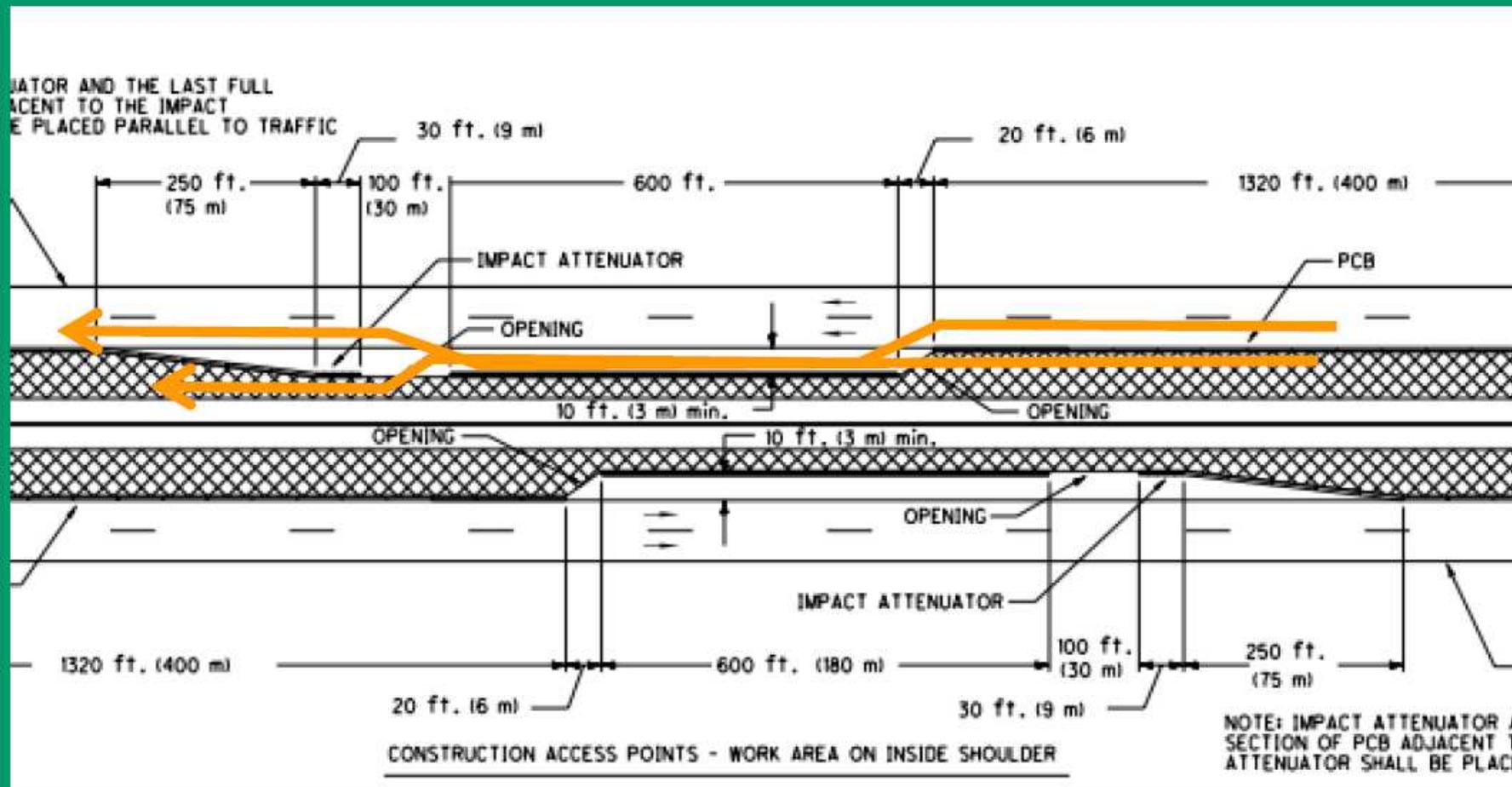
## Work Zone Construction Access Points – State DOT Practices Example

Developed Construction Access Points Plan Insert Sheet.

- Provides areas of acceleration and deceleration.
- Includes signage to warn motorists of upcoming access points.



# How Am I Supposed To Use It?





## Work Zone Construction Access Points – Communication Efforts During Construction

- Reduced roadway/ramp width warnings, for wide loads.
- Reduced clearance on overhead bridges, particularly on shoulders.
- Alternate detours for trucks.
- Lane assignment for trucks.
  - Trucks use Left Lane.



## Work Zone Construction Access Points – Communication Efforts During Construction

- CB Wizard Alert System
  - Automatically broadcasts advisory messages directly to the cab of truck drivers equipped with CB radios.
  - Broadcast every 30, 60 or 90 seconds.
  - Message length is 7-10 seconds.
  - Range is approximately 4 miles.
  - For high volume truck routes.
  - Used to improve compliance with work zone instructions and/or detours.
  - Used to minimize confusion in complex geometric situations.



## Work Zone Construction Access Points – Summary

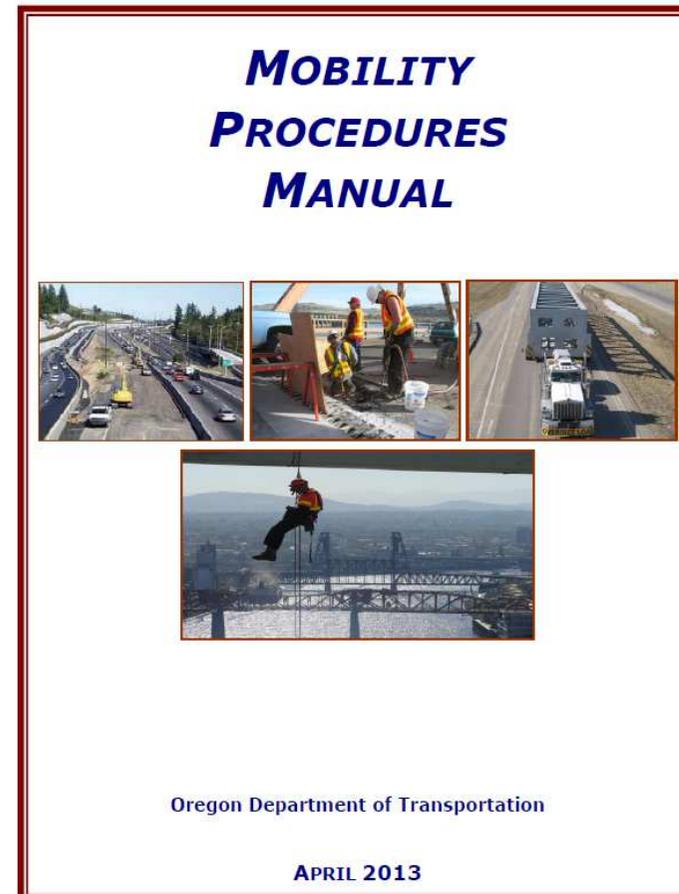
- Know our truck percentages and include them in the work zone design, including work zone capacity calculations.
- Include allowable lane closure schedules in our plans.
- Design and integrate a safe area for trucks to enter/leave the work zone.
- Use different means for communicating work zone conditions early and often.



## Good News for OREGON

- ODOT'S Mobility Program substantially aligns with Work Zone Goals.

who ' da  
thunk





## Work Zone Design and Large Trucks



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

734-074-0060

"Long Load" Warning Signs for Triple Trailer Combinations

- (1) A warning sign for triple trailer combinations bearing the legend "LONG LOAD" is to be displayed on the back of the rearmost trailer or semitrailer.
- (2) The sign shall be positioned at such height as to be readily visible to following drivers and:
- (a) Signs shall be seven feet wide by 18 inches high with black letters 10 inches high [*with 1-5/8 inch brush stroke*] in accordance with Federal Highway Administration series C on highway yellow background;
- (b) The highway yellow background of the sign shall be made of reflectorized material when operating between one half hour after sunset and one half hour before sunrise;
- (c) Signs must be kept clean, legible and mounted horizontally with adequate support to provide full visibility at all times when in use; **and**
- (d) [*Signs may have a border with not more than 1-5/8 inch brush stroke around the edge of the sign; and*]
- [(e)] All such signs shall be removed or retracted when not required.
- (3) Combinations of vehicles described in OAR chapter 734, division 73 do not require warning signs.  
Stat. Auth.: ORS 184.616, [ORS] 184.619 & [ORS 818.220] **823.011**  
Stats. Implemented: ORS 818.200 & [ORS] 818.220

734-075-0045

Warning Signs and Flags Required

- (1) Over-width movements are required to display to the front and rear standard signs bearing the words "OVERSIZE LOAD":
- (a) Signs must be seven feet wide by 18 inches high with black letters 10 inches high [*with 1-5/8 inch brush stroke*] in accordance with Federal Highway Administration series C on highway yellow background;
- (b) The highway yellow background of the sign must be made of reflectorized material when operating between one half hour after sunset and one half hour before sunrise;
- (c) Signs must be kept clean, legible and mounted horizontally with adequate support to provide full visibility at all times when in use;
- (d) [*Signs may have a border with not more than 1-5/8 inch brush stroke around the edge of the sign;*]
- [(e)] Signs must not cover or interfere with the visibility of the vehicle's registration plates; and

[(f)] (e) All such signs must be removed or retracted when not required.

(2) All four lower corners of any over-width load must be marked during daylight hours with red or fluorescent orange flags that are a minimum 18 inches square. Flags must be kept clean and must be clearly visible to the front and rear. The attachment device must not extend beyond the widest extremity by more than three inches on either side.

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

Stats. Implemented: ORS 818.200 & 818.220

734-076-0135

#### Warning Signs and Flags Required for Oversize Units

(1) Warning signs are required for dimensions exceeding:

(a) Eight feet, six inches in width;

(b) An overall length of 105 feet (inclusive of towing vehicle); or

(c) For a combination of vehicles being towed exceeding 80 feet in length (inclusive of load).

(2) Warning signs must bear the legend "OVERSIZE LOAD" except:

(a) When the width exceeds eight feet, six inches and the combination of vehicles being towed does not exceed 80 feet in length (inclusive of load) or the overall combination length does not exceed 105 feet (inclusive of towing vehicle), the sign may bear the legend "WIDE LOAD"; or

(b) When the width does not exceed eight feet, six inches and when the combination of vehicles being towed exceeds 80 feet in length (inclusive of load) or the overall combination length exceeds 105 feet (inclusive of towing vehicle), the sign may bear the legend "LONG LOAD."

(3) Warning signs must be displayed to the front and rear of the vehicle or combination and must meet the following requirements:

(a) Signs must be seven feet wide by 18 inches high with black letters 10 inches high [*with 1-5/8 inch brush stroke*] in accordance with Federal Highway Administration series C on highway yellow background;

(b) The highway yellow background of the sign must be made of reflectorized material when operating between one half hour after sunset and one half hour before sunrise;

(c) Signs must be kept clean, legible and mounted horizontally with adequate support to provide full visibility and readability at all times when in use;

(d) [*Signs may have a border with not more than 1-5/8 inch brush stroke around the edge of the sign;*]

[(e)] Signs must not cover or interfere with the visibility of the vehicle's registration plates; and

[(f)] (e) All such signs must be removed or retracted when not required.

(4) The outermost extremities of any overwidth load must be marked during daylight hours with red or fluorescent orange flags not less than 18 inches square. Flags must be kept clean and must be clearly visible to the front and rear. The attachment device must not extend beyond the widest extremity by more than three inches on either side.

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

Stats. Implemented: ORS 818.200 & 818.220

734-078-0030

#### Warning Signs and Flags Required

(1) When the combinations of vehicles and load exceed 80 feet in overall length a "Long Load" or "Oversize Load" sign is required to be attached to the rearmost position practical, either on the load or the last vehicle:

(a) The sign must be seven feet wide by 18 inches high with black letters 10 inches high [*and having a 1-5/8 inch wide brush stroke*] in accordance with Federal Highway Administration series C on highway yellow background;

(b) The highway yellow background of the sign must be made of reflectorized material when operating between sunset and sunrise;

(c) Signs must be kept clean, legible, and mounted with adequate support to provide full visibility at all times when in use;

(d) [*Signs may have a border with not more than 1-5/8 inch brush stroke around the edge of the sign;*]

[(e)] Signs must not cover or interfere with the visibility of the vehicle's registration plates;

[(f)] **(e)** Signs must be constructed of a material impervious to water; and

[(g)] **(f)** All signs must be removed or retracted when not required.

(2) When a load extends beyond the rear body of the vehicle four feet or more, the outermost extremity of the load must be visibly marked with a red flag not less than 18 inches square. The attachment device must not extend beyond the rear of the load by more than three inches.

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

Stats. Implemented: ORS **818.200 &** 818.220

734-082-0037

#### Warning Signs and Flags Required

(1) Over-length or over-width vehicles, or vehicles transporting over-length or over-width loads are required to display to the front and rear standard signs bearing the words "OVERSIZE LOAD":

(a) Signs must be seven feet wide by 18 inches high with black letters 10 inches high [*with 1-5/8 inch brush stroke*] in accordance with Federal Highway Administration series C on highway yellow background;

(b) The highway yellow background of the sign must be made of reflectorized material when operating between one half hour after sunset and one half hour before sunrise;

(c) Signs must be kept clean, legible and mounted horizontally with adequate support to provide full visibility at all times when in use;

*[(d) Signs may have a border with not more than 1-5/8 inch brush stroke around the edge of the sign;]*

(e) Signs must not cover or interfere with the visibility of the vehicle's registration plates. To meet this requirement, plates may be mounted to cover a portion of the sign's background, as long as the sign's legend remains readable; and

(f) All such signs must be removed or retracted when not required.

(2) Warning signs for vehicles transporting loads which are overwidth and under 80 feet in overall length may bear the words "WIDE LOAD" provided the sign meets the standards described in section (1) of this rule.

(3) Warning signs for vehicles transporting loads which are not over eight feet six inches wide may bear the words "LONG LOAD" when the vehicle and overhang are over 80 feet in overall length provided the sign meets the standards described in section (1) of this rule.

(4) The outermost extremities of any overwidth load must be marked during daylight hours with red flags not less than 18 inches square. Flags must be kept clean and must be clearly visible to the front and rear. The attachment device must not extend beyond the widest extremity by more than three inches on either side.

(5) When a load extends beyond the rear of the load carrying part of the vehicle four feet or more, the outermost extremity of the load must be visibly marked as described in ORS 815.275. When a red flag or cloth is used, it must be not less than 18 inches square, kept clean and must be clearly visible. The attachment device must not extend beyond the rear of the load more than three inches.

(6) If placement of the sign described in section (1) on a self-propelled mobile crane obscures the vehicles headlights, turn signals, license plates, brake lights or taillights, the requirements of this rule may be met if the vehicle's front and rear bumpers are constructed or painted with a highway yellow background and the words "OVERSIZE LOAD" are painted, or applied by decal, on the bumper. Visibility of the sign may not be obscured by any other part of the vehicle, including but not limited to an auxiliary axle or jeep axle. The sign requirements in subsection (1)(a) through (1)(e) apply to this section.

(7) The provisions of subsection (1)(a), (1)(c) or (1)(d) of this rule regarding the warning sign size, color, lettering and border do not apply to operations of vehicles described in section (6) if conducted in compliance with regulations from the state in which the vehicle is registered.

However, nothing in this subsection relieves a person from displaying a warning sign, visibility of sign, or using reflective material when required.

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

Stats. Implemented: ORS [815.275,] 818.220 & 818.225

**734-082-0005****Definitions**

(31) [*"Toter" means a motor vehicle designed and used primarily for towing a mobile home.*]

**For the purposes of division 82 rules, a "Superload" means any vehicle or load that exceeds 16 feet wide on the Interstate or multi-lane highway or 14 feet wide on any state two-lane highway or over 17 feet high on any highway or an overall length greater than 150 feet.**

**New Rule****OAR 734-082-XXXX (0090) Superloads**

(1) Superload permits are subject to the following requirements:

(a) A Motor Carrier applying for a superload permit must have an established account as defined in OAR 740-040-0005;

(b) Vehicle identification information must be provided on the application for each power unit and must identify the year, make, vehicle identification number, plate number, jurisdiction, and unit number; and

(c) May require a diagram with axle and load configuration;

(d) Carriers are responsible for contacting all utilities along intended route to verify oversize load clearance.

(2) Loads that exceed 18 feet in width, 18 feet in height, or 200 feet in overall length or any superload that is unable to maintain a minimum prescribed travel speed are subject to the following requirements:

(a) At the discretion of the Department, a traffic control plan or a route survey stamped by a licensed Professional Engineer may be required. In addition to other content, the stamped document must also identify and address any center of gravity versus road geometry issues along the prescribed route of travel for loads exceeding 18 feet high;

(b) An interstate permittee driving/hauling superloads must have a satisfactory US DOT safety rating, and an intrastate permittee must have an equivalent safety rating from the Oregon Department of Transportation, Motor Carrier Transportation Division;

(c) Motor carriers exempt from regulation by US DOT or the Oregon Department of Transportation, Motor Carrier Transportation Division shall have a Level 1 safety inspection performed by a certified safety inspector to be eligible for a superload permit. This safety

inspection must determine the driver and combination of vehicles are free of defects. The motor carrier becomes eligible for a permit when all repairs or deficiencies written on the inspection form are corrected and verified by a certified safety inspector. The successful completion of the Level 1 safety inspection is used to establish a satisfactory safety rating. Successful completion of this Level 1 safety inspection may be required every year before the superload permit may be renewed; and

(d) For purposes of this rule, a satisfactory safety rating means a safety rating other than unsatisfactory.

(3) Drivers of superloads are subject to the following requirements:

(a) Must have a minimum of three years of experience driving commercial vehicle combinations; one of these years must be driving/hauling oversize loads;

(b) Must not have a conviction of more than one moving violation while operating commercial motor vehicles in any state, country or province within the last one year;

(c) Must not have more than one preventable, recordable accident involving a commercial motor vehicle in any state, country or province within the last two years;

(d) Must not have a suspension or revocation of driving privileges from operation of a commercial motor vehicle in any state, country or province during the past three years; and

(e) Must not have conviction of DUII while operating a commercial motor vehicle in any state, country or province within the last five years.

(4) Superload permits may be suspended or revoked for failure to comply with any of the provisions or conditions of OAR chapter 734, division 82. The permittee and driver must comply with all of the motor vehicle laws and the latest motor carrier safety regulations issued by the US DOT.

Stat. Auth.: ORS 184.616, 184.619, 810.060 & 823.011

Stats. Implemented: ORS 810.050, 818.220 & 818.225



# *Load Posting Signs*



**Bert Hartman  
October 2014**



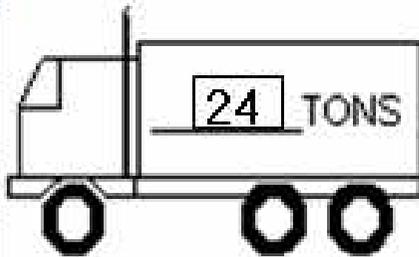
## *Load Posting Sequence*

<b>LOAD:</b>	<b>R.F.</b>
<b>DESIGN &amp; LEGAL VEHICLES</b>	
HS20 (72K)	0.78
TYPE 3 (50K)	0.95
TYPE 3S2 MAX (80K)	0.89
TYPE 3-3 (80K)	0.97

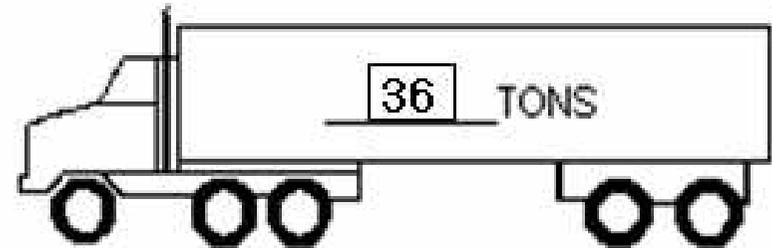


# Posting Summary Sheet

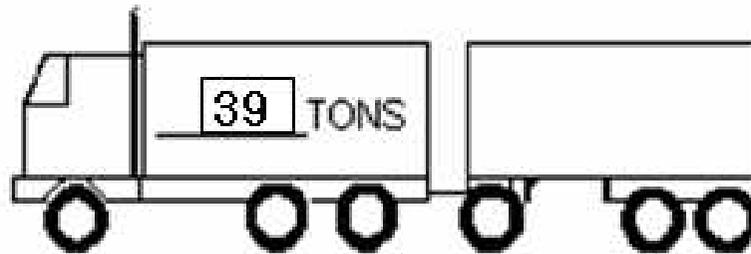
OREGON LEGAL LOADS  
RECOMMENDED POSTING



TYPE 3



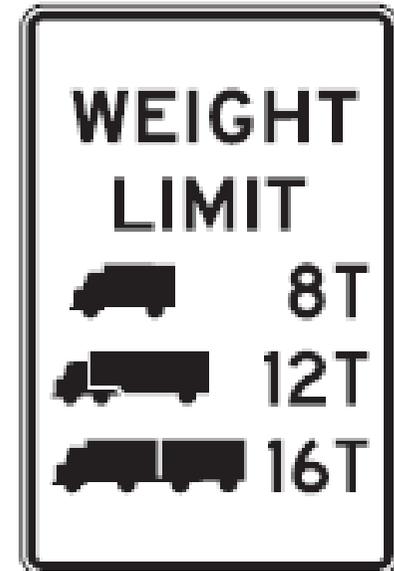
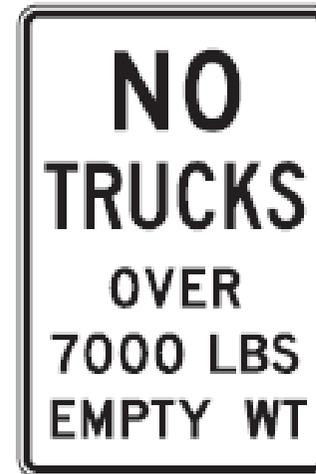
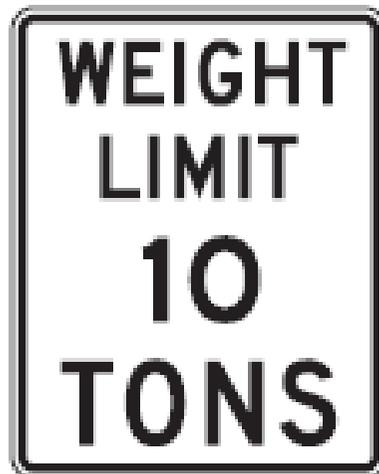
TYPE 3S2

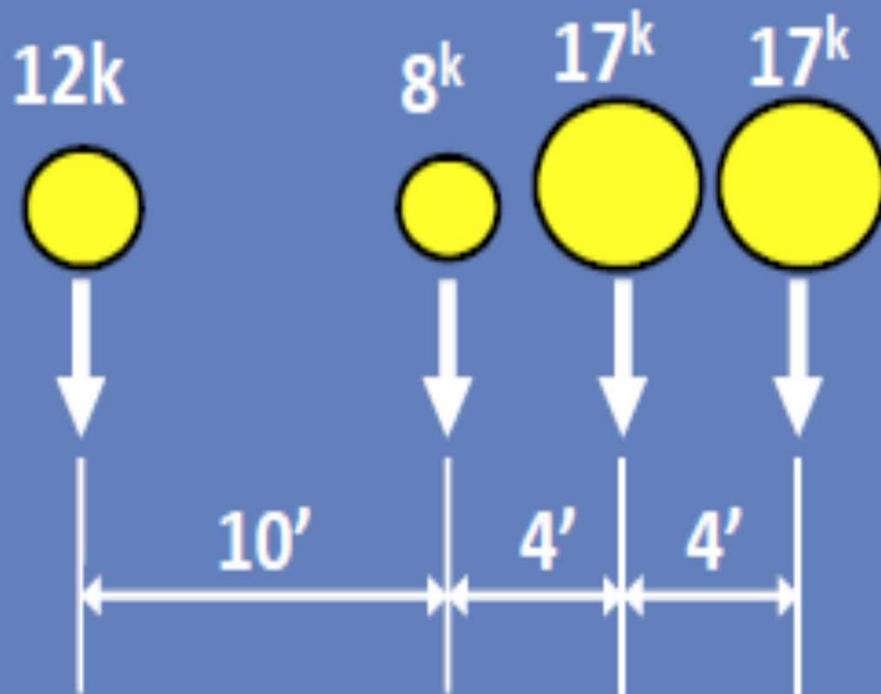


TYPE 3-3



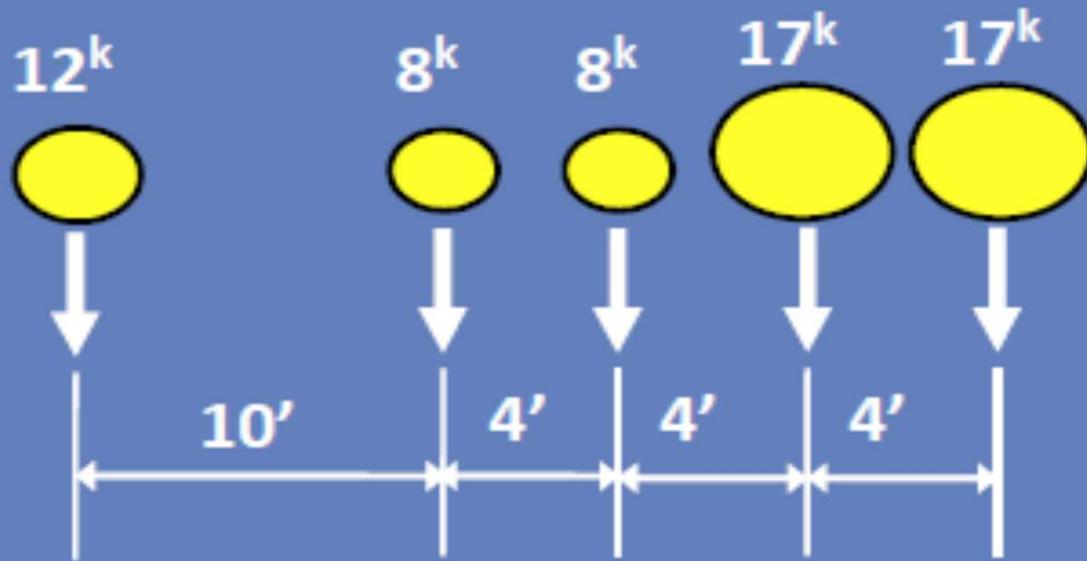
## *Weight Limit Signs*





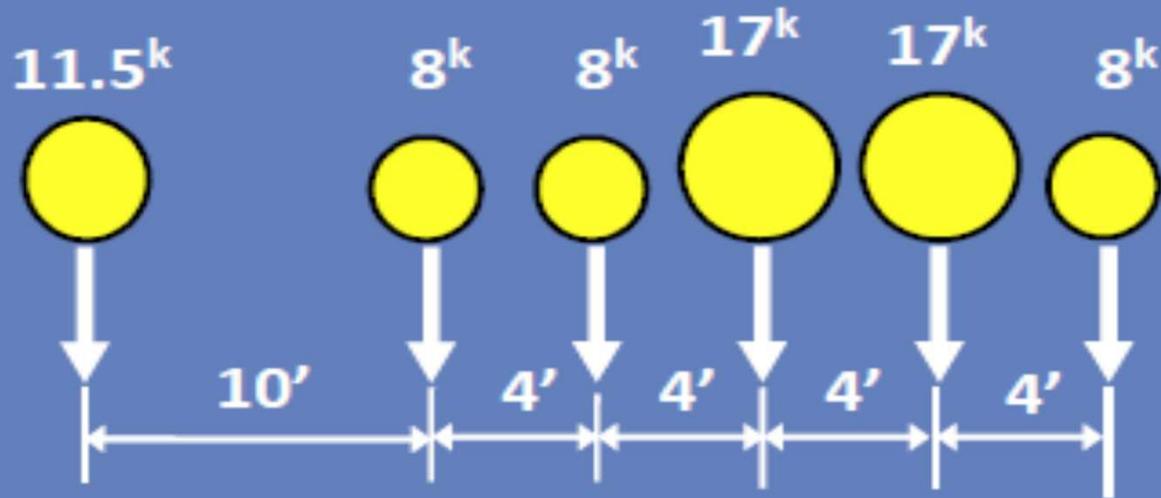
SU4 Truck  
GVW = 54 kips





SU5 Truck  
 GVW = 62 kips

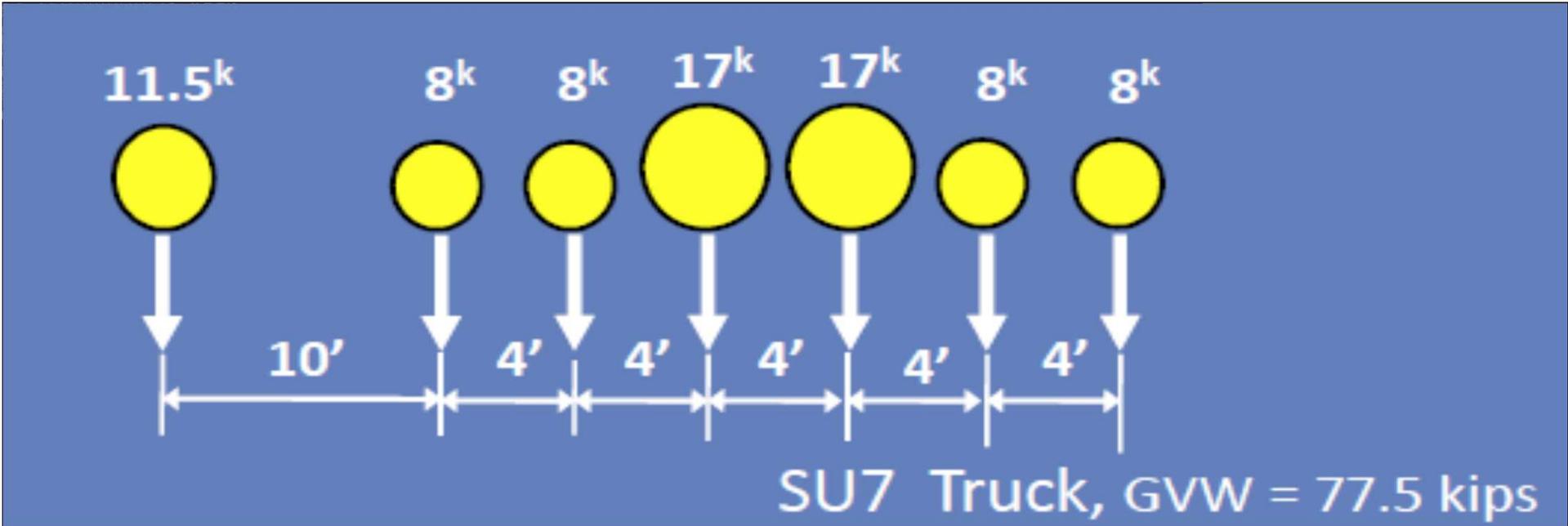




SU6 Truck

GVW = 69.5 kips







# *SHV as part of a combination*





*More SHV as part of a combination*





## ***105,500 Lb. Extended Weight***



**51,000 Lbs. in 13.5 Ft.**



## *Goals for Posting Signs*

- Easy to read and understand at highway speed
- Not unnecessarily limit the loads that trucks can carry



## *Previous Option Considered*

- Regular Weight Limit Sign

<b>WEIGHT LIMIT REDUCED</b>	
<b>ANY SINGLE AXLE</b>	<b>20,000 LBS</b>
<b>ANY TANDEM AXLE</b>	<b>34,000 LBS</b>
<b>MAX GROSS WEIGHT</b>	<b>80,000 LBS</b>

- Additional Axle Limit Sign

<b>SINGLE UNIT VEHICLES</b>	
<b>4 AXLES</b>	<b>50,000 LBS</b>
<b>5 AXLES</b>	<b>54,000 LBS</b>
<b>6 AXLES</b>	<b>54,000 LBS</b>
<b>7+ AXLES</b>	<b>56,000 LBS</b>



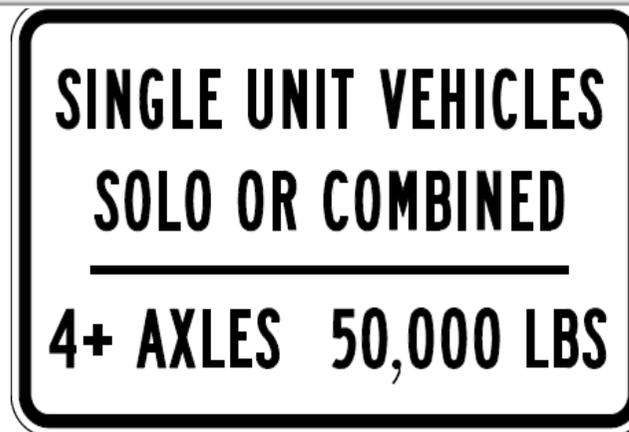
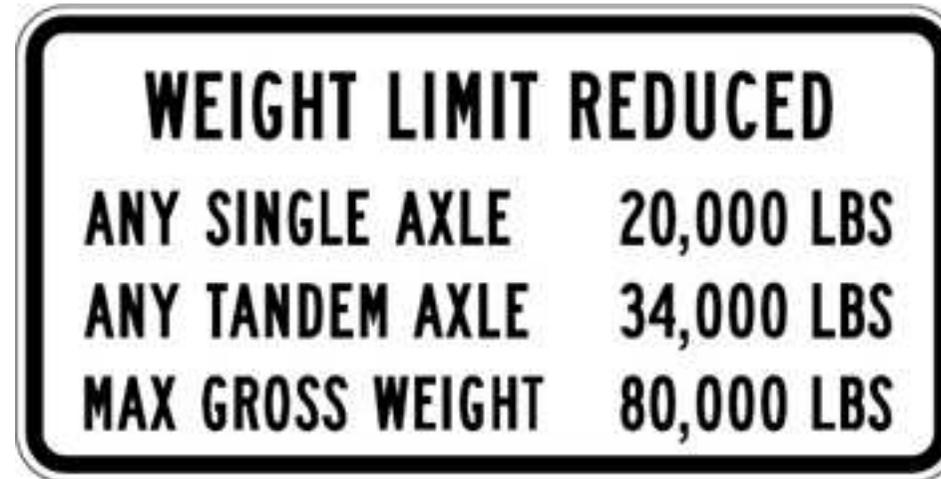
## *Previous Option Considered*



**When the sign is used alone**



## *Previous Option Considered*



**Used for Bridge of the Gods**



***US-30  
Plympton  
Creek***

LOAD:	YL	R.F.
<b>DESIGN &amp; LEGAL VEHICLES</b>		
HL93 (INVENTORY)	1.750	0.55
TYPE 3 (50K)	1.300	1.30
TYPE 3S2 (80K)	1.300	1.18
TYPE 3-3 (80K)	1.300	1.70
TYPE 3-3 & LEGAL LANE	1.300	
TYPE 3-3 TRAIN & LEGAL LANE	1.300	2.73
SU4 TRUCK (54K)	1.300	1.08
SU5 TRUCK (62K)	1.300	1.06
SU6 TRUCK (69.5K)	1.300	<b>0.99</b>
SU7 TRUCK (77.5K)	1.300	<b>0.97</b>
<b>CTP VEHICLE, MULTI-LANE</b>		
OR-CTP-2A (105.5K)	1.250	1.39
OR-CTP-2B (105.5K)	1.250	1.21
OR-CTP-3 (98K)	1.300	1.09
<b>STP VEHICLE, MULTI-LANE</b>		
OR-STP-3(120.5K)	1.100	1.28
OR-STP-4A (99K)	1.250	1.20
OR-STP-4B (185K)	1.000	1.41
OR-STP-4C (150.5K)	1.000	1.07
OR-STP-4D (162.5K)	1.000	1.46
OR-STP-4E (258K)	1.000	1.22
OR-STP-5BW (204K)	1.000	1.35



## *Proposed Posting Signs*

### **WEIGHT LIMIT REDUCED**

<b>SINGLE AXLE MAX</b>	<b>20,000 LBS</b>
<b>TANDEM AXLE MAX</b>	<b>34,000 LBS</b>
<b>TRUCK WEIGHT MAX</b>	<b>54,000 LBS</b>
<b>TRAILER WEIGHT MAX</b>	<b>54,000 LBS</b>
<b>TOTAL GROSS MAX</b>	<b>80,000 LBS</b>



## *Simplified Proposed Posting Sign*

### **WEIGHT LIMIT REDUCED**

**TRUCK WEIGHT MAX                      54,000 LBS**

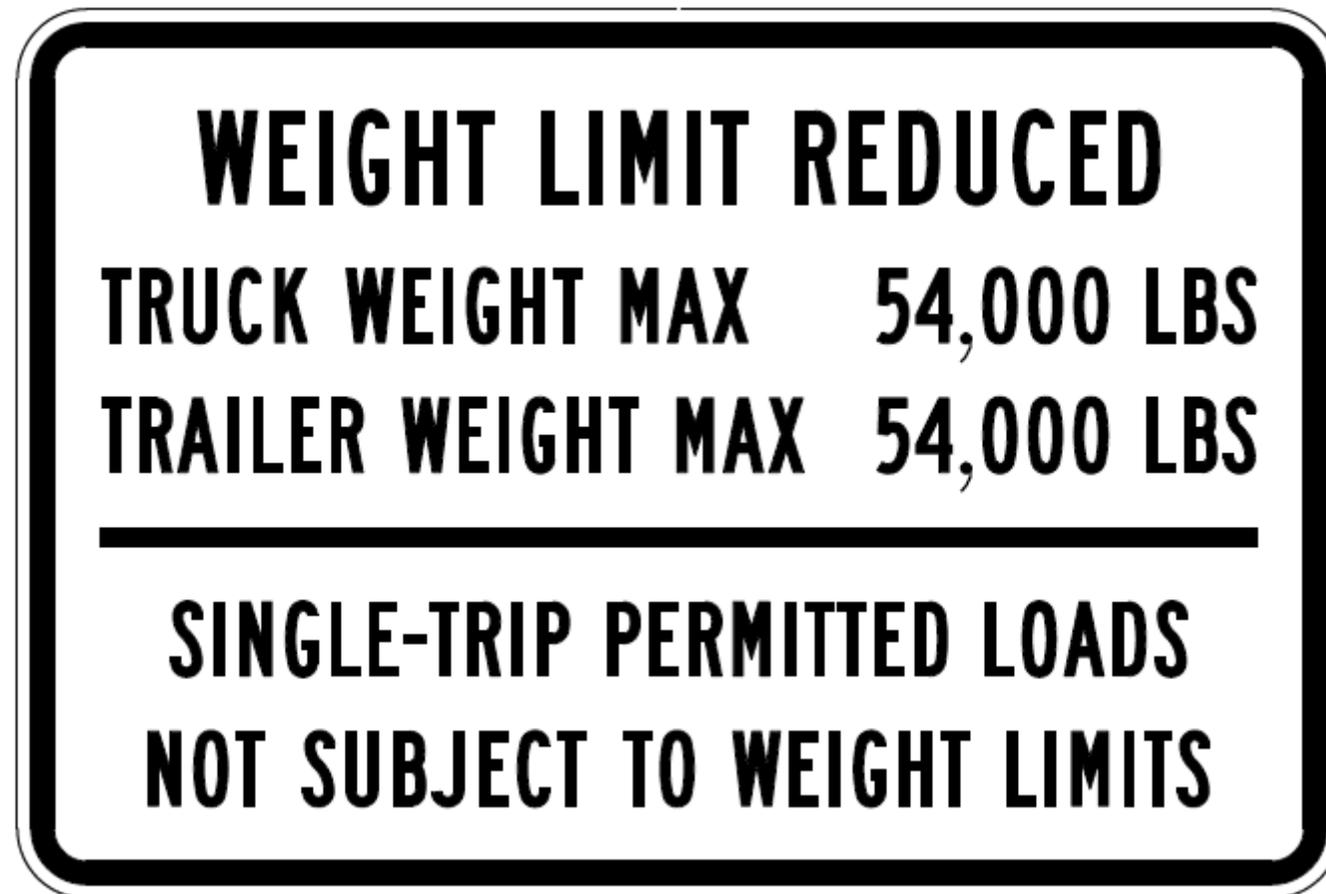
**TRAILER WEIGHT MAX                      54,000 LBS**

**COMBINED GROSS WEIGHT MAX**

**80,000 LBS.**



## *Proposed Posting Signs*





Oregon Department of Transportation



***THE END***



## INTRODUCTION

Oregon generally imposes a mileage-based tax on heavy vehicles operating on public roads in the state. Within specific limitations, carriers of wood chips, sand and gravel and logs, may instead, elect to pay a “flat fee.” Separate flat fee rates are provided for each of these commodity-types.

This analysis compares the amount of highway use tax paid by each group of flat fee taxpayers to the amount this group would have paid on a mileage basis to determine revenue neutrality across payment methods. The comparisons are made using current mileage rates applied to the 2013 reported data.

## EXECUTIVE SUMMARY

The comparisons yielded the following commodity-specific results:

### WOOD CHIPS

- There were no flat fee firms hauling wood chips in 2013.

### SAND & GRAVEL

- The 2013 data, with the 2013 rates with axle adjustments across the declared weight groups of the vehicles, shows that firms under the flat fee method paid \$169,283.04 less than if they had used the mileage tax method. This represents a 24.21% underpayment.
- Vehicles with a declared weight of over 104,000 lbs. underpaid by \$196,159.69.

### LOGS

- Using the 2013 rates, with axle adjustments and a combination of 2013 Oregon taxable miles based on a reporting practices analysis, and the assumption of 50% loaded/50% empty operating practices, results in an underpayment of \$287,194.48, approximately 3.53%.
- Using the 2013 rates with axle adjustments and a combination of 2013 Oregon taxable miles based on a reporting practices analysis, and the assumption of 45% loaded/55% empty operating practices, results in an overpayment of \$34,933.11, approximately 0.45%.

**FLAT FEE STUDY**  
**Comparison of 2011 to 2009 Results**

	2011				2013			
	# of Accounts	Oregon Miles Reported	Overpayment/ (Underpayment)	%	# of Accounts	Oregon Miles Reported	Overpayment/ (Underpayment)	%
<b>Wood Chips</b>	1	68,776	\$ 1,118.29	10.04%	0	0	\$ -	0.00%
<b>Sand &amp; Gravel</b>	37	4,437,739	\$ (183,123.44)	(24.54%)	38	4,137,896	\$ (169,283.04)	(24.21%)
<b>Logs</b>	431	69,011,502			482	72,574,439		
50% Loaded/50% Empty			\$ (375,142.32)	(4.86%)			\$ (287,194.48)	(3.53%)
45% Loaded/55% Empty			\$ (68,435.16)	(0.92%)			\$ 34,933.11	0.45%



# Motor Carrier Transportation Division

# Customer Survey Project — 2014



OREGON DEPARTMENT OF TRANSPORTATION – MOTOR CARRIER TRANSPORTATION DIVISION

## How are we doing?

You have been selected to participate in a survey. The Oregon Department of Transportation's Motor Carrier Transportation Division is conducting a customer survey to see how well we are doing our job. You were randomly selected from a list of motor carriers who recently called or visited our Salem Headquarters for help with Oregon truck-related business. Your opinion is very important to us. Please take a few minutes to answer the following questions about your experience. You will remain anonymous in this survey. Thank you for your help!

Gregg Dal Ponte, ODOT Administrator

### Customer Survey – Salem Motor Carrier Services

Please check the most appropriate response

Regarding Motor Carrier Division staff and service provided . . .	Excellent	Good	Fair	Poor	Don't Know
<b>TIMELINESS</b> 1. How do you rate the timeliness of the services provided by the Motor Carrier Transportation Division?					
<b>ACCURACY</b> 2. How do you rate the ability of the Motor Carrier Transportation Division to provide services correctly the first time?					
<b>HELPFULNESS</b> 3. How do you rate the helpfulness of Motor Carrier Transportation Division employees?					
<b>EXPERTISE</b> 4. How do you rate the knowledge and expertise of Motor Carrier Transportation Division employees?					
<b>AVAILABILITY OF INFORMATION</b> 5. How do you rate the availability of information at the Motor Carrier Transportation Division?					
<b>OVERALL SERVICE</b> 6. How do you rate the overall quality of service provided by the					



# Outreach summary

---

	Total surveys sent	Total returned / Percent		Cost
2014	3,822	612	16%	\$2,365
2012	3,846	670	17.5%	\$2,464
2010	4,211	936	22%	\$2,743
2008	5,514	1,288	23%	\$2,957
2006	4,620	1,186	26%	\$2,199
2004	2,320	727	31%	\$1,172
2002	2,215	687	31%	\$1,041



## Customer groups surveyed in 2014

---

1. Oregon companies subject to a Safety Compliance Review
2. Oregon companies with a truck inspected by MCTD staff
3. Oregon truck drivers inspected by MCTD staff
4. Oregon drivers who received a citation or warning from a motor carrier enforcement officer
5. Companies in OR, ID, and WA who participate in Green Light
6. Companies in OR, ID, and WA who are Trusted Carrier Partners
7. Companies calling the Registration Services Permit Analysts
8. Companies calling the Permit Analysts in Over-Dimension Permits
9. Companies subject to a weight-mile tax audit
10. Companies subject to an International Registration Plan and/or International Fuel Tax Agreement audit
11. Oregon carriers subject to a Household Goods fitness audit in 2013



## Response rates per customer group

Group	Sample	Responses / Percent
Safety Compliance Review	265	55 / 20.8%
Truck inspection	484	82 / 16.9%
Driver inspection	559	76 / 13.6%
Driver cited / warned	527	56 / 10.6%
Green Light	464	80 / 17.2%
Trusted Carriers	277	84 / 30.3%
Salem Permit Analysts	448	53 / 11.8%
Over-Dimension Permits	263	59 / 22.4%
Weight-mile tax audit	411	34 / 8.3%
IRP / IFTA audit	99	26 / 26.3%
HHG audit	25	7 / 28%



# Results – Responses to six benchmarks of customer service – standard questions on all state agency surveys

## Regarding Motor Carrier Division staff and service provided . . .

	Excellent	Good	Fair	Poor	Responses
<b>TIMELINESS</b> 1. How do you rate the timeliness of the services provided by the Motor Carrier Transportation Division?	39%	47%	11%	3%	596
<b>ACCURACY</b> 2. How do you rate the ability of the Motor Carrier Transportation Division to provide services correctly the first time?	44%	44%	10%	2%	599
<b>HELPFULNESS</b> 3. How do you rate the helpfulness of Motor Carrier Transportation Division employees?	54%	36%	7%	3%	597
<b>EXPERTISE</b> 4. How do you rate the knowledge and expertise of Motor Carrier Transportation Division employees?	46%	41%	9%	4%	600
<b>AVAILABILITY OF INFORMATION</b> 5. How do you rate the availability of information at the Motor Carrier Transportation Division?	40%	43%	14%	3%	592
<b>OVERALL SERVICE</b> 6. How do you rate the overall quality of service provided by the Motor Carrier Transportation Division?	43%	46%	9%	2%	600



## Key results –

Oregon companies subject to a Safety Compliance Review in 2013

86% believe ODOT's Motor Carrier Safety Program has a positive effect on highway safety.

88% agree that Safety Compliance Reviews influence carriers to comply with safety regulations.

90% say the \$100 penalty that applies to most safety violations is sufficient to convince carriers to stay in compliance.

Safety  
Compliance  
Review

### Regarding Motor Carrier Division staff and service provided . . .

	Excellent	Good	Fair	Poor	Responses
<b>OVERALL SERVICE</b> How do you rate the overall quality of service provided by the Motor Carrier Transportation Division?	36%	47%	15%	2%	53



## Key results – Oregon companies with a truck inspected by MCTD 8/1/13 – 1/31/14

---

58% say their trucks were inspected 3-10 times by MCTD staff last year.

75% agree the chances of being inspected on an average trip through Oregon are high.

70% think inspection efforts should not be increased.



### Fully supportive of enforcement efforts:

93% believe ODOT's Motor Carrier Safety Program has a positive effect on highway safety.

88% agree putting drivers and vehicles out-of-service benefits safety.

96% agree stopping trucks that are speeding or committing other traffic violations benefits safety.



# More results – Oregon companies with a truck inspected by MCTD 8/1/13 – 1/31/14

92% say ODOT inspectors conduct inspections in a professional, courteous manner.



## Regarding Motor Carrier Division staff and service provided . . .

	Excellent	Good	Fair	Poor	Responses
<b>OVERALL SERVICE</b> How do you rate the overall quality of service provided by the Motor Carrier Transportation Division?	35%	54%	9%	2%	80



# Key results – Oregon truck drivers inspected by MCTD staff from 8/1/13 – 1/31/14

88% agree that ODOT inspectors conduct inspections in a professional, courteous manner.

99% say inspectors give clear instructions about making repairs and handling the inspection form.

78% agree putting drivers and vehicles out-of-service benefits safety.

90% agree stopping trucks that are speeding or committing other traffic violations benefits safety.



### Regarding Motor Carrier Division staff and service provided . . .

	Excellent	Good	Fair	Poor	Responses
<b>OVERALL SERVICE</b> How do you rate the overall quality of service provided by the Motor Carrier Transportation Division?	17%	65%	11%	7%	74



# Key results – Oregon drivers cited or warned by a motor carrier enforcement officer 8/1/2013-1/31/2014

- MCEOs perform duties in a professional manner — 91% agree
- ... demonstrate good judgment and common sense — 79% agree
- ... treat truck operators with respect — 74% agree
- ... are knowledgeable and well-trained — 81% agree
- ... apply size and weight regulations fairly — 81% agree
- ... enforce size and weight regulations uniformly — 76% agree
- ... give clear and concise guidance about compliance — 87% agree



## Regarding Motor Carrier Division staff and service provided . . .

	Excellent	Good	Fair	Poor	Responses
<b>OVERALL SERVICE</b>					
How do you rate the overall quality of service provided by the Motor Carrier Transportation Division?	30%	46%	18%	6%	54



## Key results – Companies in OR, ID, and WA who participate in Green Light

---

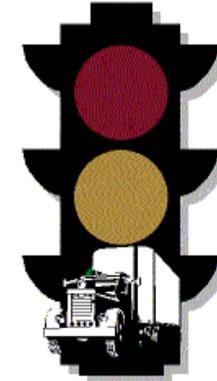
99% agree it's easy to use Green Light.

97% agree it saves time by avoiding stops.

97% agree it saves money in truck operating costs.

84% say they would be participating in Green Light even if they had not gotten their first transponders free.

68% would be willing to spend \$30 for a new transponder when the battery dies, but 85% plan to spend \$15 to have the Transponder Service Center replace the battery.

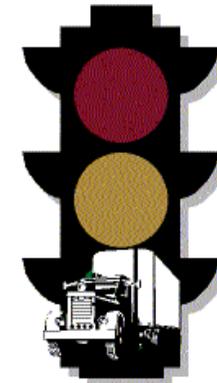




## More results – Companies in OR, ID, and WA who participate in Green Light

90% say they have no problem with the fact that Green Light allows ODOT to collect weigh station records electronically.

88% agree it's appropriate to use weigh station records for enforcement purposes, such as checking driver logbooks.



### Regarding Motor Carrier Division staff and service provided . . .

	Excellent	Good	Fair	Poor	Responses
<b>OVERALL SERVICE</b> How do you rate the overall quality of service provided by the Motor Carrier Transportation Division?	47%	46%	6%	1%	79



## Key results – Companies in OR, ID, and WA who are Trusted Carrier Partners

---

99% say they take pride in being an Oregon Trusted Carrier Partner.



96% say they clearly derive benefit from that.

79% agree putting Trusted Carrier plates on their trucks helps them retain drivers. *(question would not apply to single-truck owner-operators.)*

94% say displaying the plate enhances their company's image.



## More results – Companies in OR, ID, and WA who are Trusted Carrier Partners

90% believe the plate has a positive effect on the way Oregon weigh station operators treat their drivers and 89% believe it has a positive effect on the way law enforcement officers treat them.



97% agree the Trusted Carrier designation is a major incentive to maintain a good safety record and 96% agree it's a major incentive to stay in compliance with other regulations.

### Regarding Motor Carrier Division staff and service provided . . .

	Excellent	Good	Fair	Poor	Responses
<b>OVERALL SERVICE</b> How do you rate the overall quality of service provided by the Motor Carrier Transportation Division?	57%	41%	1%	1%	85



# Key results – Companies contacting the Registration Permit Analysts during the week of May 13-17, 2013

98% agree staff is professional, courteous and flexible in accommodating their needs.

When asked to rate staff's ability to provide services correctly the first time –

71% rate staff excellent, 25% good, 4% fair, 0% poor.

47% of respondents say they also use Trucking Online to transact business.



Regarding Motor Carrier Division staff and service provided . . .

	Excellent	Good	Fair	Poor	Responses
<b>OVERALL SERVICE</b> How do you rate the overall quality of service provided by the Motor Carrier Transportation Division?	68%	28%	4%	0%	53



# Key results – Companies contacting Over-Dimension Permit Analysts during the week of May 13-17, 2013

93% agree staff is professional and courteous.

When asked to rate staff’s ability to provide services correctly the first time –

57% rate staff excellent, 34% good, 9% fair, 0% poor.

82% say their requests for single-trip permits are processed in a timely and accurate manner.



### Regarding Motor Carrier Division staff and service provided . . .

	Excellent	Good	Fair	Poor	Responses
<b>OVERALL SERVICE</b> How do you rate the overall quality of service provided by the Motor Carrier Transportation Division?	55%	31%	14%	0%	58



# Key results – Companies' experience with 3<sup>rd</sup> Party Agents who issue over-dimension permits

---

Regarding Oregon Trucking Associations	Excellent	Good	Fair	Poor	Responses
<b>OVERALL SERVICE</b> How do you rate the overall quality of service provided by the 3 <sup>rd</sup> party agents?	61%	33%	6%	0%	17

Regarding A Work Safe Service	Excellent	Good	Fair	Poor	Responses
<b>OVERALL SERVICE</b> How do you rate the overall quality of service provided by the 3 <sup>rd</sup> party agents?	73%	23%	4%	0%	22



# Key results – Companies' experience with 3<sup>rd</sup> Party Agents who issue over-dimension permits - continued

Regarding Clackamas County	Excellent	Good	Fair	Poor	Responses
<b>OVERALL SERVICE</b> How do you rate the overall quality of service provided by the 3 <sup>rd</sup> party agents?	57%	0%	43%	0%	7

Regarding Marion County	Excellent	Good	Fair	Poor	Responses
<b>OVERALL SERVICE</b> How do you rate the overall quality of service provided by the 3 <sup>rd</sup> party agents?	33%	17%	33%	17%	6

Regarding Lane County	Excellent	Good	Fair	Poor	Responses
<b>OVERALL SERVICE</b> How do you rate the overall quality of service provided by the 3 <sup>rd</sup> party agents?	50%	25%	25%	17%	4



# Key results – Companies subject to an audit – weight-mile tax, IRP, and/or IFTA

94% agree staff is professional and courteous.

91% say they were given enough time to prepare for their audit.

92% say the audit was completed in a timely manner.

92% agree their auditor was fair and impartial.

90% agree their auditor was helpful answering questions about reporting requirements and offering tips about good record keeping.



## Regarding Motor Carrier Division staff and service provided . . .

	Excellent	Good	Fair	Poor	Responses
<b>OVERALL SERVICE</b> How do you rate the overall quality of service provided by the Motor Carrier Transportation Division?	46%	48%	6%	0%	57



# Key results – Companies subject to a Household Goods Fitness Audit

100% agree staff is professional and courteous.

100% say they were given enough time to prepare for their audit.

100% say the audit was completed in a timely manner.

100% agree the audit findings were explained by the auditor.

100% agree their auditor was helpful answering questions about tariff requirements.



## Regarding Motor Carrier Division staff and service provided . . .

	Excellent	Good	Fair	Poor	Responses
<b>OVERALL SERVICE</b> How do you rate the overall quality of service provided by the Motor Carrier Transportation Division?	71%	29%	0%	0%	7



## Results – Detailed results from each customer survey – [www.oregon.gov/ODOT/MCT/Pages/SURVEY12.aspx](http://www.oregon.gov/ODOT/MCT/Pages/SURVEY12.aspx)

The screenshot shows a web browser window with the URL <http://www.oregon.gov/ODOT/MCT/Pages/Survey12.aspx>. The browser's address bar and menu are visible. The website header features the Oregon.gov logo and navigation options like 'TEXT SIZE: A+ A- A', 'TEXT ONLY', 'TRANSLATE', and a search box. The main content area is titled 'Motor Carrier Transportation' and includes a sidebar with a 'Department' dropdown menu and a list of navigation links: About Us, Contact Us, Registration, Forms & Tables, Trucking Online, Safety, Over-Dimension, Mobility, Field Services, Green Light, Trusted Carriers, Laws & Rules, Audits, and Recordkeeping. The main content area displays 'Survey12' with several blue links: 2012 Survey Summary, Keys to Customer Service, Truck Inspections, Safety Compliance Reviews, Driver Inspections, Enforcement Officers, Green Light, Trusted Carriers, Tax and Registration Services, Over-Dimension Permits, and Motor Carrier Audits. At the bottom, there is a section titled '2012 Survey Summary' with a dark blue header. The text below reads: 'A total of 670 customers of the Motor Carrier Transportation Division (MCTD) returned surveys this year indicating general satisfaction with staff and the service provided. Judging six key aspects of customer service, only 2% of respondents from 11 customer groups rated MCTD "poor" in terms of timeliness, accuracy, helpfulness, expertise, availability of information, and overall service.' To the right of this text is a small graphic with the text 'How are we doing?' and a paragraph of text: 'You have been selected to participate in a survey. The Oregon Department of Transportation is conducting a customer survey to see if safety inspectors within the past year. Your opinion is very important to us. Please take a few minutes to answer the following questions about your experience with our Program. You will remain anonymous in this survey. Thank you for your help!'.



## Comments – 40% of the respondents added written comments:



*Have a little more direction to the next steps someone needs to take to meet regulations.*

---

*I think weigh station enforcement officers do very well at a difficult job. I think companies who operate the transport of trucks should be a little more considerate of not pushing the weight limits in their daily operations. It is the driver who ultimately has to walk into the office and is handed a warning or a citation when he or she is just doing their job. Thank you.*

---

*Provide rules that the average person can understand.*

---

*Suggestion – look at the history of the company. Do not conduct futile audits. Our company is small and we file these reports honestly. This audit as well as our last audit was a waste of time and money for us and ODOT. Our bill was \$20.24. We spent hours getting the info together and during audit. We take the suggestions of the auditors and adopted new policies – come to find out, some of our new policies were not necessary. Waste of time. This audit was done April 2013 so this survey might not be entirely accurate since it was so long ago.*



## more comments –

---



*Please watch the stacking of violations on the same unit and clarify to the driver and on the report specifically why the violation is being identified. Not just the code, but why the violation!*

---

*Patrol our major freeways and highways more looking for unsafe drivers. I notice I see a lot of highway trucks driving [in an] unsafe manner these days.*

---

*Trusted Carrier is a great program. 😊*

---

*Close all weigh stations.*

---

*Leave the transponder signal on 24/7 and quit giving us a red light when we're empty.*

---

*I am pleased with the service we get from ODOT & our Safety Audit was very informative and helpful. Keep up the good work!!!*



## still more comments –

---



*I mainly haul oversize loads. Most ODOT officials can do this, read and understand a permit. It is disappointing when a weighmaster stops me at a scale, looks at my permit and I have to explain the permit to them. The few times this has happened they have always been nice, but when they look at a permit they should know how to read and understand it.*

---

*Make Over Dimensional Permits self-issue online.*

---

*It would be nice if when filing and paying monthly PUCs that you could keep your card information saved. It's a pain to enter it each month.*

---

*I would appreciate less waiting time to get someone on the phone.*

---

*Currently, the DOT people I have dealt with are very professional in their jobs and treat me – the driver- the same way I treat them – with courtesy, respect and honesty. Thank you for hiring and maintaining that level of professionalism.*



## Motor Carrier Transportation Division

---

### Customer Survey Project — 2014

Tara L. Caton  
Executive Support  
Tara.L.Caton@odot.state.or.us  
503-373-1638



#### How are we doing?

You have been selected to participate in a survey. The Oregon Department of Transportation's Motor Carrier Transportation Division is conducting a customer survey to see how well we are doing our job. You were randomly selected from a list of motor carriers who recently called or visited our Salem Headquarters for help with Oregon truck-related business. Your opinion is very important to us. Please take a few minutes to answer the following questions about your experience. You will remain anonymous in this survey. Thank you for your help!

Gregg Dal Ponte, ODOT Administrator

#### Customer Survey – Salem Motor Carrier Services

Please check the most appropriate response

Regarding Motor Carrier Division staff and services provided . . .	Excellent	Good	Fair	Poor	Don't Know
<b>TIMELINESS</b> 1. How do you rate the timeliness of the services provided by the Motor Carrier Transportation Division?					
<b>ACCURACY</b> 2. How do you rate the ability of the Motor Carrier Transportation Division to provide services correctly the first time?					
<b>HELPFULNESS</b> 3. How do you rate the helpfulness of Motor Carrier Transportation Division employees?					
<b>EXPERTISE</b> 4. How do you rate the knowledge and expertise of Motor Carrier Transportation Division employees?					
<b>AVAILABILITY OF INFORMATION</b> 5. How do you rate the availability of information at the Motor Carrier Transportation Division?					
<b>OVERALL SERVICE</b> 6. How do you rate the overall quality of service provided by the					



Oregon Department of Transportation



ATTACH. G



**MCTD**  
**Joint Portable Operation**  
**Blue Mountain Region**

*September 14 – 18, 2014*



**Blue Mountain Region  
Pre-Operation Team Meeting**



## Stanfield (US395) Traffic

Maureen McNeill (LAG)



## Safety Inspections at Stanfield Location



## Stanfield PD supported the operation by:

- Inspecting,
- Providing Traffic Control on HWY 395,
- Pursuing Bypassers, and
- Assisting with difficult drivers.



## OOS Vehicle & Driver

Driver directed to the scale by Stanfield PD.

Truck >26,000 lbs. NO OWRATI, NO Registration,

Driver NO CDL, Improper Load Securement, & Vehicle OOS



## Boardman I-84 EB Rest Area Intercomp Site

Malcolm Scott (RBG) directing the trucks onto the Intercomps with Eddie Chavez (ASH) looking on.



Boardman EB Rest Area got plenty of traffic



Morrow Co. Sheriff Ken Matlack & Undersheriff Kevin Myren discuss the operation Mary Mortensen (UMA)



Potato Trucks stacked up trying to wait us  
out at Tower Road near I-84



## Hwy 207

Making sure Haenni scales are adjusted correctly before pulling the truck onto them.



**Hwy 730 in Umatilla, OR**

**Rusty Gilbert (CCL) & Larry Lee (UMA)**



# Oregon Department of Transportation



**HermistonHerald.com**

Home News Sports Opinion Community Obituaries Records Photos/Videos E-Editions Subscribe Classifieds Marketplace Contact Us

**YOU'RE NO STRANGER TO US. WE CAN HELP YOU!**  
We're your neighbors, so we understand your insurance needs. We have 32 insurance experts in eight offices ready to tailor a policy for you today.

**ERIN McLAUGHLIN AND ANDREA MUNKERS**  
BISNETT INSURANCE INC.  
121 S MAIN STREET  
PENDLETON, OR 97801  
541-276-1418 | www.bisnett.com

Representing **PEMCO**

**LIFETIME VISION SOURCE**

Home News Local News

**Truck operation improves safety**

■ ODOT, law enforcement concluding three-day

Posted: Tuesday, September 16, 2014 10:08 pm  
By PHIL WRIGHT  
East Oregonian | 0 comments

Truck drivers bending and breaking the rules of the road in Eastern Oregon have been under wary eyes since Monday. The Oregon Department of Transportation Motor Carrier Division blitzed big rig drivers with safety inspections at several checkpoints in Morrow and Umatilla counties.

Ed Scrivner is the program manager overseeing the transportation department's truck size and weight enforcement program. He said this is the second year the agency has conducted the checkpoints. He said the inspectors are focused on safety, not bringing a state fist down on commercial drivers.

**Verizon® Fleet Tracking**  
networkfleet.com  
Transform Your Fleet Management. Download Your Free eBook Today!

**iPaper**  
Introducing the e-edition app for iPad, iPhone and iPod Touch  
An interactive copy of the East Oregonian in mobile format  
[Click here to download the free app](#)

**HERMISTON GLASS**  
• Windows  
• Patio doors  
• Mirrors  
• Tabletop Glass  
• Picture Frames • Flat Glass  
• Window Repair • Storefronts  
• Shower Enclosers  
1895 N. 1st St. • Hermiston  
541-567-6679 • 800-835-3137

**THE MARCUS WHITMAN**  
"Exceptional Guest Experiences for Every Guest"

80° Clear  
77° Clear  
80° Clear

Advanced Search

Welcome to the site! Login or Signup below.  
Login | Signup

Full Access ONLY \$1 a day  
CLICK HERE

Google

## We made the papers!



## *Hermiston Herald*

**"Truck operation improves road safety"**

**Rep Purves (UMA) waves a truck through a portable scale on East Coe Avenue in Stanfield**



## *East Oregonian*

**“ODOT hauls ’em in for safety”**

ODOT workers run a temporary weight station for semis on Coe Avenue on Tuesday in Stanfield.



# Inspection Results

Inspections performed at all the locations by MCEO's, Safety and partner's:

- September 15<sup>th</sup>
  - Level II's – 31, 16 VOOS (52%), 5 DOOS (16%)
  - Level III's – 21, 5 DOOS (24%)
- September 16<sup>th</sup>
  - Level II's – 35, 24 VOOS (69%), 4 DOOS (11%)
  - Level III's – 16, 6 DOOS (38%)
- September 17<sup>th</sup>
  - Level II's – 27, 18 VOOS (67%), 5 DOOS (18%)
  - Level III's – 20, 8 DOOS (40%)



# Inspection Results

## 3 Day Inspection Totals:

- 57 LEVEL III
  - 19 DOOS (33%)
- 93 LEVEL I/II
  - 14 DOOS (15%) &
  - 58 VOOS (62%)



## Enforcement Results

- Trucks Weighed –  
3,737
- Total Enforcement –  
165 (4.4%)
  - 117 Citations
  - 48 Warnings
  - 91 S&W Violations  
(2.4%)

