

MCTAC Agenda

February 08, 2018

Time: 8:30 a.m.

Location:

Motor Carrier Transportation Division

3930 Fairview Industrial Drive S.E.

Salem, Oregon 97302

2nd Floor Ashland Conference Room

Join Me: <https://join.me/mctd.admin>

Conference line: 1-888-204-5984; access code 1401540##

Facilitator: Ed Scrivner

[Minutes](#) Approval: January 11, 2018

- I. Phone Migration Communication & Contingency Plan . . . Audrey Lawson
- II. Follow-up to Federal Safety Rules adoption . . . David McKane
 - a. ELD Intrastate Implementation
 - b. Oregon definition of Planting and Harvest Periods 395.1 (k)
- III. HB2017 Work Strategy . . . Amy Ramsdell
- IV. Weight/Mile Tax Receipt / No-WRATI Discussion . . . Audrey Lawson
- V. Administrator's Report . . . Amy Ramsdell
 - News Release for Continuous Improvement Advisory Committee
 - a. Follow-up from IRP Peer Review
 - b. Agenda Build

MINUTES
MOTOR CARRIER TRANSPORTATION ADVISORY COMMITTEE MEETING
February 08, 2018

Facilitator: W. Ed Scrivner

Attendees:

Matt Briggs – North Santiam Paving
Ed Scrivner – ODOT/MCTD
Audrey Lawson – ODOT/MCTD
Tara Caton – ODOT/MCTD
Amy Ramsdell – ODOT/MCTD
Greg King – Southern Glazer
Bob Hooker – Knife River
Mark Richardson – Omega Morgan
Lanny Gower – XPO Logistics
Bill Lundin – Independent Dispatch Inc.
Bob Russell – OTA
Sven Johnson – ODOT/MCTD
Steve Bates – V. Van Dyke, Inc.
Kristin Mitchell – ORRA
Debbi Baird – Stahlbush Island Farm
David Rios – FMCSA
Soona Lee – EROAD
David McKane – ODOT/MCTD
Jon Reimer – ODOT/MCAD

Phone:

Steve Duvall – OSP

January 11, 2018 MCTAC Minutes

- ◆ Steve Bates motioned to approve the January 11, 2018 MCTAC minutes and Bob Russell seconded the motion. The minutes were approved unanimously.

Phone Migration Communication & Contingency Plan . . . Audrey Lawson

- ◆ MCTD is scheduled to migrate to the new state IBM phone system this spring. Existing phone numbers will not change, but callers should be prepared for possible phone disruption during the migration to the new system. Customers are encouraged to use Trucking Online. The new system will have caller features and options that will improve service to our customers.

MCTD's communication plan includes sharing updates here at MCTAC, flyers included with monthly statements and posted at service counters, newsletter articles, a phone project web page, and emails to key stakeholders and to TOL addresses

and agents utilizing GovDelivery when we are within one week of the final migration date. Trucking Advisories, alerts on the TOL webpage, and phone system alerts will also be posted a week before the final migration.

MCTD staff will try and reduce the calls in our phone queue as much as possible on the morning the migration begins. If the system is down longer than anticipated, we will post a contact form on our phone web page which will allow customers to reach out to us electronically. Contingency phone lines will be ready to use so that staff can call out to respond to those contact form requests, and we may send staff to the Woodburn Port of Entry to assist with calls during the migration. We will continue to conduct business via the web during the migration process.

The statewide phone contract is administered by the Department of Administrative Services. MCTD must be able to test the system, particularly for call-center services, and we need adequate time to do so, which means that we have to negotiate key deadlines with the vendor. This is why we aren't settled on a finalized migration date at this time. We can only push back migration so far; it can't move into the summer season and affect Over Dimension Permits during their busy season.

Bob Russell offered OTA's resources to help spread the word to the trucking industry.

Follow-up to Federal Safety Rules adoption . . . David McKane

- ◆ FMCSA expects states to have compatible rules with those established by the federal government. Oregon adopts the federal rules on an annual basis so that we are in compliance. The federal ELD mandate first appeared two years ago and Oregon adopted it at that time, though states actually have three years to adopt the changes. Last month's input regarding ELDs from the intrastate trucking community members who attended the MCTAC meeting was very helpful. Our initial intention was to apply the mandate to intrastate carriers, as well as to the interstate carriers the federal rule specifically speaks to, beginning in December 2017; however, upon further consideration, we will not adopt the implementation of ELDs for intrastate carriers at this time. This will give intrastate carriers additional time to prepare. We can consider this the next time we readopt the federal regulations or sooner if someone petitions the Department. The other update of note is that we've included the definition of Oregon's planting and harvest season, January 1 - December 31.

Oregon also adopts the federal out of service criteria annually. There were no significant changes to these. One minor change deals with safety devices like tow ropes or chains in a less restrictive way.

David shared the proposed rule language with the group for comment and approval. Some minor language edits* to the OAR adopting the federal safety rules were suggested and Bob motioned to conditionally approval the rules with the incorporated edits. Kristan Mitchell seconded the motion and the group approved unanimously.

*David will bring the rules back with the incorporated edits for final approval.

Bob Russell said that this is a more-than-reasonable response to industry concerns about ELDs. He also appreciated the training forum which was offered in tandem with the January MCTAC meeting.

David Rios noted that the National Asphalt and Paving Association was awarded exemptions in late January from the 30 minute break and waiting time rules and can operate under the short haul exemption for a 14 hour duty day.

HB2017 Work Strategy . . . Amy Ramsdell

- ◆ HB2017 is a complex bill and there are multiple pieces within it that affect the Motor Carrier Transportation Division. Some of the changes are incremental and phase in over the next two years. Motor Carrier has asked the legislature for positions in order to handle the increased workload we anticipate because of the changes. We are asking for auditors, policy analysts, and front-line staff.

Auditing is going to be more complex due to the rate changes listed in the bill, so we are asking for two positions in that department. We have been utilizing over-time and temporary staff to assist with current workload. With the change in rates every couple of years, auditors will need to conduct additional sampling representing each rate structure. We typically see additional carrier errors as a result of a rate change. We don't want to overtax carriers. Additionally, we want to continue to respond timely when someone requests account closure. An audit is conducted prior to the account closure process finalizing. We do not release cash deposits or bonds until the audit is final.

Over Dimension Permit counts continue to grow. We anticipate increased workload due to construction. We are only asking for one position in OD because we have already implemented the self-issue permit program. Our need for additional Mobility Unit staff falls under the Department's request for Project Delivery staff. Mobility workload will increase with the added revenue.

In all, MCTD has requested twelve positions. All new staff will need training and we are working to create a uniform, division-wide training process. Half of the workforce is currently eligible to retire, so we are also working on succession planning. We try and find ways to make all processes more efficient, which includes moving positions internally to assist with increased workload in other areas, and augmenting through the use of technology. Members present indicated it would be good to get projects to the Mobility Committee earlier as opposed to the final hour. We are working to clarify language in the Mobility Manual and use plain language. This effort does not include policy change, rather just refining it to make it more understandable to the users of the manual.

Bob Russell asked Amy to find out if Bridge is adding personnel; do they anticipate increased workload due to the bill? MCTD staff would need to check with the Bridge unit on their specific asks. Industry also expressed concern about the movement of

bridge beams and would like to see the SIPP county blankets get approved. OTA offered any assistance they could provide.

Steve Bates would like to see the self-issue permit expanded to allow for heavier loads. Machines are getting bigger, as are trucks, so he asked that we look into increasing the overall allowable weight for permits.

The Department is developing a Continuous Improvement Advisory Committee and is looking for three to four external stakeholders to participate. The group will guide the ODOT Internal Audit process to make efficient use of our resources. If you are interested in learning more or submitting an application to participate, please check out the website:

<https://www.oregon.gov/ODOT/Get-involved/Pages/Continuous-Improvement-Committee.aspx>

Weight/Mile Tax Receipt / No-WRATI Discussion . . . Audrey Lawson

- ◆ We are working on a 2019 Legislative Concept to eliminate the paper Oregon Weight Receipt and Tax Identifier (OWRATI). We've tried various methods to make it easy for carriers to get their receipts in the correct vehicle.

Lanny Gower suggested an electronic registry that would list an entire fleet, but only charge a fee if the tractor actually comes to Oregon. This is similar to the IRP process.

OWRATI fees generate 4 million dollars annually. \$5 of the \$8 OWRATI fee goes to cities and counties. We need to determine the offset in efficiency and are looking for input.

Administrator's Report . . . Amy Ramsdell

- ◆ The last IRP Peer Review found instances where basing errors were made. Procedures have been reviewed and are consistent with the plan. There is however, a need for training. A follow up audit will be conducted later this year. We also wanted to make people aware of the basing requirements. Generally speaking, applications can be timely processed, but if we do not receive what we need to verify basing, it could take on average, as many as four days.
- ◆ **March Agenda Build:**
 - **Legislative Overview**
 - **Fuels Tax Credits Update**
 - **Safety Item – what are we seeing? What do we need to improve?**
Editor's note: Stats come out in April and can be covered as part of the annual Safety Plan.
 - **Mobility Update for upcoming construction season**
 - **How does FMCSA work with the state to remove non at-fault accidents from the record? (Lundin)**

- **Truck Parking Study – Editor’s note: staff from TDD will be available in April**
- ◆ David McKane mentioned that CVSA is holding their spring workshop in Portland this April. We will have Safety staff attend. The meeting starts on Sunday and there is a public meeting regarding cargo securement. Registration is required for the workshop M-W. There will be IRP and IFTA workshops.
<https://cvsa.org/eventpage/events/cvsa-workshop/>
- ◆ For transparency purposes, we are switching to GovDelivery for MCTAC related notices. GovDelivery keeps track of who communications are sent to, when they are sent, and what the communications were. For the next couple of months, we will continue to use the direct email process that has been in place to this point, but we will also be submitting the notices via GovDelivery. You may need to update your spam filter settings if you find the notices are getting through your server, but not directly into your inbox.

Meeting adjourned @10:15