MCTAC Agenda

January 11, 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: November 9, 2017

I. **Truck parking study . . . Sal Hernandez & Jason Anderson (OSU)**

II. **Housekeeping to provide uniformity between rules . . . Audrey Lawson**
- **734-071-0015 (Possible Reclassification of Highways Due to Improvements)**
- **734-073-0056 (Truck-Tractor & Semitrailer Combinations – National Network Highways)**
- **734-073-0060 (Truck-Tractor with Semitrailer Combinations – State Approved Highways)**
- **734-073-0065 (Truck-Tractor with Semitrailer and Trailer Combinations and Truck-Tractor with Semitrailer and Semitrailer Combinations)**
- **734-073-0100 (65-Foot Tractor-Semitrailer Combinations**
- **734-073-0110 (Specialized Equipment – Automobile/Boat Transporters)**
- **734-073-0130 (Specialized Equipment – Drive-Away Operations)**
- **734-073-0140 (Specialized Equipment for Transporting Logs or Poles)**
- **734-074-0010 (Vehicle Combinations Eligible for Permits)**
- **734-075-0010 (Vehicle Combinations and Maximum Size Limitations)**
- **734-075-0020 (Axles, Tires, and Brakes for Mobile Homes)**
- **734-076-0175 (Approved Routes)**
- **734-078-0020 (Approved Routes and Allowable Overall Lengths)**

- **734-078-0035 (Pilot Vehicles)**
- **734-079-0005 (Scope and Purpose)**
- **734-082-0021 (Days of Travel and Peak Traffic Hour Restrictions)**
- **734-082-0035 (Pilot Vehicle(s))**
- **734-082-0040 (Combination of Vehicles)**

III. US 395 . . . Amy Ramsdell

IV. SIPP Update and target timeline . . . Audrey Lawson

V. Administrator Report . . . Amy Ramsdell
- **Help, Inc.**
- **Agenda Build**

VI. Annual adoption of the Federal Safety Rules . . . David McKane
a. **ELD deadline memo**
b. **ELD Presentation**

MINUTES

MOTOR CARRIER TRANPORTATION ADVISORY COMMITTEE MEETING

January 11, 2018

Facilitator: W. Ed Scrivner

Attendees:
Brad Haga – D&H Logging / Young Trucking
Chuck Bracelin – Chuck Bracelin Trucking
Bill Phillips – Weyerhauser
Bill Marley – Gay Foglio
Billy Reed – Mark Jones Trucking Inc.
Darren Waldien – B&D Trucking LLC
Rick and Debby Chamber – Rick Chamber Trucking Inc.
John and Kelly Parks – John L. Parks Trucking
Acenon Meeuwsen – Dean Meeuwsen Trucking
Ed Scrivner – ODOT/MCTD
Ron Lockard – PER Inc.
Keith Marson – MTI
Jennifer Edington – G& M Logging Inc.
Scot Breedeu – Breedeu Log Co.
Greg King – Southern Gazer
Matt Briggs – North Santiam Paving
Charles Ireland III – Ireland Trucking
Chris Henarie – Henarie Trucking
Dean Baimbridge – Don Whitaker Logging
Jim Phillips – CF Laughlin Logging
Mark Richardson – Omega Morgan
Bob Hooker – Knife River
Dayel & Paulette Reed – Dayel Reed Trucking, Inc.
Tina Hofenbredl – Fall Creek Logging, Inc.
Dennis Fullan – Space Age Fuel Inc.
Kelly Mitchell – Gene Whitaker Inc.
Kim Toews – ODOT/MCTD
Rick Wells – Frank Trucking
Cathy Phillips – CF Laughlin Logging
Andrea Gyddings – Recology
Scott Hammond – Knife River
Teresa Lundy – Lundy Safety Services
Gerald Hilchy – Stokes Construction
Angel Garcia – Grayback Forestry
Tom Sharp – Grayback Forestry
Debbi Baird – Stahlbush Island Farms
Kevin Ely – OSP
David Gray - Glostone
Heather Gray – Glostone

Daphne Brown – GWDS LLC.
Gordon Radabaugh – Western Heavy Haul
Jim Geisinger – AOL Inc.
Loren Hutnick – H&H Heavy Haul
Bill Ruchti – Davidsons
Tammy Banyard
Ben Hainley – Greenup Enterprises
Bob Russell – OTA
Lon Knieriem – Kerr Contractors
Paul Clark – EROAD
Mark Villers – Blue Ridge Timber Cutting
Jason Deemer – Brothers Trucking LLC
Leon Fischer – Siletz Trucking Co.
Sal Hernandez – Oregon State University
Jason C. Anderson – Oregon State University
David McKane – ODOT/MCTD
Abe Dunivin – ODOT/MCTD
Amy Ramsdell – ODOT/MCTD
Audrey Lawson – ODOT/MCTD
Tara Caton – ODOT/MCTD
Steve Duval – OSP
Bill Lundin – Independent Dispatch
Lanny Gower – XPO Logistics

We will be reordering the agenda as Dr. Hernandez with OSU is not yet here to discuss the Truck Parking Study.

November 09, 2017 MCTAC Minutes

- A motion was made to approve the November 9, 2017 MCTAC minutes and seconded by Bob Russell. The minutes were approved unanimously.

US 395 . . . Amy Ramsdell

- The Chief Engineer has approved extending the existing pilot on US 395 to allow up to 53' trailers with either a 65' overall length or a 70' overall length, depending on the segment of the highway (65' north of US26 and 70' south of US26 per Route Map 7). Over-dimension permits are limited to 20 per month. The reason for the limit is to prevent two loads traveling in opposite directions meeting each other on narrow roadways. **(Attach. A)**

Updating OARs for language uniformity . . . Audrey Lawson

- Audrey shared the text for all of the proposed changes and explained that the changes to the rules listed on the agenda are simply to define acronyms, correct spelling, and add statute references. **(Attach. B)**

Bob Russell moved to approve the changes and Bill Lundin seconded the motion. The rule updates were passed unanimously.

SIPP Update & target timeline . . . Audrey Lawson

- MCTD began by approaching the counties and asking them to allow carriers to self-issue for a route that has been approved multiple times already, but the counties weren't inclined to grant approval for self-issue. Since that initial outreach, MCTD has been actively working with the Association of Oregon Counties to add county blanket authorizations to the Self-Issue Permit Program. We are focusing on the counties that we most frequently use to show other counties that the process works. These counties currently have the infrastructure in place to support our requests. We are going to submit a proposal listing routes we believe should have blanket authorizations and formalize the email process.

  Step two will be composing an email which applies to all counties. MCTD will remain the facilitator between the counties and those requesting permits. We collect the information and forward it to the counties. We would like to have this process started in March and recognize that we are getting significantly more requests for OD Permits.

Administrator Report . . . Amy Ramsdell

- Kudos to David McKane and our Green Light department for reaching an interoperability agreement with Help, Inc., the parent company of PrePass. Acknowledgments to Lanny Gower for his work as well. PrePass transponders will work with the Oregon Green Light preclearance program, but the first step is for carriers to contact PrePass and send them a signed a waiver requesting that PrePass to share their transponder information with Oregon. PrePass will push a data exchange to MCTD once they have the waiver from their carrier. Our next step will be getting that information out to PrePass users who operate in Oregon.

  MCTD has also had discussions with Drivewyze, a provider that uses other technology than a transponder to communicate with scales and provides preclearance for weigh stations.

- Agenda Build for February 8th MCTAC meeting:
  - Phone Migration – Communication & Contingency Plan
  - HB 2017 Work Strategy – what's our plan for the increased workload
  - Superload Harmonization update?
  - Annual readoption of the Federal Safety Rules
  - Legislative concepts?

Annual adoption of the Federal Safety Rules . . . David McKane

- David showed a PowerPoint presentation to the group and explained that Oregon adopts the Federal DOT regulations and the Out of Service criteria annually. There were no significant changes in the Federal Safety Rules. There were seven changes to the OOS criteria that Oregon will incorporate, and with the exception of one, they shouldn't impact Oregon. In the OOS criteria there are making a change about knotting or tying a tow rope/chain and it is a more liberal interpretation than before. We hope to readopt the current versions for April 2018. **(Attach. C & D)**

  The federal Electronic Logging Device Mandate is in FMCSR Part 395.8. The ELD final rule was published 12/16/2015 with an effective date in December 18, 2017. Oregon adopted the rule that contained it in April 2016 and readopted it in 2017. If you are required to track your hours of service as a commercial driver, then you are required to have an ELD effective December 2017. Oregon applies the rules to both interstate and intrastate carriers at the same time for uniformity. We are in a soft enforcement period now and aren't penalizing carriers who are required to have an ELD but don't yet have it installed. Beginning April 1, 2018, drivers without a required ELD will be placed out-of-service after the inspector records a violation of Part 395.8(a)(2). This violation has CSA points associated with it. Beginning April 1, 2018, ODOT may issue citations for this violation.

  There are several exemptions to the ELD rule:

  - Drivers who use the timecard exception are not required to keep records of duty status (RODS) or us ELDs. Additionally, the following drivers are not required to use ELDs; however, they are still bound by the RODS requirements in 49 CFR 395 and must prepare logs on paper, using an Automatic On-Board Recording Device (AOBRD), or with a logging software program when required:
  - Drivers who use paper RODS for not more than 8 days out of every 30-day period.
  - Drivers of vehicles manufactured before 2000
  - Drivers who are required to keep RODS not more than 8 days within any 30-day period.
  - Drivers who conduct drive-away-tow-away operations, where the vehicle being driven is the commodity being delivered, or the vehicle being transported is a motor home or a recreation vehicle trailer with one or more sets of wheels on the surface of the roadway.
  - Drivers of vehicles manufactured before the model year 2000. (As reflected on the vehicle registration)

Per David Rios with FMCSA, ELD requirements are based off the engine model year. Essentially it's based off the capability of the engine.

If an ELD exempt driver is behind the wheel of a truck and exceeds 12 hours, he'd need a log for the day he exceeds his hours, but if he doesn't do it more than 8 days in a rolling 30 day period, he would not need an ELD.

The federal rules are written specifically for interstate commerce so you need to consider OAR 740 for intrastate commerce requirements. MCTD Surveyed 4,897 Oregon Intrastate motor carriers. 470 completed the surveys. The majority surveyed were aware of the ELD Mandate and had determined that none of their drivers were required to maintain a logbook so weren't required to have an ELD.

The 100 air miles rule is officially known as the short haul exemption. Carriers operating within 100 air miles typically aren't subject to logbook requirements.

Next month we'll go through our rulemaking process; are there barriers to implementing the ELD rule for intrastate carriers? We will put a link on the website where you can submit written comments over the next month. Meanwhile, we will now accept public comment on the issue.

The adoption of the ELD Rule for Intrastate carriers was opened for Public Comment. Multiple industry representatives requested that MCTD delay implementation of the ELD mandate for intrastate carriers. The following are themes were cited as reasons for requesting the delay and full comments are available upon request:

1. **The ELD Rule is geared toward long-haul truck drivers, not intrastate carriers who are home every night.**
2. **It will be too difficult for roadside inspectors to tell whether or not an intrastate logger is required to have an ELD. Also, do away with the required 30 minute rest period.**
3. **There isn't an exemption to the ELD rule for concrete haulers and there should be.**
4. **It is against the US Constitution to track my movement.**
5. **Timber is an agricultural commodity and should be defined as such.**
6. **Concern about sand and gravel haulers and more time is needed to determine if and how the ELD rule applies to them.**
7. **We need exemptions for small companies. This is a significant expense to outfit trucks with ELDs and pay monthly maintenance fees too.**
8. **Being on the clock and tracked by the ELD doesn't promote safety, it encourages drivers to break rules in order to get where they are going before they run out of hours.**

9. **Small business finds it difficult to get drivers who want this technology in their vehicles.**

Public comment session closed.

*There were several representatives of the logging industry & other business lines present at the meeting who had specific questions as to whether or not they personally would be required to have an ELD. All were invited to another conference room to discuss the requirements with Abe Dunivin, MCTD's Safety Technical Services Training Coordinator.

Truck parking study . . . Sal Hernandez & Jason Anderson

- Oregon State University's College of Engineering conducted a truck parking study to gather opinions with regard to truck parking shortages. Surveys were submitted to Oregon Agencies, other state DOT's, Federal Agencies, and to truck drivers. 70% of respondents indicated that there are truck parking issues in their jurisdictions. Survey data was compared to available truck crash data from the US 97 corridor. Surveyors were attempting to determine if crashes correlated to the scale of drivers having difficulty finding parking. **(Attach E)**

  Current demand for parking exceeds capacity. Future demand substantially exceeds capacity. There is no flag or indicator in crash data that says the crash is specifically tied to truck parking; however, crash causal factors like fatigue, speeding, improper turns, and improper parking all infer a probable link.

  Bob Russell said that he appreciated the focus on safety in this report and offered the assistance of the trucking associations if there is anything they can do to help with this or other similar efforts.

  OSP investigates crashes. Two fatal crashes occurred at the Santiam Rest Area in the last year. Some have been parking related like shoulder parked semi-trucks that have been rear ended. Others were due to contributing factors like DUI.

  Steve Duval added that OSP wants to make sure that all ELD enforcement is done fairly and equitably once we reach the April 1 hard deadline.

  Bob said that OTA takes a great deal of pride on the emphasis placed on safety and that they can always do better, especially with the help from OSP. "The emphasis and the amount of money spent on safety in our industry is phenomenal."

Meeting adjourned @11:55

INTEROFFICE MEMO

TECHNICAL SERVICES
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Office Phone: (503) 986-6625

Date: November 8, 2017

To: Marilyn Holt, District Manager
Craig Sipp, Region Manager
Amy Ramsdell, Administrator, Motor Carrier

From: Bob Pappe, P.E., PLS
Chief Engineer and Technical Services Manager

Subject: Pendleton – John Day Highway (US395), MP17.00 – MP120.51 Length Restriction Exception Request

I approve extending the existing pilot for the Length Restriction Exception to allow 53 ft. trailers on the Pendleton – John Day Highway (US395) from MP 17.00 to 120.51 for an additional two years to July 1, 2019. The same restrictions on the trip permit as well as the limit on the number of trip permits issued should remain in place.

A recent analysis of available crash data since the pilot began, compared to crash data during an equal period before the pilot, indicates that the type and number of crashes has remained consistent. Crash data should continue to be collected and analyzed during this pilot extension. If the results continue to be consistent, it would be reasonable to implement a more permanent solution rather than continuing to extend the pilot. Of course, the permanent solution should include the same restrictions as the pilot in order to ensure the same results. Work on the details of the permanent solution should begin well ahead of time; so that, if appropriate, it can be implemented when the pilot expires on July 1, 2019.

Changes are made through Track Changes

734-071-0015
Possible Reclassification of Highways Due to Improvements
Improvements may be made to some of the Group 2 and Group 3 highways indicated on Group Map 1, revised April 2016. Those improvements may make it appropriate to reclassify the highway or section of highway to a higher group rating which would allow vehicles or combinations of greater dimension. In this respect the Chief Engineer is authorized to reclassify the group rating of such highways as he may consider appropriate when, in his judgment, such a reclassification would not diminish the safety afforded the traveling public. Such reclassification shall be made by a written order signed by the Chief Engineer.
Stat. Auth.: ORS 184.616, 184.619, 810.060 ~~& ORS~~ 818.220
Stats. Implemented: ORS 810.060, 818.200 & 818.220
734-073-0080
Maximum Weight Limit on Interstate Highways
(1) The following provisions apply to maximum weights allowed on interstate highways without a permit:
(a) The provisions of Title 23, Code of Federal Regulations, Part 658, revised February 2007 are applicable to the National System of Interstate and Defense Highways, and reasonable access thereto.
(b) The maximum gross vehicle weight shall be 80,000 pounds except where lower gross vehicle weight is dictated by Bridge Weight Table 1, revised March 2014.
(c) The maximum gross weight upon any one axle, including any one axle of a group of axles of a vehicle is 20,000 pounds.
(d) The maximum gross weight on tandem axles is 34,000 pounds.
(e) The maximum gross weight on two or more consecutive axles may not exceed the limitations specified in Bridge Weight Table 1, revised March 2014. This table of weights was developed using the following formula, referred to as the Bridge Gross Weight Formula:

$$W = 500 \left(\frac{LN}{N - 1 + 12N + 36} \right)$$

~~where~~ Where L is the distance between two or more axles, N is the number of axles of a group of axles and W is the weight in pounds, except that two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each if the overall distance between the first and last axle is 36 feet or more.
(2) Permits may be issued without regard to section (1) through (5) of this rule for vehicles and loads which cannot be dismantled or divided (non-divisible loads) without incurring substantial costs or delay.
(3) Permits may be issued for vehicles or combinations of vehicles authorized by ORS Chapter 818 and OAR Chapter 734, Division 74.

(4) The provisions of this rule do not apply to single, or tandem axle weights, or gross weights legally authorized under Oregon law on July 1, 1956. The group of axles requirements established in this section shall not apply to vehicles legally grandfathered under Oregon group of axle weight tables or formulas on January 4, 1975.
(5) Permits may be issued for two consecutive tandem axles having a loaded weight of 34,000 pounds each, provided the distance between the first and last axles of the two tandem axles is 30 feet or more.
(6) Permits may be issued for a group of four axles consisting of a set of tandem axles and two axles spaced nine feet or more apart that have a loaded weight of 70,000 pounds provided the distance between the first and last axles of the group is 35 feet or more.
[ED. NOTE: The Tables referenced are available from the agency.]
Stat. Auth.: ORS 184.616, ~~ORS~~ 184.619, ~~ORS~~ 810.060 ~~&~~ ~~ORS~~ 818.220
Stats. Implemented: ORS 818.200 & ORS 818.220

734-073-0056
Truck-Tractor and Semitrailer Combinations -- National Network Highways
(1) The Federal Highway Administration determined Oregon's grandfathered semitrailer length to be 53 feet, allowed by the STAA 1982. The length of a semitrailer operated in Oregon on the National Network Highways designated by the STAA 1982 must not exceed 53 feet. The overall length is not restricted.
(2) The length of any load carried on the semitrailer authorized in section (1) of this rule must not extend beyond the rear of the semitrailer by more than five feet.
(3) The National Network Highways in Oregon approved for operation by this rule consist only of those highways listed in Code of Federal Regulations Title 23, Part 658, Appendix A, revised February 20, 2007. These routes are shown in green on Route Map 7, available from the MCTD Over-Dimension Permit Unit. Route Map 7, ~~dated January 2005~~ revised April 2016 is by reference made a part of Division 73 rules.
(4) A permit is not required for the dimensions and routes authorized by this rule.
[ED. NOTE: Attachments referenced are available from the agency.]
Stat. Auth.: ORS 184.616, 184.619, 810.060, 823.011
Stats. Implemented: ORS 810.050, 818.030, 818.200 ~~,~~ & 818.220

734-073-0060
Truck-Tractor with Semitrailer Combinations -- State-Approved Highways
(1) The length of a semitrailer in a truck-tractor and semitrailer combination shall not exceed 53 feet. The overall length of the combination shall not exceed 65 feet.
(2) The length of any load carried on the semitrailer authorized in section (1) of this rule, shall not extend beyond the rear of the semitrailer by more than five feet.

(3) State approved highways for the movement of combinations of vehicles described in section (1) of this rule, shall consist of the state highways designated by the Chief Engineer. The list of approved highways and types of vehicle combinations authorized are maintained by the Chief Engineer, and are displayed in black on Route Map 7, revised April 2016.
[ED. NOTE: Attachments referenced are available from the agency.]
Stat. Auth.: ORS 184.616, 184.619, 810.050, 810.060 & 818.220
Stats. Implemented: ORS 818.200 & 818.220

734-073-0065
Truck-Tractor with Semitrailer and Trailer Combinations and Truck-Tractor with Semitrailer and Semitrailer Combinations
(1) The maximum length of any semitrailer or trailer in a truck-tractor with semitrailer and trailer or truck-tractor with semitrailer and semitrailer combination must not exceed 40 feet.
(2) The overall length of the combination is not restricted; however, the maximum dimension when measured from the front of the first semitrailer to the rear of the second semitrailer or trailer must not exceed those dimensions set forth in section (3) of this rule.
(3)(a) Provided the distance from the front of the first semitrailer to the rear of the second semitrailer or trailer does not exceed 60 feet, the combination of vehicles may operate over Group 1 highways. Group 1 highways are shown on Group Map 1 revised April 2016, available from the MCTD Over-Dimension Permit Unit. Group Map 1 is by reference made a part of Division 73 rules;
(b) If the distance from the front of the first semitrailer to the rear of the second semitrailer or trailer is more than 60 feet but does not exceed 68 feet, the combination of vehicles may operate over those state highways listed in Code of Federal Regulations Title 23, Part 658, Appendix A, revised February 20, 2007 and are displayed on Route Map 7, revised April 2016;
(c) The distance from the front of the first semitrailer to the rear of the second semitrailer or trailer must not exceed 68 feet; and
(d) The length of any load carried on the semitrailer or trailer of a truck-tractor with semitrailer and trailer or truck-tractor with semitrailer and semitrailer combination as described in this rule must not extend beyond the rear of the semitrailer or trailer by more than five feet.
(4) A permit is not required for the dimensions and routes authorized by this rule.
[ED. NOTE: Attachments referenced are available from the agency.]
Stat. Auth.: ORS 184.616, 184.619, 810.050 ~~&~~ 810.060 & 818.220
Stats. Implemented: ORS 818.200 & 818.220

734-073-0100
65-Foot Tractor-Semitrailer Combinations
Tractor-semitrailer combinations having an overall length in excess of 60 feet, but not exceeding 65 feet, may operate over certain designated highways. In such combinations the semitrailer may

not exceed 48 feet. Designated highways where these combinations may operate are restricted to the following:

(1) Any state highway or section thereof which has two or more lanes of travel in the same direction.

(2) The highways indicated in solid black on Route Map 7, revised April 2016, which by this reference is made a part hereof.

(3) Such additional highways which, after investigation and consideration, the Chief Engineer may deem capable of safely accommodating the described combinations of vehicles. Trial test runs may be required in determining additional route approval.

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

Stat. Auth.: ORS 184.616, 184.619, 810.050, 810.060, ~~818.200~~ & 818.220

Stats. Implemented: ORS ~~818.030~~, 818.200 & 818.220

734-073-0110

Specialized Equipment -- Automobile/Boat Transporters

The Federal Highway Administration determines Automobile/Boat Transporters are Specialized Equipment as provided by Title 23 ~~CFR~~ Code of Federal Regulations, Part ~~-~~ 658.13(e), revised March 5, 1997.

(1) Traditional automobile/boat transporters (truck tractor and semitrailer combinations) may operate without a permit on National Network Highways (Route Map 7 Green) and Route Map 7 Brown, Purple and Black Routes with an overall length of 65 feet. The overall length determination excludes load overhangs, provided the load does not extend beyond the front of the power unit by more than four feet and does not extend beyond the rear of the trailer by more than five feet. Such combinations may operate without individual vehicle length restrictions.

(2) Traditional auto/boat transporters (truck tractor and semitrailer combinations) may operate without a permit on National Network Highways (Route Map 7 Green Routes) or Route Map 7 Brown Routes and exceed a length of 65 feet, provided the semitrailer does not exceed 53 feet in length, inclusive of ramps, and the load does not extend beyond the front of the power unit by more than four feet and does not extend beyond the rear of the semitrailer by more than five feet.

(3) Automobile/boat transporters towing stinger-steered trailers may operate without a permit on National Network Highways (Route Map 7 Green Routes) and Route Map 7 Brown Routes with a length of ~~75~~ 80 feet, excluding load overhangs, provided the load does not extend beyond the front of the power unit by more than four feet and does not extend beyond the rear of the trailer by more than ~~five~~ six feet. Such combinations may operate without individual vehicle length restrictions.

(4) Automobile/Boat transporter operations other than those described in this rule shall not exceed the length restrictions as shown on the reverse of Group Map 1 revised April 2016 or Route Map 7 revised April 2016, whichever is greater.

(5) Automobile/boat transporters are authorized to transport automobiles/boats on racks above and behind the power unit cab.
(6) Automobile/boat transporters are authorized to have load protection devices or aerodynamic devices provided the devices do not exceed legal load extensions as defined in section (2) of this rule and the device is not load bearing.
[ED. NOTE: Maps referenced are available from the agency.]
Stat. Auth.: ORS 184.616, 184.619, 810.050 & 810.060
Stats. Implemented: ORS 818.100, 818.200 & 818.220

734-073-0130
Specialized Equipment -- Drive-Away Operations
The Federal Highway Administration determines Drive-away saddlemount vehicle transporter combinations are Specialized Equipment as provided by Title 23, Code of Federal Regulations (CFR), Part 658.13(e)(iii), revised February 20, 2007.
(1) A Drive-away saddlemount vehicle transporter combination or a Drive-away saddlemount with fullmount vehicle transporter may operate without permit on National Network Highways with an overall length limit of 97 feet.
(2) All Drive-away saddlemount vehicle transporter combinations must comply with all applicable safety regulations of Title 49, CFR, Part 393.71, revised October 2011.
[ED. NOTE: Attachments referenced are available from the agency.]
Stat. Auth.: ORS 184.616, 184.619, 810.050, 810.060, 818.200 & 818.220
Stats. Implemented: ORS 818.030060, 818.200 & 818.220

734-073-0140
Specialized Equipment for Transporting Logs or Poles
(1) As used in OAR chapter 734, division 73, the following two combinations of vehicles are considered the same as a truck-tractor with semitrailer and trailer combinations:
(a) A combination of vehicles capable of carrying no more than two loads of logs placed end to end consisting of a log-truck and pole trailer pulling a trailer; or
(b) A combination of vehicles transporting logs and consisting of a log-truck and two load carrying stinger-steered pole trailers with the first stinger-steered pole trailer supporting one end of logs loaded on the log-truck and one end of logs loaded on the second stinger-steered pole trailer.
(2) The following conditions apply to the vehicle combinations described in section (1) of this rule:
(a) These combinations of vehicles may not travel unladen and must only be used to transport logs or poles;
(b) The distance measured from the log bunk on the truck to the rear of the second stinger-steered pole trailer or trailer shall not exceed 68 feet;

(c) The reach of a pole trailer may not extend more than five feet from the end of the tunnel housing; and
(d) The overall length is not restricted.
(3) No part of any load carried on the trailer or the second stinger-steered pole trailer shall extend beyond the rear more than five feet.
(4) The routes approved for operation of these combinations of vehicles consist only of those highways listed in Title 23, Code of Federal Regulations ~~Title 23~~, Part 658, Appendix A, revised February 20, 2007 and other approved highways as displayed on Route Map 7 revised April 2016.
[ED. NOTE: Maps referenced are available from the agency.]
Stat. Auth.: ORS 184.616, 184.619, 810.030 & 818.200
Stats. Implemented: ORS 818.030, 818.200 & 818.220

734-074-0010
Vehicle Combinations Eligible for Permits
(1) The following vehicle combinations are eligible for permits issued under OAR 734, division 74 as long as they are in compliance with all applicable rules in OAR 734, division 74:
(a) Combinations of vehicles described in ORS Chapter 818 that meet the requirements of OAR 734-074-0005;
(b) Combinations of vehicles described in OAR 734, division 71;
(c) Combinations of vehicles described in OAR 734, division 73;
(d) Combinations of vehicles that include a dromedary truck-tractor having a dromedary box, plate or deck not exceeding 12-feet, 6-inches in length including any load overhang on the dromedary box, plate or deck, provided the overall length does not exceed that authorized by ORS Chapter 818, OAR 734, division 71 or division 73, whichever is appropriate for the combination of vehicles and the route of travel;
(e) A dromedary truck-tractor having a dromedary box, plate or deck not exceeding 17-feet, 6-inches in length including any load overhang on the dromedary box, plate or deck, towing one stinger-steered semitrailer which is not longer than 53 feet and having an overall length of not more than 75 feet and operating on Group 1 Highways established in OAR 734, division 71;
(f) A laden or unladen combination of vehicles designed and used exclusively to transport overseas marine containers that are enroute to or from a marine port or an intermodal transportation facility. Travel is authorized only on routes indicated in green on Route Map 7. Route Map 7, ~~dated~~ revised April ~~2009~~ 2016, is by reference made a part of division 74 rules. The semitrailer may not be longer than 53 feet, and overall length must be 105 feet or less. This combination of vehicles may consist of not more than one truck-tractor, one jeep, one overseas marine container trailer and one booster axle; and
(g) A combination of vehicles commonly known as triples, consisting of a motor truck and two self-supporting trailers, or a truck tractor and semitrailer drawing two self-supporting trailers or

semitrailers mounted on dollies equipped with fifth wheels hitches having an overall length not in excess of 105 feet. The self-supporting trailers must be reasonably uniform in length. A motor truck in this combination may not exceed 35 feet in overall length. This combination of vehicles may tow an unladen dolly used to transport a third load carrying semitrailer, provided the combination, including the dolly, does not exceed 85 feet.
(2) The maximum allowable overall lengths for vehicles described in subsections (1)(a) through (c) of this rule are as follows:
(a) For combinations of vehicles described under subsection (1)(a) of this rule, those lengths indicated in ORS Chapter 818 that comply with OAR 734-074-0005;
(b) For combinations of vehicles described under subsection (1)(b) of this rule, those lengths described in OAR 734, division 71; and
(c) For combinations of vehicles described under subsection (1)(c) of this rule, those lengths described in OAR 734, division 73.
(3) A lift or variable load axle(s) may be allowed. The following conditions apply:
(a) The controls for the lift axle may be mounted inside the cab of the power unit provided that it limits the axle movement to the complete up or complete down position;
(b) The control for a variable load, or lift axle, which allows adjustment to increase or decrease loading on the vehicle must not be accessible from the cab;
(c) The lift or variable load axle must be deployed, and distribute the weight of the load, when failure to do so results in any tire, axle, tandem axle or group of axles exceeding the weight limits allowed by OAR 734-074-0020; and
(d) The lift axle assembly (including axles, tires, brakes) must be adequate to carry the weight of the load.
(4) When the weight difference between any trailer or semitrailer of a triple trailer combination is 1,500 pounds or more, the trailers must be placed from the heaviest to the lightest, with the lightest trailer placed to the rear of the combination.
(5) Combinations of vehicles described as "triple trailers" must have a visible and fully operable method of adjustment to eliminate slack in the hitch mechanism. The device used may be air chamber operated or it may be adjustable by a mechanical cam method.
[ED. NOTE: Maps referenced are available from the agency.]
Stat. Auth.: ORS 184.616, 184.619, 810.060 & 823.011
Stats. Implemented: ORS 818.200 & 818.220

734-075-0010
Vehicle Combinations and Maximum Size Limitations
This rule establishes the maximum number of vehicles in combination and size of vehicles allowed when moving an over-dimensional unit:

(1) The combination must not exceed two vehicles, the towing vehicle and the unit being transported.
(2) The maximum lengths are as follows:
(a) The maximum overall length of the combination must:
(A) Not exceed 85 feet on State highways;
(B) Not exceed 95 feet on Group 1 highways; and
(C) Not exceed 110 feet on Interstate highways, multilane highways or highways approved for the longer length as authorized by a single trip permit or as authorized by written order of the Chief Engineer or the Administrator of the Motor Carrier Transportation Division as authorized in OAR 734-070-0010.
(b) The mobile home being towed must not exceed 80 feet, including the tongue, except as provided in OAR 734-075-0011.
(3) The maximum widths are as follows:
(a) Units must not exceed 14 feet overall width, unless a single trip permit or a limited duration permit is issued;
(b) Units transported under a single trip permit or limited duration permit are subject to the following:
(A) The unit must not exceed 16 feet at the base except as described in subsection (e);
(B) The overall width must not, except as described in subsection (e), exceed 18 feet.
(c) Except as prohibited by paragraph (b)(B) of this section, a unit may have an eave, provided the eave does not extend beyond either side by:
(A) More than 30 inches for units with a base width of less than 16 feet; or
(B) More than 16 inches for units with a base width of 16 feet or more.
(d) External appurtenances such as doorknobs, window fasteners, eave cap, clearance lights and load securement devices may exceed the width of the unit by a distance not greater than two inches on each side;
(e) A unit that exceeds 16 feet wide at the base may be allowed if the Administrator of MCTD determines that the public interest requires the impending movement and the movement can be performed safely.
(4) Except as provided in subsection (5) the maximum height for the combination, while in transit, must not exceed 14 feet unless proper route clearance has been obtained and is so indicated on the single trip permit.
(5) A continuous trip permit may be issued for a combination height up to 14 feet six inches over specifically authorized routes.
(6) A combination consisting of a truck-tractor or toter towing a manufactured home, mobile home or modular building unit chassis, which may include axles and tires attached to each chassis hauled, may operate on a 30-day multiple trip permit under the following conditions:

(a) Chassis length including the tongue must not exceed 80 feet;
(b) The chassis must not be loaded end to end but may be staggered lengthwise for transport;
(c) Overhang must not extend more than five feet off the rear of the chassis transporting the load;
(d) Overall length of the combination must not exceed:
(A) 105 feet on interstate and multilane highways; and
(B) 95 feet on two-lane green and brown routes shown on Route Map 7, revsied April 2016.
(e) The chassis transporting the load must be equipped with brakes and lights that meet the requirements of ~~CFR~~ Title 49, Code of Federal Regulations, ~~-~~Part 393, revised April 1, 2017.
[ED. NOTE: Attachments referenced are available from the agency.]
Stat. Auth.: ORS 184.616, 184.619~~, 810.060,~~ 810.060 & 823.011
Stats. Implemented: ORS 818.200 & 818.220

734-075-0020
Axles, Tires and Brakes for Mobile Homes
This rule establishes requirements for axles, tires and brakes for mobile homes transported under variance permit:
(1) Axles must be in sufficient number to support enough tires to be in compliance with subsection 5(a) through 5(c) of this section.
(2) A mobile home that exceeds 14 feet at the base in width must have a minimum of four axles, except when a mobile home does not exceed 40 feet in length and has a minimum of three axles.
(3) Brakes on mobile homes must comply with ~~Federal Motor Carrier Safety Regulations~~Title 49, Code of Federal Regulations (CFR), Part 393.42 (b)(2), revised April 2017 provided the combination of vehicles meets the requirement of Title 49, CFR, Part 393.52 , revised April 2017 brake performance.
(4) For any mobile home in transit, a minimum of two spare tires must be carried for the unit being towed. They must be inflated and ready for use.
(5) Tire loadings restrictions are contingent on when the unit was manufactured and must comply as follows:
(a) Tire loading restrictions for manufactured homes built before January 1, 2002. Manufactured homes that are labeled pursuant to Title 24, CFR Part 3282.362(c)(2)(i) before January 1, 2002, must not be transported on tires that are loaded more than 18 percent over the load rating marked on the sidewall of the tire or in the absence of such a marking more than 18 percent over the load rating specified in any of the publications of any of the organizations listed in Federal Motor Vehicle Safety Standard (FMVSS) No. 119, Title 49, CFR, Part 571.119, S5.1(b). Manufactured homes labeled before January 1, 2002, transported on tires overloaded by 9 percent or more must not be operated at speeds exceeding 50 mph;

(b) Tire loading restrictions for manufactured homes built on or after January 1, 2002. Manufactured homes that are labeled pursuant to Title 24 CFR, Part 3282.362(c)(2)(i) on or after January 1, 2002, must not be transported on tires loaded beyond the load rating marked on the sidewall of the tire or in the absence of such a marking, the load rating specified in any of the publications of any of the organizations listed in FMVSS No. 119, Title 49 CFR, Part 571.119, S5.1(b); and

(c) Manufactured homes with no verifiable date of manufacture must not exceed the manufacture's tire load rating.

(6) The Department shall not issue a permit to move a mobile home that exceeds 14 feet wide at the base unless the Department determines that all of the conditions and specifications set forth in this rule have been met.

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

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

Stats. Implemented: ORS 818.200 & 818.220

734-076-0175

Approved Routes

(1) When removing a load or vehicles from the initial emergency, towing vehicles or load recovery vehicles operating under Division 76 rules may operate on all state highways. Thereafter, vehicles may operate over Group 1 highways shown on Group Map 1 or approved routes shown on Route Map 7, or approved routes shown on the permit issued to the disabled unit. Overweight vehicles and combinations of vehicles may not operate on highways with weight restrictions shown on Route Map 8, revised December 2015, ~~and the~~and the ~~most current~~ Attachment 100A~~.~~isused with the permit. Group Map 1, revised April 2016, Route Map 7 revised April 2016, and Route Map 8 revised December 2015 are available from the Over-Dimension Permit Unit, Motor Carrier Transportation Division 3930 Fairview Industrial Drive SE Salem, OR 97302-1166~~, 550 Capitol Street NE, Salem OR 97301~~ or at www.oregontruckingonline.com.

(2) The Chief Engineer may add additional highway routes to those approved for operation or delete from the approved routes any highway or section of highway when continued operation of the units is not in the public's best interest.

(3) This rule does not authorize operation over highways, streets, or roads not under the jurisdiction of the Department of Transportation. For such operations, separate permission must be obtained from the appropriate authority.

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

Stat. Auth.: ORS 184.616, 184.619, 818.220 & 823.011
Stats. Implemented: ORS 818.200 & 818.220

734-078-0020
Approved Routes and Allowable Overall Lengths
(1) The allowable overall lengths for the combinations of vehicles and load subject to these rules must not exceed those lengths indicated for the various highways listed on permit attachment 17, revised September 2016, available from the Over-Dimension Permit Unit, Motor Carrier Transportation Division, 3930 Fairview Industrial Drive SE Salem, OR 97302-1166 ~~550 Capitol Street NE, Salem, OR 97310~~.
(2) All state highways approved for operation of vehicle combinations and loads under permit are those indicated on permit attachment 17, revised September 2016. Separate permission must be obtained from proper authorities for operation over county roads, city streets or other roads not under State Highway jurisdiction.
(3) As various state highways or sections thereof are reconstructed or improved to an extent that longer overall vehicle and load lengths can safely travel the highway, the Chief Engineer may by written order and at the Chief Engineer's discretion authorize lengths in excess of those indicated on permit attachment 17, revised September 2016. In the same manner, the Chief Engineer may add additional highways, or sections thereof with corresponding overall lengths as the Chief Engineer deems appropriate to those highways listed on permit attachment 17, revised September 2016.
(4) If the vehicle combination consists of a log truck and independently operated manually or mechanically steered trailer an overall length will be permitted which exceeds by fifteen feet those indicated on permit attachment 17, revised September 2016.
(5) A load may include related items provided it does not exceed the length allowed for the longest permitted item.
Stat. Auth.: ORS 184.616, 184.619, 823.011
Stats. Implemented: ORS 818.200, 818.220

734-078-0035
Pilot Vehicles
(1) Pilot vehicles may be needed to insure the safety of the traveling public when vehicle and load movements involve excessive width, height, length or projections to the front or rear of vehicles or combinations of vehicles. The configuration of such pilot vehicle(s) shall be a passenger car, pick-up, truck or truck-tractor of legal size and weight. Combinations of vehicles are not allowed as pilot vehicles. The number of pilot vehicles required for certain movements is shown on Attachment 82-A, revised June 2016-, which is issued with permits requiring pilot vehicles.

(2) A pilot vehicle shall precede the loaded combination of vehicles when operating on the following highway sections:
(a) Alsea Highway, Ore 34, between M.P. 6.93 (Canal Creek Rd) and the Jct of US 20 near Philomath provided the overall length is in excess of 90 feet;
(b) Corvallis-Newport Highway, US 20, between Blodgett and Philomath provided the overall length is in excess of 80 feet;
(c) Coos Bay-Roseburg Highway, Ore 42, between Coos/ Douglas County line and Camas Valley provided the overall length is in excess of 80 feet;
(d) Mist-Clatskanie Highway, Ore 47, entire highway, provided the overall length is in excess of 80 feet;
(e) Silver Creek Falls Highway, Ore 214, between M.P. 31.09 (Drakes Crossing) and Silverton provided the overall length is in excess of 80 feet;
(f) Siletz Highway, Ore 229, between M.P. 9.66 and M.P. 15.23 provided the overall length is in excess of 50 feet;
(g) Coos River Highway No. 241, between Jct. US 101 and M.P. 15.04 (near Allegany) provided the overall length is in excess of 70 feet.
(3) As highway conditions may change due to construction, relocation, or other factors and as additional highway sections may be added to the approved routes shown on permit attachment 17, revised September 2016, the Chief Engineer may as deemed appropriate and at the Chief Engineer's discretion add to, delete, or revise the list of pilot vehicle requirements in section (1) of this rule.
(4) Pilot vehicles are required to have the following equipment:
(a) Warning signs mounted above the roofline of the vehicle. This sign shall bear the legend "OVERSIZE LOAD." The sign shall be at least five feet wide by ten inches high, have black letters eight inches high with one-inch brush stroke in accordance with Federal Highway Administration series B, on highway yellow background. Signs made of mesh fabric, or other materials that do not provide a continuous yellow background, are not allowed. The sign shall be displayed only during the course of the oversize movement and shall be removed or retracted at all other times. The sign must be kept clean, legible, and mounted adequately to afford full view at all times, when in use, to the front or rear depending upon location of pilot vehicle or relative to the oversize unit;
(b) Warning lights are required in addition to those lights that may otherwise be required by law. Strobe lights are allowed. These lights shall be clearly visible from 500 feet and be either:
(A) Two flashing amber lights clearly visible from the front and rear. These lights shall have a minimum lens diameter of four inches, be rated at a minimum of 35 candlepower, and emit a minimum of 30 flashes per minute; or

(B) At least one revolving type amber light that has at least 125 square inches of dome surface, and emits at least 30 flashes per minute.
(c) Two way radio communications between the oversize vehicle and the pilot vehicle(s) must be maintained at all times;
(d) Two 18-inch square red flags mounted on three-foot length staffs shall be carried by each pilot vehicle for use in directing traffic. The pilot vehicle operator shall use the flags to warn oncoming or overtaking traffic when the oversize unit is stopped and obstructing traffic; and
(e) Eight safety flares or reflectors. Safety flares may not be used when the movement involves hazardous materials.
[ED. NOTE: Attachments referenced are available from the agency.]
Stat. Auth.: ORS 184.616 & ORS 184.619
Stats. Implemented: ORS 818.220

734-079-0005
Scope and Purpose
A combination of vehicles consisting of a log truck and pole trailer equipped for self loading and transporting logs may operate with a permit allowing the weight provisions of ORS 818.210(3) only if:
(1) The combination does not exceed the maximum allowable length limitations established in OAR chapter 734, division 71, as indicated on Group Map 1. Group Map 1, ~~dated January 2005~~revised April 2016, available from the Over-Dimension Permit Unit, is by reference made a part of this rule; and
(2) The combination meets any other restrictions that may be imposed pursuant to ORS Chapter 818.
[ED. NOTE: Attachments referenced are available from the agency.]
Stat. Auth.: ORS 184.616, 184.619, 823.011
Stats. Implemented: ORS 818.200, 818.210

734-082-0021
Days of Travel and Peak Traffic Hour Restrictions
(1) Movement of an oversize vehicle or load is subject to the time of travel restrictions described on ~~Attachment H (rev. 11/2007)~~ Attachment H revised September 2015, which is included with a division 82 permit.
(2) The Chief Engineer and the Administrator of the Motor Carrier Transportation Division may both impose or alter time of travel restrictions. These may be necessary to prevent conflict with highway construction or repair projects or to cope with local or seasonal traffic conditions.
[ED. NOTE: Attachments referenced are available from the agency.]

Stat. Auth.: ORS 184.616, 184.619 & 823.011
Stats. Implemented: ORS 818.220 & 818.225

734-082-0035
Pilot Vehicle(s)
(1) Pilot vehicles may be needed to insure the safety of the traveling public when vehicle and load movements involve excessive width, height, length or projections to the front or rear of vehicles or combinations of vehicles. The configuration of such pilot vehicle(s) must be a passenger car, pick-up, truck, or truck-tractor of legal size and weight. A pilot vehicle may not tow another vehicle.
(2) Pilot vehicles escorting oversize loads or vehicles are required to have the following:
(a) Warning sign(s) mounted above the roofline of the vehicle. One required sign must bear the legend "OVERSIZE LOAD." When three front pilot vehicles are required by a permit, and the load will cross the centerline of the highway, additional signs that bear the legend "REDUCE SPEED" and "MOVE RIGHT" may be required. Signs must be at least five feet wide by ten inches high; have black letters eight inches high with one-inch brush stroke in accordance with Federal Highway Administration series B, on highway yellow background. Signs must be displayed only during the course of the oversize movement, and must be removed or retracted at all other times. Signs must be clean, legible, and mounted adequately to afford full view at all times, when in use, to the front or rear depending upon location of pilot vehicle or relative to the oversize unit;
(b) Warning lights are required in addition to those lights that may otherwise be required by law. The warning lights must be displayed only during the course of the oversize movement, and at all other times the requirements found in ORS 816.350(7) must apply. Strobe lights are allowed. These lights must be mounted above the roof of the cab, be clearly visible from a distance of 500 feet, have a minimum of 30 flashes per minute and be either:
(A) Two flashing amber lights as widely spaced laterally as is practical; or
(B) Revolving type amber light(s); or
(C) Amber type strobe light(s) with 360 degree visibility.
(c) Two-way radio communications between the oversize vehicle and the pilot vehicle(s) must be maintained at all times;
(d) Two 18-inch-square red flags mounted on three-foot length staffs must be carried by each pilot vehicle. The pilot vehicle operator will use the flags to warn oncoming or overtaking traffic when the oversize unit is stopped and/or obstructing traffic;
(e) Eight safety flares or reflectors. Safety flares may not be used when the movement involves hazardous materials; and
(f) For a load exceeding 14 feet 6 inches high, an over-height pole adequate to determine load clearance is required if the permittee has not provided the department with a signed official ODOT form assuming all liability for any damage that may occur during an over-height

movement. Instructions for over-height pole use are found on Permit Attachment 82-A, revised June 2016.

(3) The number of pilot vehicles required for certain movements is shown on permit Attachment 82-A, revised June 2016, which is issued with permits requiring pilot vehicles. The Chief Engineer is authorized to alter the number of pilot vehicles from those specified in permit Attachment 82-A depending upon local conditions, seasonal traffic, construction projects, or other considerations. The permit will reflect altered requirements.

(4) Permit Attachment 82-A, revised June 2016 is available from the Motor Carrier Transportation Division, Over-Dimension Permit Unit.

(5) The highway classification groups referred to in permit Attachment 82-A, revised June 2016 are established by and maintained by the Chief Engineer.

(6) Positioning of pilot vehicles — Unless specified otherwise, the pilot vehicle(s) must be positioned ahead of (when one is required) or to the front and rear of (when two or more are required) the oversize unit at a distance of 300 feet to 500 feet from the unit. In areas where traffic congestion is encountered, where traffic is controlled by signals, or where other conditions may require, the spacing will be reduced as may be required to properly safeguard the traveling public.

(7) When for any cause the oversize unit is stopped and occupies or encroaches onto the highway's travel lane, the pilot vehicle(s) must be positioned to warn and safeguard other traffic approaching from any direction from which visibility or sight distance may be limited.

(8) Duties of pilot vehicle operations:

(a) Warn approaching and/or overtaking traffic of the unit's presence on the highway to provide a maximum of protection and safety for the traveling public; and

(b) When encountering bridges, structures, tunnels, or other locations where clearances may be limited to the extent that normal two-way traffic cannot be maintained, the pilot vehicle operator must signal by hand or radio to the towing vehicle driver when the oversize unit can proceed without conflict to approaching traffic. As the oversize unit then proceeds through such areas of impaired clearance, the pilot vehicle operator will act as flagger to warn approaching traffic.

(9) Pilot vehicles are considered to be under the direct control and supervision of the operator of the vehicle to which the permit is issued.

(10) Specifically identified locations may require additional precautions. Permits may specify locations that require certified flagging to be conducted. The flagging must be conducted in accordance with the standards in the Manual on Uniform Traffic Control Devices as adopted in OAR 734-020-0005.

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

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

Stats. Implemented: ORS 818.200, 818.220

734-082-0040
Combination of Vehicles
(1) The following vehicles or combinations of vehicles may be authorized for continuous trip permits over authorized routes provided the width does not exceed 14 feet, the height does not exceed 14 feet or, except for self-propelled fixed load vehicles limited by OAR 734-082-0039, 14 feet 6 inches on specifically authorized routes, and the overall length does not exceed that stated below:
(a) A solo vehicle must not exceed 40 feet and vehicle inclusive of load must not exceed 50 feet in overall length.
(b) Truck-tractor and semitrailer combinations, which may include an auxiliary axle, must not exceed the length limits as shown on the reverse of Group Map 1, revised April 2016 or Route Map 7, revised April 2016, whichever is greater, and the semitrailer must not exceed 53 feet in length including the auxiliary axle. An auxiliary axle attached to the rear of a trailer must be included in the measurement of the trailer unless the combination measurement exceeds 53 feet. Group Map ~~1~~, revised April 2016 and Route Map 7, revised April 2016 available from the Over-Dimension Permit Unit, are by reference made a part of Division 82 rules.
(c) Motor truck and trailer must not exceed 75 feet in overall length.
(d) Truck-tractor with semitrailer and trailer combinations must not exceed the length limits shown on the reverse of Group Map 1, revised April 2016 or Route Map 7, revised April 2016, whichever is greater.
(e) Passenger or light vehicles towing any trailer must not exceed 70 feet in overall length.
(f) An unladen combination of vehicles used to transport non-divisible loads may consist of the truck-tractor, jeep axle(s), a trailer, booster axle(s), dolly(s), steering axle(s), flip axle(s) or a flip neck extension, pinned axle(s) and other equipment needed to transport the non-divisible load. Trailer length must not exceed 62 feet. The combination must be reduced to the shortest length practicable; however overall length must not exceed 105 feet. Unladen movement is authorized with equipment needed to legally transport the non-divisible load loaded on the trailer.
(2) When the combination of vehicles includes jeep axles, or other vehicles of a size or weight not authorized by section (1) of this rule, movement must be by single trip permit only.
[ED. NOTE: Attachments referenced are available from the agency.]
Stat. Auth.: ORS 184.616, 184.619, 810.060
Stats. Implemented: ORS 818.200, 818.220

OREGON DEPARTMENT OF TRANSPORTATION

Electronic Logging Devices

The Federal Motor Carrier Safety Administration (FMCSA) issued its final rule in December 2015, requiring the use of Electronic Logging Devices (ELD) to record hours of service for commercial drivers. The FMCSA rulemaking came in a three phase transition period.

Phase 1 (Awareness & Transition) February 16, 2016, to December 18, 2017.
A driver can use paper logs, Automatic On-Board Recording Devices (AOBRD), ELDs, or other manual logging devices such as laptops and cell phone applications until December 18, 2017.

Phase 2 (Phased-In Compliance) Begins December 18, 2017.
The only authorized electronic devices will be ELDs, or AOBRDs installed prior to December 18, 2017.

Phase 3 (Full Compliance) December 16, 2019.
As of this date only ELDs will be authorized.

The Oregon Department of Transportation (ODOT), Motor Carrier Transportation Division (MCTD), adopts the Federal Motor Carrier Safety Regulations (FMCSRs) to regulate both interstate and intrastate commerce in the State of Oregon. ODOT believes adapting the FMCSRs in this manner provides for uniformity between federal and state rules and regulations. The ELD rule first appeared in the FMCSRs, Part 395.8(a)(1)(i), on December 16, 2015. Oregon first adopted the ELD rule in Oregon Administrative Rule 740-100-0010 in January 2016. Oregon adopted the ELD rule a second time when it readopted the FMCSRs in April 2017.

ELD Enforcement Implementation

An FMCSA Memorandum dated October 25, 2017, provides guidance to states on enforcing the ELD final rule. The guidance is summarized below.

Interstate Drivers

FMCSA is directing all States begin enforcement of the ELD rule on December 18, 2017. At that time when inspectors discover an interstate driver who does not have an ELD when required, they will record a violation of Part 395.22(a). This is a violation of not using an ELD that is on the FMCSA "certified list". There are no Compliance, Safety, Accountability (CSA) points associated with this violation. This violation will simply document the lack of a required ELD without accessing CSA points to the motor carrier. Drivers will not be placed out-of-service until April 1, 2018. ODOT will not issue citations for this violation and we will encourage our partners to do the same.

Beginning April 1, 2018, drivers without a required ELD will be placed out-of-service after the inspector records a violation of Part 395.8(a)(2). This violation has CSA points associated with it. Beginning April 1, 2018, ODOT may issue citations for this violation.

In summary, any violation before April 1, 2018, will not result in CSA points and drivers will not be placed out-of-

service. ODOT will not issue citations for this violation and we will encourage our partners to do the same. This enforcement practice will allow an interstate motor carrier to enjoy a soft enforcement until April 1, 2018.

Intrastate Drivers

Oregon has already adopted the ELD mandate for intrastate drivers. We first adopted it in 2016 and again in 2017. Following the enforcement practice used for interstate drivers, intrastate drivers would not be harmed by CSA points, placed out-of-service, nor have citations issued until April 1, 2018.

MCTD has reached out to neighboring states and inquired about their implementation schedule for intrastate drivers. We have heard from Washington, Idaho, Utah, and Wyoming. All four states indicate an implementation schedule that is consistent with the guidance provided by FMCSA and is therefore consistent with Oregon's schedule. California is in the process of adopting the ELD rule. They hope to have their rules in place about the first quarter of 2018.

Moving Forward

We continue to hear concerns about the ability to obtain ELDs. As part of our standard practice, we will be adopting the federal regulations again in the beginning of 2018. We will discuss the administrative rule with our Advisory Committee in January to determine if any modifications to the existing rule and implementation time line are needed.

For more information, visit our website at:
http://www.oregon.gov/ODOT/MCT/Documents/ELDFlyer.pdf

FMCSA has additional information at:
https://www.fmcsa.dot.gov/hours-service/elds/electronic-logging-devices

Helpful hints on choosing the right system to fit your needs from the IRP/IFTA community:
http://c.ymcdn.com/sites/www.irponline.org/resource/resmgr/about_irp/eld_5_23_17.pdf

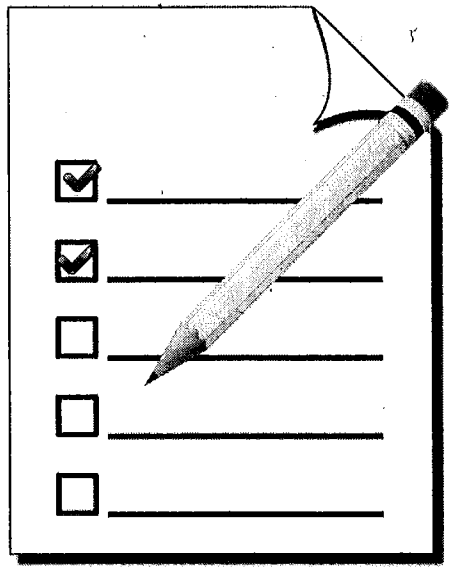
Amy J. Ramsdell
Administrator, Motor Carrier Transportation Division
Ph: 503 378-6351
Fax: 503 373-1940

Motor Carrier Transportation Advisory Committee
January 11, 2018

1. Annual Adoption of the Federal Motor Carrier Safety Regulations

2. Annual adoption of the Out-of-Service Criteria
   - Driver
   - Vehicle
   - Hazardous Materials
   - Administrative

3. Electronic Logging Device Update



Oregon Revised Statute

823.011 Authority to adopt rules. The Department of Transportation may adopt and amend reasonable and proper rules and regulations relative to all statutes regarding motor carriers and railroads administered by the department and may adopt and publish reasonable and proper rules to govern proceedings and to regulate the mode and manner of all investigations of motor carriers and railroads subject to regulation by the department. [1995 c.733 §16]

825.252 Safety regulations relating to drivers or operators; uniformity with federal regulations; rules. (1) The Department of Transportation shall, after public notice and hearing, adopt rules that require for-hire and private carriers to:

(a) Protect and safeguard the health and safety of all employees, passengers and the public by prescribing the limit of hours that drivers or operators of motor vehicles may remain on duty at any time and the required number of hours released from duty.

(b) Establish minimum qualifications for persons who drive motor vehicles, as, for, or on behalf of the carrier.

(c) Meet and maintain minimum requirements established by the department for safety of operations and equipment of motor vehicles subject to their operations and control.

(2) Venue for prosecution for the violation of rules adopted under this section lies:

(a) In the county in which the defendant resides if the defendant is a resident of this state.

(b) In the county where the violation was committed if the defendant is not a resident of this state.

(3) The department may revoke the certificate or permit of any person for repeated violation of the laws or rules governing hours of service.

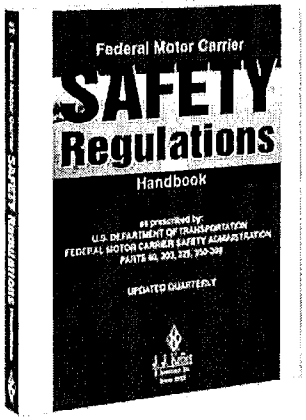
(4) The rules promulgated under subsection (1) of this section should provide for uniformity between state and federal motor carrier safety and hours of service rules insofar as practicable. [Formerly 767.455]

Oregon Administrative Rules

740-100-0010 Adoption of Federal Safety Regulations

(1) Except as provided in section (4) of this rule, the rules and regulations adopted by the United States Department of Transportation contained in Title 49, Code of Federal Regulations (CFR), Parts 40 (Procedures For Transportation Workplace Drug and Alcohol Testing Programs), 380 (Special Training Requirements), 382 (Controlled Substances and Alcohol Use and Testing), 383 (Commercial Driver's License Standards Requirements and Penalties), 385 (Safety Fitness Procedures), 387 (Minimum Levels of Financial Responsibility for Motor Carriers), 390 (Federal Motor Carrier Safety Regulations: General), 391 (Qualification of Drivers), 392 (Driving of Motor Vehicles), 393 (Parts and Accessories Necessary for Safe Operation), 395 (Hours of Service of Drivers), 396 (Inspection, Repair and Maintenance), 398 (Transportation of Migrant Workers), 399 (Employee Safety and Health Standards) and all amendments thereto in effect April 1, 2017, are adopted and prescribed by the Department of Transportation (ODOT) to be observed by carriers conducting operations in interstate commerce, subject to ORS Chapter 823 and 825.

(2) The provisions of section (1) of this rule as adopted are prescribed by the Department to be observed by carriers conducting operations in intrastate commerce, subject to ORS Chapter 823 and 825



Oregon Administrative Rules

740-100-0065
North American Standard Administrative Out-of-Service Criteria

The North American Standard Administrative Out-of-Service Criteria, as recognized by USDOT, in effect April 1, 2017, is adopted and incorporated into this rule.

740-100-0070
North American Standard Vehicle Out-of-Service Criteria

The North American Standard Vehicle Out-of-Service Criteria, as recognized by USDOT, in effect April 1, 2017, is adopted by and incorporated into this rule.

740-100-0090
North American Standard Driver Out-of-Service Criteria

(1) Except for any content that conflicts with requirements of section (2) of this rule, the North American Standard Driver Out-of-Service Criteria, as recognized by USDOT in effect April 1, 2017, is adopted and incorporated by reference.
(2) Drivers found to be disqualified in this state or any other jurisdiction, as specified in 49 CFR 391.15 will be placed Out-of-Service until re-qualification is established.

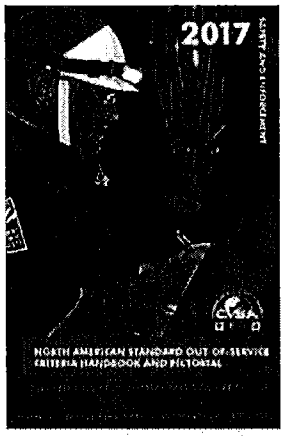
Oregon Administrative Rules

740-100-0080
North American Standard Hazardous Material Out-of-Service Criteria

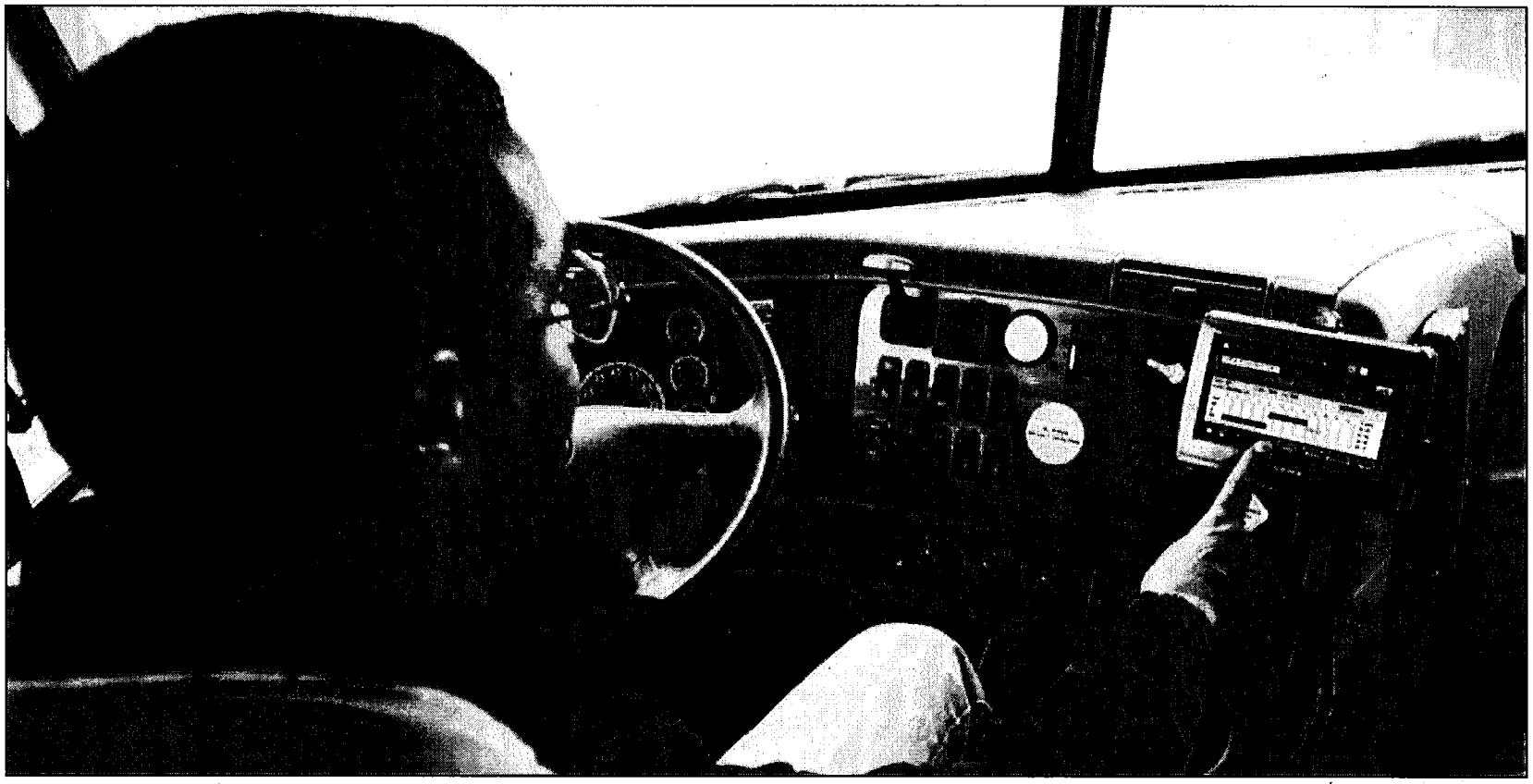
The North American Standard Hazardous Materials Out-of-Service Criteria, as recognized by USDOT, in effect April 1, 2017, is adopted and incorporated in this rule.

740-100-0085
North American Standard Out-of-Service Criteria for Commercial Highway Vehicles Transporting Transuranics and Highway Route Controlled Quantities of Radioactive Materials

The North American Standard Out-of-Service Criteria Out-of-Service Criteria for Commercial Highway Vehicles Transporting Transuranics and Highway Route Controlled Quantities of Radioactive Materials, as recognized by USDOT, in effect April 1, 2017, is adopted and incorporated in this rule.



Electronic Logging Devices



ELD Mandate
FMCSR Part 395.8

395.8 Driver's record of duty status.

(a)(1) Except for a private motor carrier of passengers (nonbusiness), as defined in § 390.5 of this subchapter, a motor carrier subject to the requirements of this part must require each driver used by the motor carrier to record the driver's duty status for each 24-hour period using the method prescribed in paragraphs (a)(1)(i) through (iv) of this section, as applicable.

(i) Subject to paragraphs (a)(1)(ii) and (iii) of this section, a motor carrier operating commercial motor vehicles must install and require each of its drivers to use an ELD to record the driver's duty status in accordance with subpart B of this part no later than December 18, 2017.

(ii) A motor carrier that installs and requires a driver to use an automatic onboard recording device in accordance with § 395.15 before December 18, 2017 may continue to use the compliant automatic on-board recording device no later than December 16, 2019.

(iii)(A) A motor carrier may require a driver to record the driver's duty status manually in accordance with this section, rather than require the use of an ELD, if the driver is operating a commercial motor vehicle:

(1) In a manner requiring completion of a record of duty status on not more than 8 days within any 30-day period;

(2) In a driveaway-towaway operation in which the vehicle being driven is part of the shipment being delivered;

(3) In a driveaway-towaway operation in which the vehicle being transported is a motor home or a recreation vehicle trailer; or

(4) That was manufactured before model year 2000, as reflected in the vehicle identification number as shown on the vehicle's registration.

Electronic Logging Device Exemptions

Who is exempt from the ELD rule?

Drivers who use the timecard exception are not required to keep records of duty status (RODS) or use ELDs. Additionally, the following drivers are not required to use ELDs; however, they are still bound by the RODS requirements in 49 CFR 395 and must prepare logs on paper, using an Automatic On-Board Recording Device (AOBRD), or with a logging software program when required:

Drivers who use paper RODS for not more than 8 days out of every 30-day period.

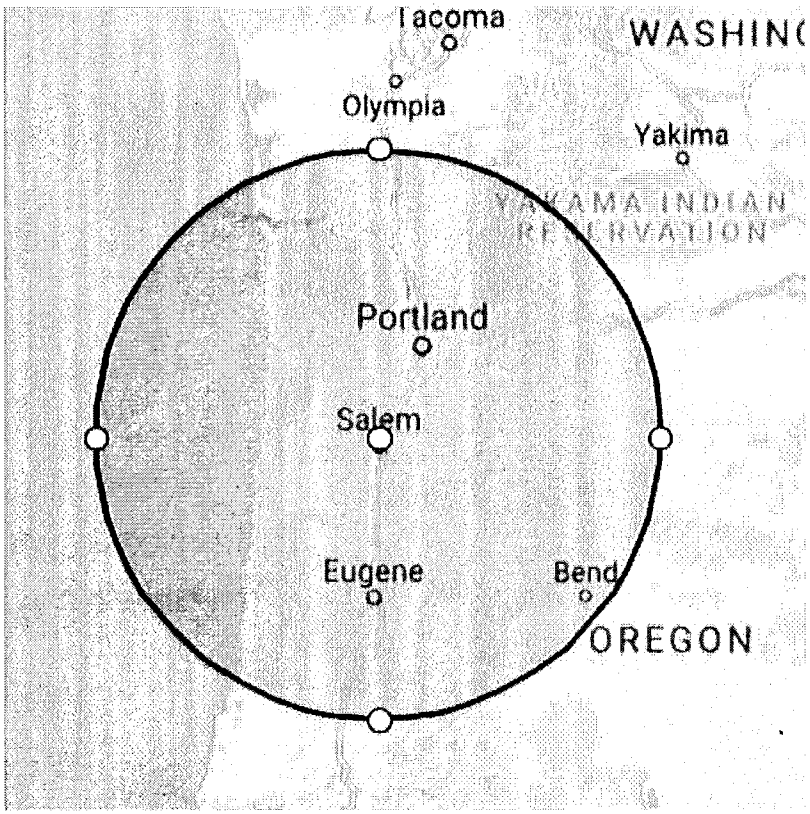
Drivers of vehicles manufactured before 2000.

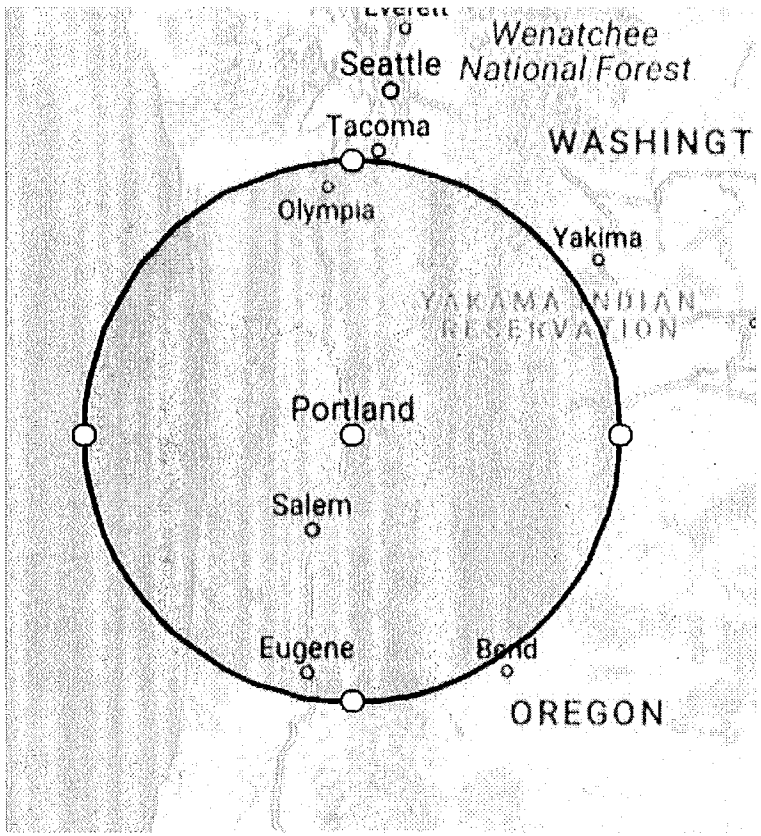
Drivers who are required to keep RODS not more than 8 days within any 30-day period.

Drivers who conduct drive-away-tow-away operations, where the vehicle being driven is the commodity being delivered, or the vehicle being transported is a motor home or a recreation vehicle trailer with one or more sets of wheels on the surface of the roadway.

Drivers of vehicles manufactured before the model year 2000. (As reflected on the vehicle registration)

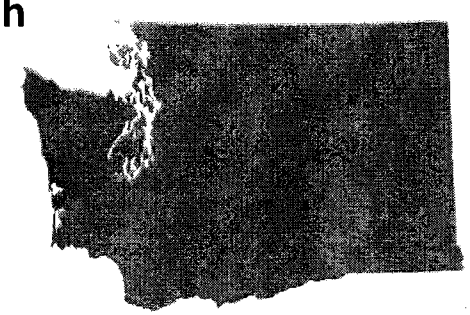
The term "**air mile**" is internationally defined as a "nautical **mile**" which is equivalent to 6,076 feet or 1,852 meters. Thus, the **100 air miles** are equivalent to 115.08 statute **miles**.

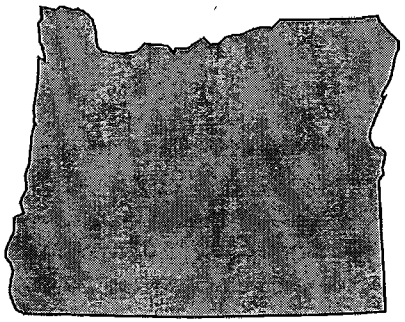


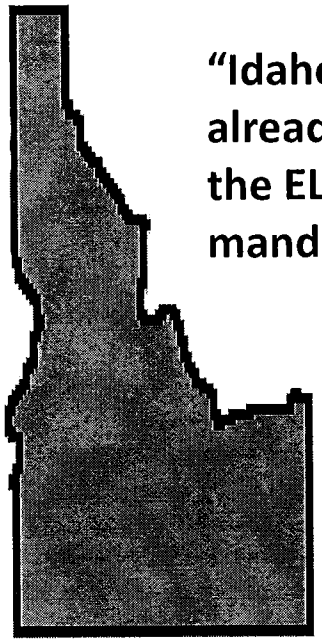


Intrastate Compliance with ELD Rule

"Adopted for both interstate and intrastate."





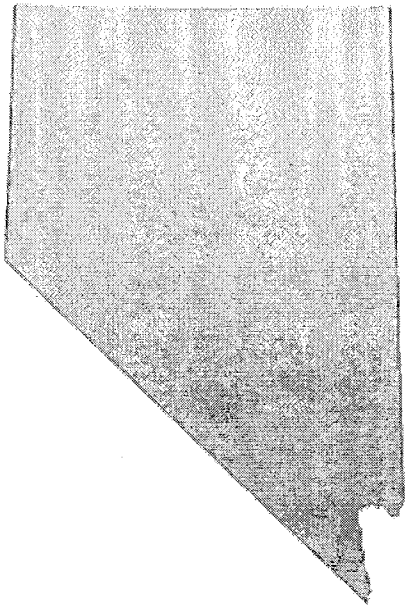


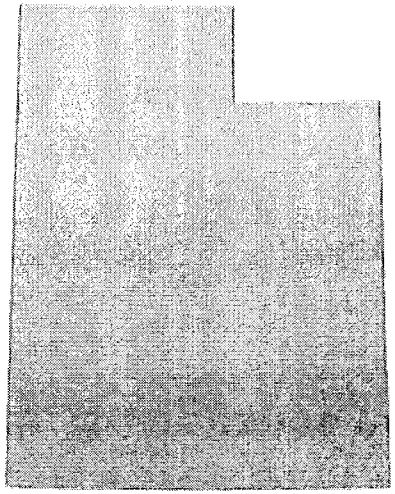
"Idaho has already adopted the ELD mandate."

"California is in the process of adopting regulations to enforce the ELD rule for Interstate carriers. This will not be in place until the first quarter of 2018."

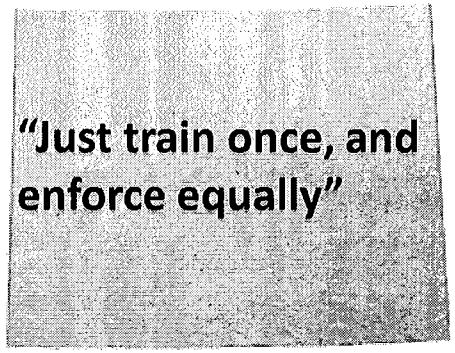
Intrastate Compliance with ELD Rule

"Nevada is in the process of adopting the ELD mandate for interstate and intrastate drivers. The adoption should be complete by the end of the year."





"Utah is in the process of adopting the ELD requirement for both interstate and intrastate drivers. This will be complete prior to the December deadline. "



Intrastate Compliance with ELD Rule

Oregon Intrastate Motor Carrier Survey Summary

4,897 Oregon Intrastate motor carriers surveyed
470 completed the questions

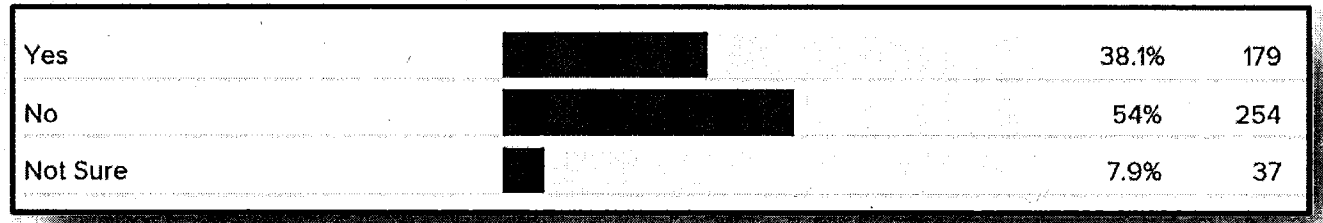
Participant Locations

Portland	14%
Eugene	5%
Roseburg	3%
Medford	3%
Hillsboro	2%
Salem	2%
Grants Pass	2%
Vancouver	2%
Tualatin	2%
The Dalles	1%

Intrastate Compliance with ELD Rule

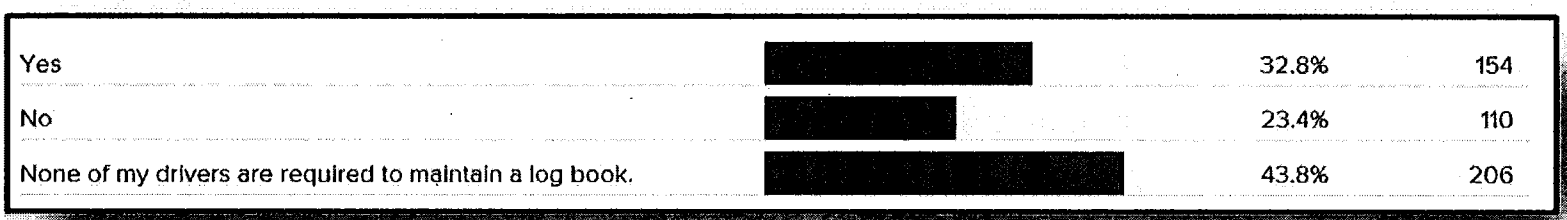
Question 1:

Are any of your drivers required to maintain a log book? Drivers required to maintain a log book will be required to utilize an electronic logging device beginning December 18, 2017.



Question 2:

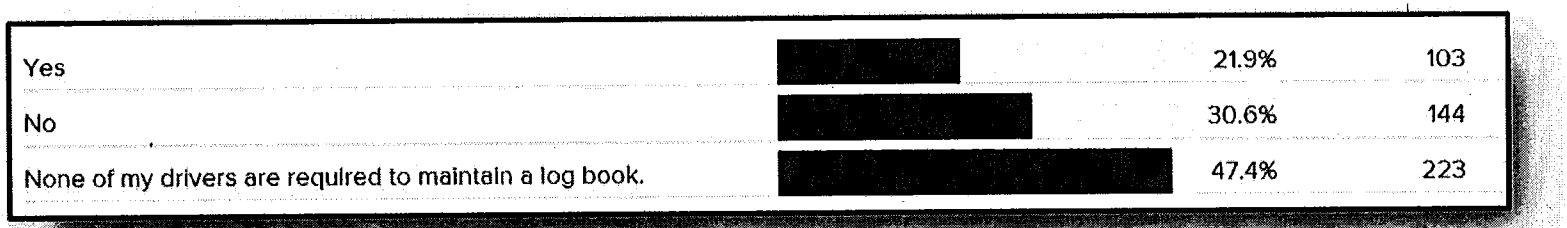
If any of your drivers are required to maintain a log book, are you familiar with the Electronic Logging Device requirement that is effective December 18, 2017?



Intrastate Compliance with ELD Rule

Question 3:

If your drivers will be required to use an Electronic Logging Device, have you begun to outfit your fleet with the required equipment?



Yes	21.9%	103
No	30.6%	144
None of my drivers are required to maintain a log book.	47.4%	223

U.S. Department of Transportation

Federal Motor Carrier Safety Administration

Memorandum

MC-ECE-2018-0001

Subject: **ACTION**: Phase II of the Implementation of Electronic Logging Devices Rule

Date: OCT 25 2017

From: For William A. Quade
Associate Administrator for Enforcement

Reply to Attn. of: MC-ECE

To: All FMCSA Staff

PURPOSE

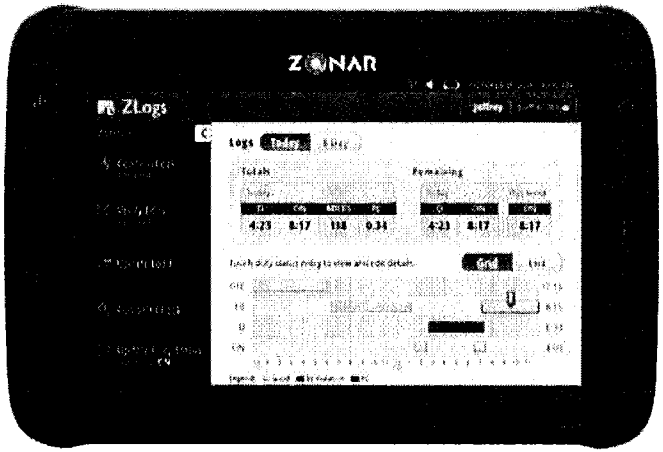
The purpose of this memorandum is to provide guidance on enforcing the final rule titled, "Electronic Logging Devices (ELDs) and Hours-of-Service (HOS) Supporting Documents" (ELD rule) during Phase II, which begins on December 18, 2017. At that time, paper Records of Duty Status (RODS) are no longer permitted, except for those companies or drivers eligible for specific exemptions.

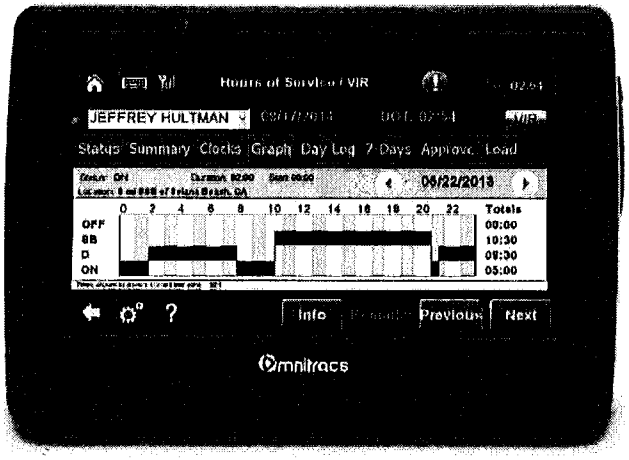
Oregon Department of Transportation

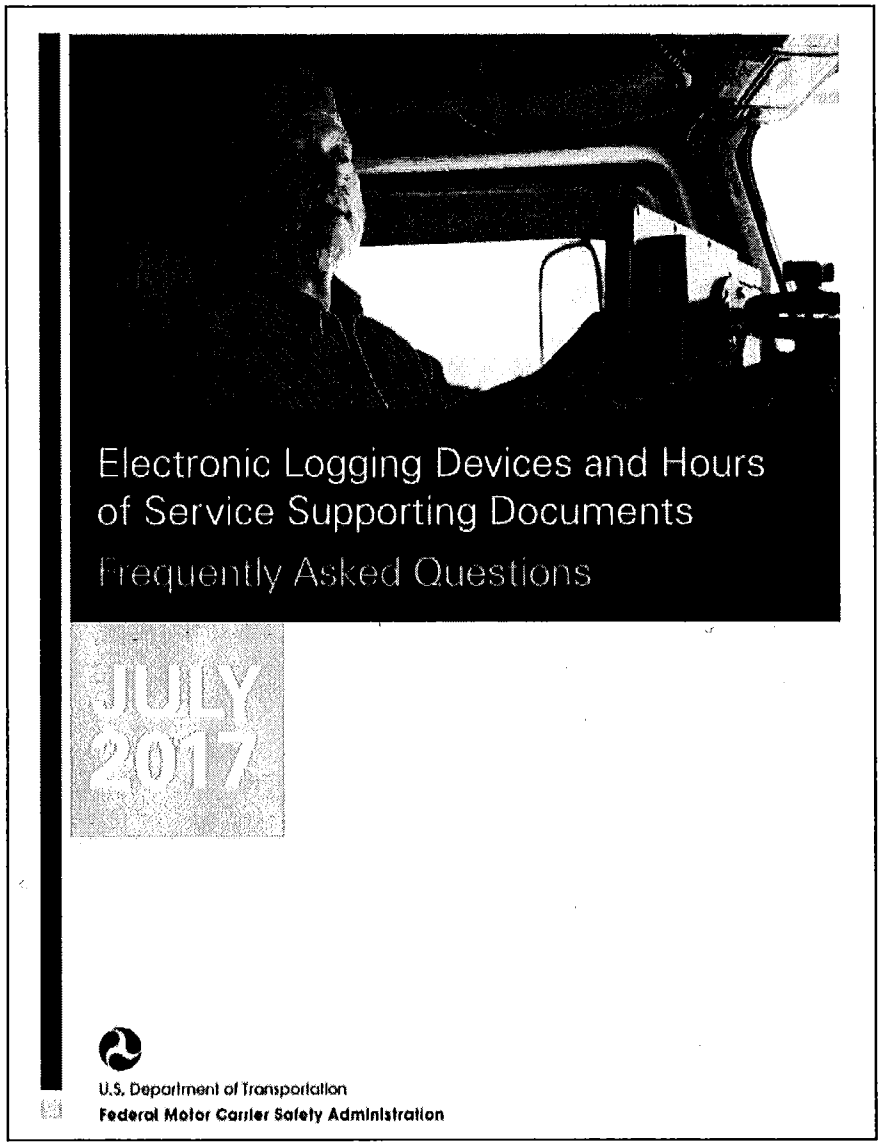
Oregon ELD Enforcement Implementation

Soft enforcement of the ELD rule began December 18, 2017 for all drivers. Violations are recorded using Part 395.22(a). This violation has no Compliance, Safety, Accountability (CSA) points associated with it. Drivers will not be placed out-of- service. ODOT will not issue citations for this violation and we will encourage our partners to do the same.

Beginning April 1, 2018, drivers without a required ELD will be placed out-of-service after the inspector records a violation of Part 395.8(a)(2). This violation has CSA points associated with it. Beginning April 1, 2018, ODOT may issue citations for this violation.







https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/docs/regulations/hours-service/elds/74541/eld-rule-faqs2017.pdf

Oregon Department of Transportation

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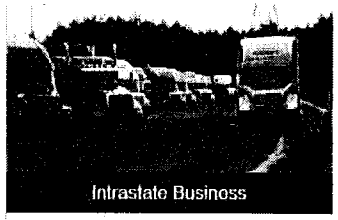
Motor Carrier Transportation Division

Online Services

- Oregon Trucking Online
- Sign up for Trucking Online
- Login to Trucking Online
- Business Name Lookup
- Sign up for Updates

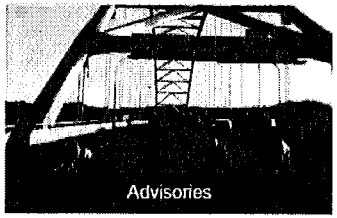
Interstate Business

- Temporary Tax Credential
- Registration Trip Permits
- Over-Dimension Permit
- Report Taxes and Fees
- Federal Heavy Vehicle Use Tax (HVUT)



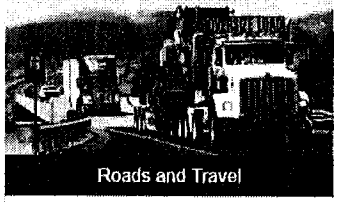
Intrastate Business

- View Operating Requirements
- Apply for an Account
- Register a Vehicle
- Household Moving Information
- New Carrier Education Manual



Advisories

- Holiday Schedule for Registration & OD Permit Services
- Unified Carrier Registration Delayed for 2018
- Truck Speed Limit Changes Approved
- Equifax Breach: Tips to Protect Yourself
- Fee Changes 2018
- Electronic Logging Device Mandate Dec. 18, 2017



Roads and Travel

- Statewide Mobility
- Find Ports of Entry/Offices
- Bridge and Road Restrictions
- Check Road Conditions
- Green Light Scale Pre-Clearance
- Chain Law

Compliance

- Farm Trucking in Oregon
- Hours of Service Rules
- Law Enforcement Inspector Training
- Commercial Driver License
- Electronic Logging Devices

Oregon Department of Transportation

Motor Carrier Transportation Division

Motor Carrier Advisory

- Oregon Trucking Online
- Fee Changes 2018
- Over-Dimension Operations
- Statewide Traffic Mobility
- Registration Services
- Enforcement and Scale Operations
- Truck Safety
- Motor Carrier Education Program
- Green Light Preclearance Program
- Household Goods Moving
- Motor Carrier Audit

Electronic Logging Devices

The Federal Motor Carrier Safety Administration (FMCSA) issued its final rule in December 2015, requiring the use of Electronic Logging Devices (ELD) to record hours of service for commercial drivers.

Links to information about ELD Enforcement implementation:

- FMCSA website for ELDs.
- FAQ's from FMCSA (e.g. Do I need an ELD?).
- FMCSA limited waiver for interstate motor carriers engaged in the transportation of agricultural commodities, effective December 18, 2017, through March 18, 2018.
- Memorandum issued by ODOT Motor Carrier Transportation Division regarding adoption and implementation of the ELD rule (how the rule will be enforced in Oregon)
- ELD Informational Flyer.
- Helpful hints on choosing the right system to fit your needs from the IRP/IFTA community.

Contact Us

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Monday through Friday

Phone
503-378-5849

Web Editor
Email the MCTD Web Team

More News

Read the Motor Carrier Quarterly Newsletter for information relevant to the trucking industry.

Help us improve! Was this page helpful? Yes No

Oregon State University

COLLEGE OF ENGINEERING | School of Civil and Construction Engineering

Truck Parking: An Emerging Safety Hazard to Highway Users

Sal Hernandez, Ph.D.
Assistant Professor
School of Civil and Construction Engineering
Oregon State University

Jason C. Anderson
Ph.D. Student
School of Civil and Construction Engineering
Oregon State University

Oregon Department of Transportation

PRESENTATION OUTLINE

Oregon State University College of Engineering

- Project Objective
- Agency Surveys
- Truck Driver Surveys
- Current Conditions
- Current Demand and Expected Demand
- Safety Impact Analysis

PROJECT OBJECTIVE

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- Gather Opinions of Agency Representatives With Regard to Truck Parking Shortages
- Gather Opinions of Truck Drivers With Regard to Truck Parking Shortages and Parking Decisions
- Identify Necessary Data and Current Conditions, Estimate Current Parking Demand, and Estimate Future Parking Demand
- Assess Safety Impacts and Potential Truck Parking Enhancements

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AGENCY SURVEY

Agency Survey (1/2)

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- Stated-Preference Survey
  - Qualtrics
- Six Questions Related to Truck Parking
- 120 Surveys Sent Via Email
- 30 Surveys Were Started
- 20 Surveys Were Fully Completed
  - Response Rate of Approximately 17%
- Oregon Agencies
- Other State DOTs
- Federal Agencies

Agency Survey (2/2)

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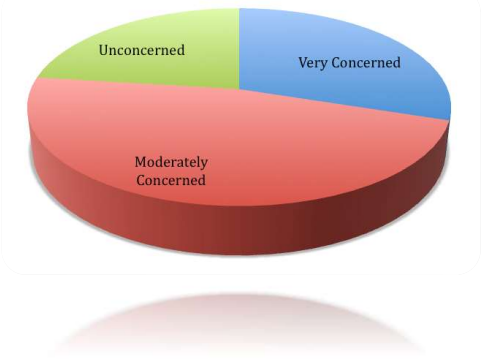
College of Engineering

- 70% Indicated There Is a Problem With Truck Parking in Their Jurisdiction
  - 30% Indicated No Problem
- Moderately to Extremely Concerned
  - Freeway Shoulders
  - Designated Pullouts/Vistas
  - Interchange Ramps
  - Roadsides (e.g., Local Roads/Streets)
- Not of Concern
  - Private Truck Stops



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Driver Survey

Oregon State University
College of Engineering

Driver Survey (1/5)

- Stated-Preference Survey
  - Qualtrics
  - Originating, Destined to, Or Passing Through the Pacific Northwest
- 23 Questions Related to Truck Parking and Driver Demographics
- A Total of 201 Respondents
- $N = \frac{(1.645)^2(0.5)(0.5)}{(\text{Margin of Error})^2}$
  - For 90% Confidence, 68 Observations
  - For 95% Confidence, 385 Observations

Driver Survey (2/5)

Oregon State University
College of Engineering

- 84% (169) of Drivers Are Male, 16% (32) Are Female
- 77% (155) of Drivers Are ≤ 49 Years Old
- 64% (129) Have Been Driving a Truck For ≤ 10 Years
- 78% (157) of Driver Shipments Consist of Truckload Shipments
- 25% (50) of Drivers Sometimes Participate in Team Driving
- 85% (171) of Drivers Make Their Own Parking Decisions
- 61% (123) of Drivers Encounter Parking Problems, 39% (78) do Not
- Most Difficult Times to Find Parking
  - 12:00 a.m. to 5:59 a.m., 4:00 p.m. to 8:59 p.m., and 9:00 p.m. to 11:59 p.m.
  - Friday
  - Winter Months (November, December, and January)

Driver Survey (3/5)

Oregon State University
College of Engineering

- Probable Reasons for Parking on Freeway Ramps and Shoulders
  - No Nearby Parking Facility (Truck Stops, Rest Areas)
  - Nearby Parking Facilities (Truck Stops, Rest Areas) Are Full
- Most Important Features When Selecting a Place to Park
  - Convenience to Highway
  - Fuel
  - Well-Lit Parking Lot
  - Restrooms
- Real-Time Information Regarding Parking Locations and Availability
  - Smart Phone Application
  - GPS

Driver Survey (4/5)

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- Effective Truck Parking Improvements
  - Build More Truck Parking Spaces
  - Separate Parking for Trucks, Cars, and RVs
  - Improve Layout/Configuration
  - Real-Time Information
- Additional Comments
  - Four of the Surveyed Drivers are From Oregon
  - Drivers Indicated The Survey Was Appreciated and Was Well Received
  - Drivers Indicated That They Hope the Survey Will Prompt Change in Regards to Current Parking Issues

Driver Survey (5/5)

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CURRENT CONDITIONS

CURRENT CONDITIONS (1/4)

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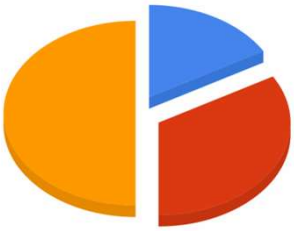
- Large Truck Crashes on US-97 From 2007 to 2014
- Approximately 75% of Crashes Occurred From:
  - 5:00 a.m. to 10:00 a.m. (23%)
  - 10:00 a.m. to 3:00 p.m. (28%)
  - 3:00 p.m. to 8:00 p.m. (24%)
- 50% of Crashes Occurred on a Friday (19%), Saturday (17%), or Sunday (14%)
- 50% of Crashes Occurred During Winter Months
- Crash Severity
  - 63% Were No Injury Crashes (Property-Damage-Only)
  - 34% Were Injury Crashes
  - 4% Were Fatal Crashes
- Increase of 57 Crashes From 2013 to 2014

CURRENT CONDITIONS (2/4)

Oregon State University
College of Engineering

- On Average, Large Trucks Account for Approximately 19% of Total Vehicle-Miles-Traveled on US-97
  - Statewide, on Average, Large Trucks Account for Roughly 9% of Total Vehicle-Miles-Traveled
- Large Truck Injury Severity as a Proportion of Total Injury
  - Account for a Significantly Higher Percentage on US-97 When Compared to Statewide Values



CURRENT CONDITIONS (3/4)

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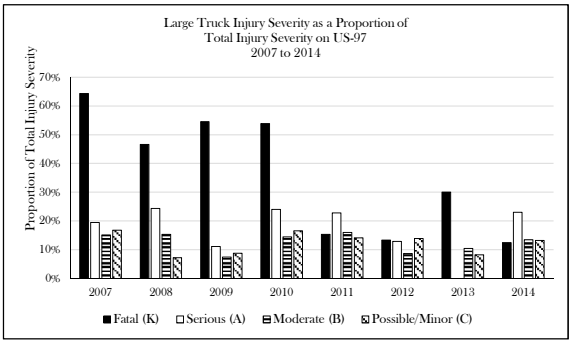

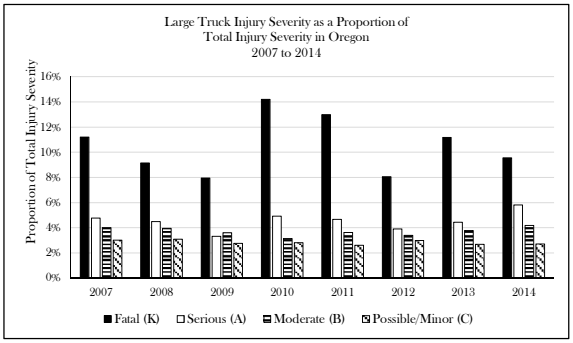

CURRENT CONDITIONS (4/4)

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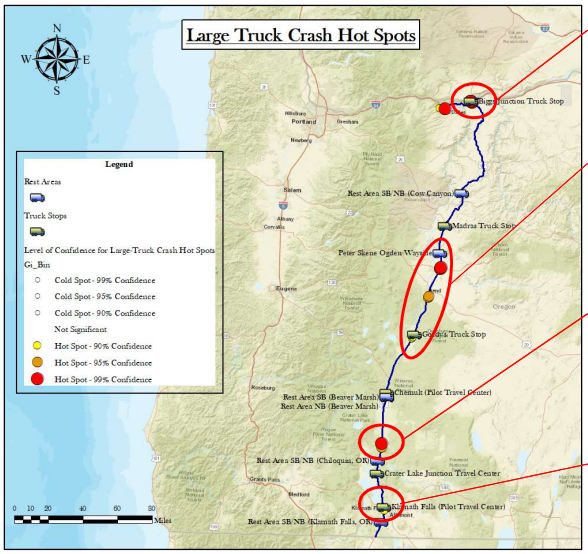

Biggs Junction is a Crash Hot Spot With 99% Confidence

Several Hot Spots From Peter Skene Ogden Wayside to Gordy's Truck Stop, All With 90% Confidence or Greater

95% and 99% Confidence Hot Spots Just North of the Chiloquin Rest Area

90% Confidence Hot Spot Just South of the Pilot Travel Center in Klamath Falls

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CURRENT AND FUTURE DEMAND

METHOD AND DATA (1/9)

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- Adopt FHWA Parking Assessment Model to Assess Current and Future Parking Demand
  - Based on Truck-Hours-Traveled and Hours-of-Service
- Identify Analysis Segments
  - I-84 Segment (Current Demand Only)
  - US-97 From Washington-Oregon Border to Grass Valley, OR
  - US-97 From Grass Valley, OR to Oregon-California Border
- Determine Length of Segment and Average Truck Speed
- Identify Truck Stops, Rest Areas, and Corresponding Number of Truck Parking Spaces
- Determine Number of Daily Trucks
  - Average AADT Values (2014 Most Recent Data, 2015 "Base Case")
  - 20 Year Annual Growth Rate4% Were Fatal Crashes

FACILITIES AND SPACES (2/9)

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Truck Parking Locations and Spaces on US-97

Facility Type	Location	Parking Spaces
Truck Stops	Biggs Junction (Pilot Travel Center)	55
	Madras Truck Stop	20
	Gordy's Truck Stop	192
	Chemult (Pilot Travel Center)	34
	Crater Lake Junction Travel Center	20
	Klamath Falls (Pilot Travel Center)	75
Rest Areas	Rest Area SB/NB (Cow Canyon)	16
	Peter Skene Ogden Way Side	5
	Rest Area SB (Beaver Marsh)	15
	Rest Area NB (Beaver Marsh)	25
	Rest Area SB/NB (Chiloquin, OR)	10
	Rest Areas SB/NB (Klamath Falls, OR)	35

SEGMENT I AND TRUCKS (3/9)

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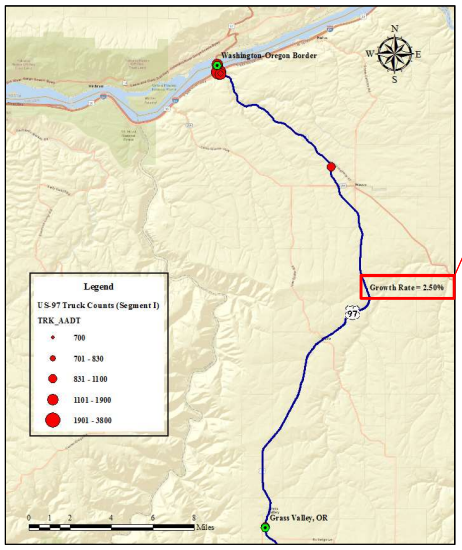

20 Year Annual Freight Growth Rate of 2.50%

Data Needed for Parking Assessment Model

Analysis Segment	Average TAADT	Max TAADT	Min TAADT	Length (Miles)	Average Truck Speed (mi/hr)
US-97 (Segment I)	1,776	3,800	830	28.2	55

SEGMENT II AND TRUCKS (4/9)

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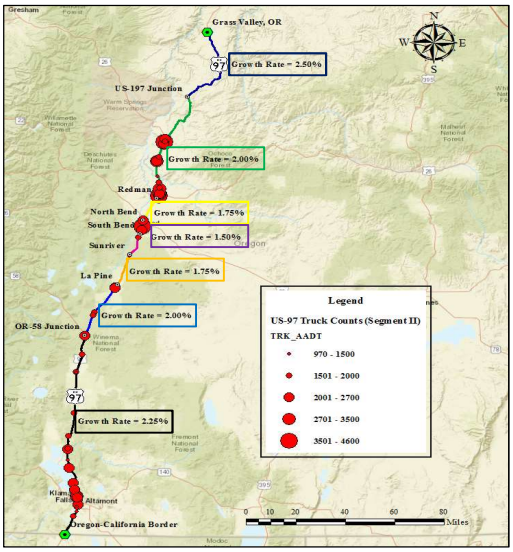

20 Year Annual Freight Growth Rates On US-97

Location Along US-97	Growth Rate
I-84 to US-197 Junction (Madras)	2.50%
Madras to Redmond	2.00%
In Redmond	2.00%
Redmond to Bend	1.75%
In Bend	1.50%
Bend to Sunriver	1.50%
Sunriver to La Pine	1.75%
La Pine to OR-58	2.00%
OR-58 to California Border	2.25%

Data Needed for Parking Assessment Model

Analysis Segment	Average TAADT	Max TAADT	Min TAADT	Length (Miles)	Average Truck Speed (mi/hr)
US-97 (Segment II)	2,219	4,600	970	261	55

CURRENT/FUTURE DEMAND (5/9)

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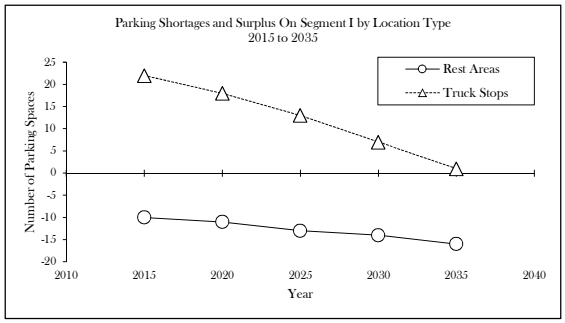

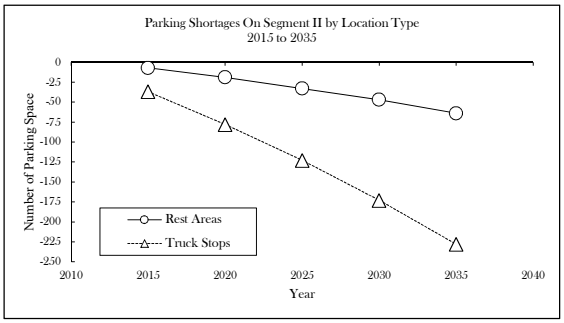

Summary of Truck Parking Shortage and Surplus On US-97

US-97 Segment I (Biggs Junction to Grass Valley)			US-97 Segment II (Grass Valley to California Border)		
Year	Rest Areas	Truck Stops	Year	Rest Areas	Truck Stops
2015	-10	22	2015	-7	-37
2020	-11	18	2020	-19	-78
2025	-13	13	2025	-33	-123
2030	-14	7	2030	-47	-173
2035	-16	1	2035	-64	-228

814% Increase in Rest Area Parking Shortages

516% Increase in Truck Stop Parking Shortages

SENSITIVITY ANALYSIS (6/9)

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- Assess Default Parameters Proposed by FHWA Assessment Model
  - 10% Increase in Percentage of Short-Haul Trucks
    - Short-Haul: 0.36 ➡ 0.40; Long-Haul: 0.64 ➡ 0.60
  - 10% Decrease in Percentage of Short-Haul Trucks
    - Short-Haul: 0.36 ➡ 0.32; Long-Haul: 0.64 ➡ 0.68
  - 5 mi/hour Decrease In Average Truck Speed
    - 55 mi/hour ➡ 50 mi/hour
  - 10 mi/hour Decrease In Average Truck Speed
    - 55 mi/hour ➡ 45 mi/hour

SENSITIVITY ANALYSIS (7/9)

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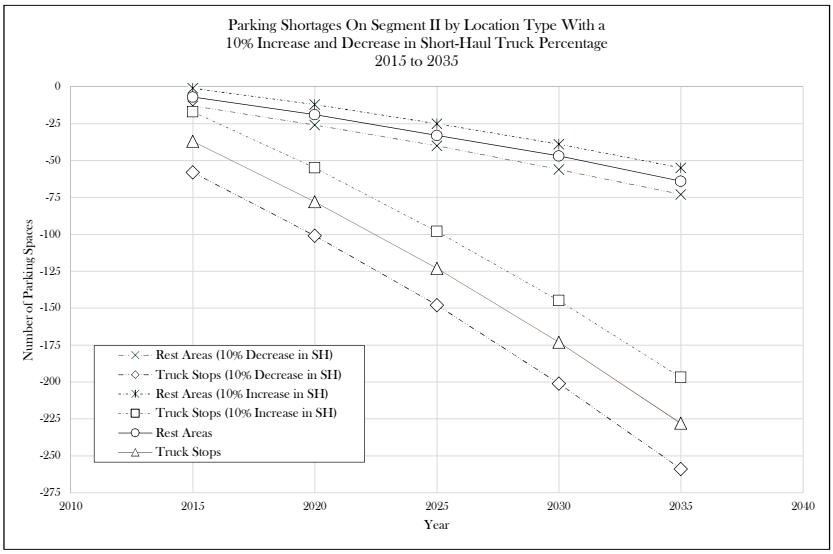

SENSITIVITY ANALYSIS (8/9)

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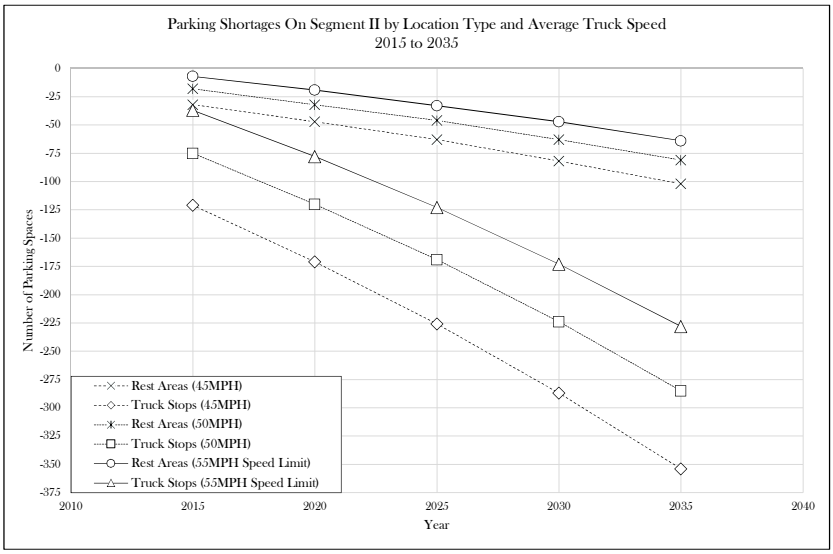

Summary of Demand (9/9)

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- Current Demand Exceeds Capacity
  - Truck Stop Surplus at Biggs Junction
  - Combined Traffic Not Included Due to Model Assessment Limitations
- Future Demand Substantially
- Parking Improves as the Percentage of Short-Haul Trucks Increases (i.e., Fewer Long-Haul Trucks)
- Parking Worsens as the Percentage of Short-Haul Trucks Decreases (i.e., More Long-Haul Trucks)
- Parking Worsens as Average Truck Speed Decreases
  - Less Distance Traveled During Allowable Hours

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Safety Impact Analysis

Crash Harm (1/11)

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- What is Crash Harm?
  - "A Quantitative Measure of the Combined Human and Material Losses From Traffic Crashes Based on Economic Valuation" (Knipling, 2009)
  - Medical, Emergency Services, Damage, Lost Productivity, Monetized Value of Pain and Suffering, and Quality of Life Lost
- Crash Data for the State of Oregon
  - Limitations Within Crash Data
- At-Fault Truck Crashes On US-97
  - Fatigue
  - Speeding
  - Improper Turn
  - Improperly Parked
- Crash Harm at Crash Hot Spots by Maximum Crash Severity

Crash Harm (2/11)

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- Adopt Crash Harm Metrics From Zaloshnja and Miller (2007)

Average Cost per Heavy Vehicle Crash by Maximum Crash Severity (2005)

Crash Severity	Average Cost in 2005 Dollars
No Injury (Property-Damage-Only)	$15,114
Non-Fatal Injury	$195,258
Fatal	$3,604,518

$C_{2015_i} = \frac{C_i}{CF}$; Where C_i is 2005 Cost and $CF = 0.824^*$

*Based on the Final Annual Consumer Price Index Average for 2015 (Bureau of Labor Statistics, 2016; Sahr, 2016)

Average Cost per Heavy Vehicle Crash by Maximum Crash Severity (2015)

Crash Severity	Average Cost in 2015 Dollars	Percent Change
No Injury (Property-Damage-Only)	$18,342	
Non-Fatal Injury	$236,964	+ 21.4%
Fatal	$4,374,415	

BIGGS JUNCTION (3/11)

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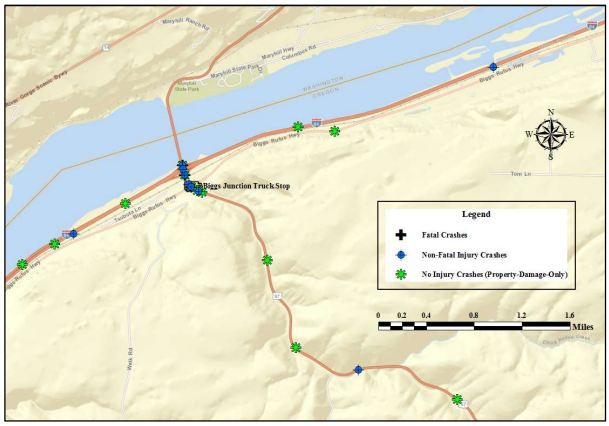

Summary of Crash Harm at Biggs Junction

Crash Severity	Number of Crashes	Crash Harm
No Injury	13	$110,052
Non-Fatal Injury	9	$2,132,676
Fatal	0	-
Total		**$2,242,728**

PETER SKENE (4/11)

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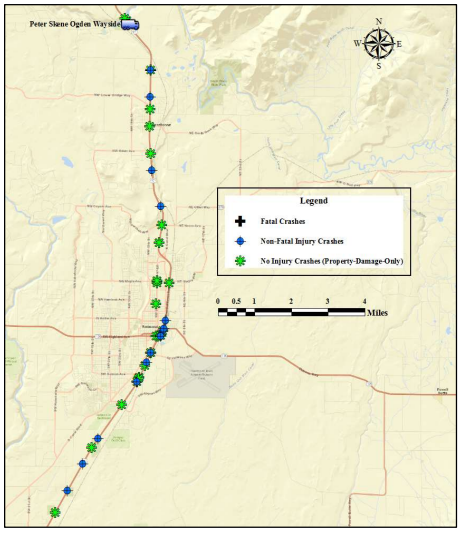

Summary of Crash Harm Near Peter Skene Ogden Wayside

Crash Severity	Number of Crashes	Crash Harm
No Injury	21	$385,182
Non-Fatal Injury	13	$3,080,532
Fatal	0	-
Total		**$3,465,714**

BEND (5/11)

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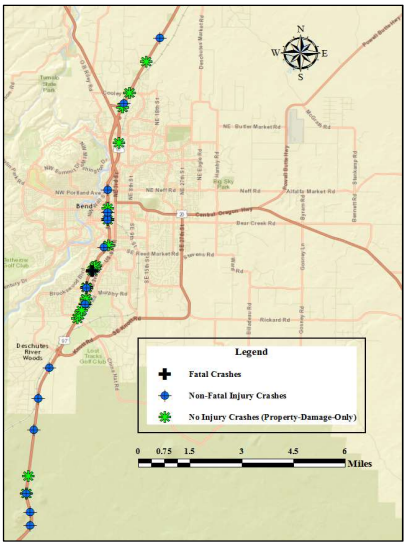

Summary of Crash Harm in Bend

Crash Severity	Number of Crashes	Crash Harm
No Injury	17	$311,814
Non-Fatal Injury	14	$3,317,496
Fatal	1	$4,374,415
Total		**$8,003,725**

GORDY'S TRUCK STOP (6/11)

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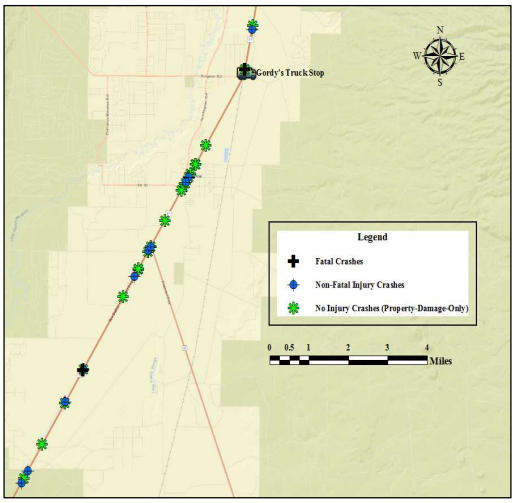

Summary of Crash Harm Near Gordy's Truck Stop

Crash Severity	Number of Crashes	Crash Harm
No Injury	17	$311,814
Non-Fatal Injury	9	$2,132,676
Fatal	2	$8,748,830
Total		**$11,193,320**

CHILOQUIN (7/11)

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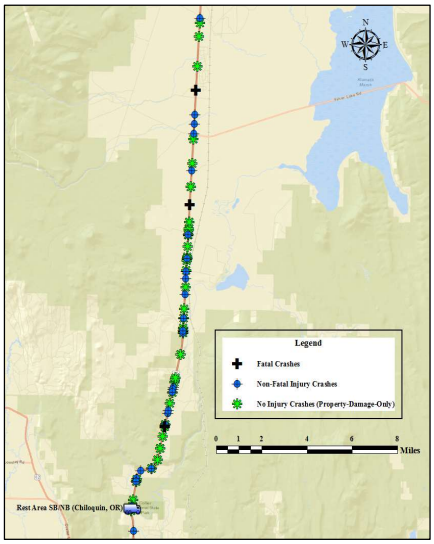

Summary of Crash Harm Near Chiloquin Rest Area

Crash Severity	Number of Crashes	Crash Harm
No Injury	34	$623,628
Non-Fatal Injury	23	$5,450,172
Fatal	3	$13,123,245
Total		**$19,197,045**

KLAMATH FALLS (8/11)

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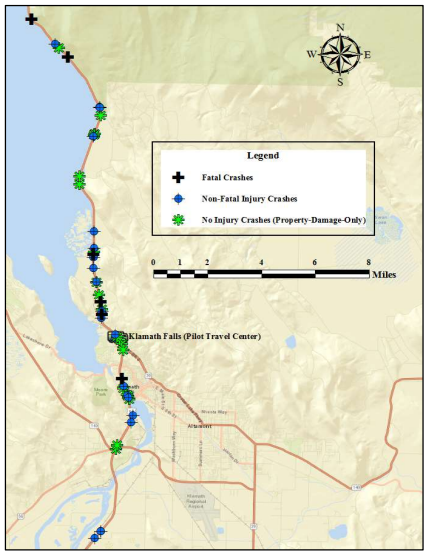

Summary of Crash Harm in Klamath Falls

Crash Severity	Number of Crashes	Crash Harm
No Injury	18	$330,156
Non-Fatal Injury	18	$4,265,352
Fatal	6	$26,246,490
Total		**$30,841,998**

CRASH HARM SUMMARY (9/11)

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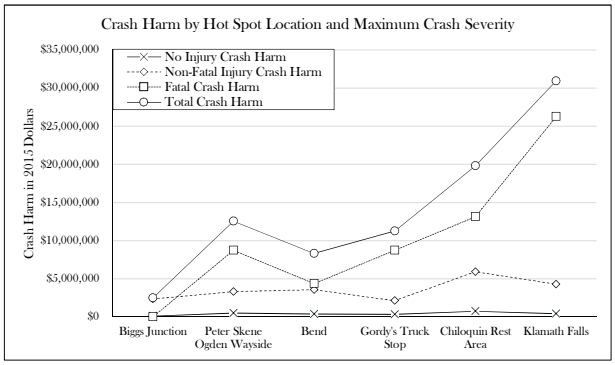
Crash Harm by Crash Hot Spot and Crash Severity

Hot Spot Location	No Injury	Non-Fatal Injury	Fatal	Total
Biggs Junction	$110,052	$2,132,676	-	$2,242,728
Peter Skene Ogden Wayside	$385,182	$3,080,532	-	$3,465,714
Bend	$311,814	$3,317,496	$4,374,415	$8,003,725
Gordy's Truck Stop	$311,814	$2,132,676	$8,748,830	$11,193,320
Chiloquin Rest Area	$623,628	$5,450,172	$13,123,245	$19,197,045
Klamath Falls	$330,156	$4,265,352	$26,246,490	$30,841,998
Total	**$2,072,646**	**$20,378,904**	**$52,492,980**	**$74,944,530**



PARKING ENHANCEMENTS (10/11)

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- Not Within Scope to Implement and Observe Parking Enhancements On US-97
  - Therefore, What Have Other State Implemented?
- Intelligent Transportation Systems to Relay Parking Information
  - Electronic Signage
  - Radio Broadcasting
  - Smart Phone Applications (e.g., Trucker Path)
  - Wireless Sensors
    - Databases That Drivers Can Access Directly
    - Occupancy Prediction (Kalman Filter Method)

SMART PHONE APP (11/11)

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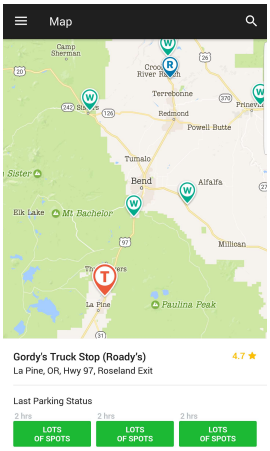
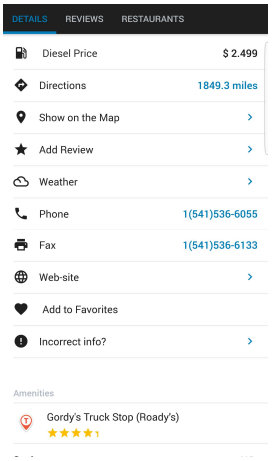
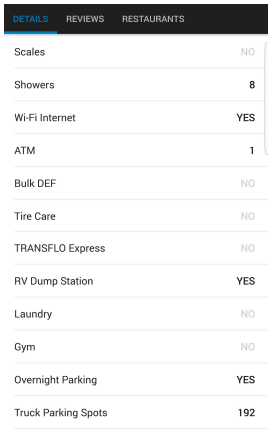
- Trucker Path







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SUMMARY, LIMITATIONS, RECOMMENDATIONS, AND FUTURE WORK

SUMMARY (1/4)

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- Agency Representatives Are Moderately to Extremely Concerned
  - Not Concerned In Regard to Private Truck Stops
- Majority of Drivers Experience Truck Parking Problems
  - No Nearby Parking Facilities or Facilities Being at Capacity
  - Convenience to Highway, Fuel, Well-Lit Parking Lots
  - Real-Time Info Would be Most Useful
  - Expand Capacity, Implement Separate Parking

- Crash Hot Spots Are Near Parking Facilities are Along Stretches of Highway Where There Are No Facilities
- Current and Future Demand Exceeds Capacity
- At-Fault Crashes in Crash Hot Spots Totaled $74,944,530
  - Cost is NOT Representative of Truck Parking Crashes That are DIRECTLY Related to Truck Parking Due to Limitations Within the Crash Data

LIMITATIONS (2/4)

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- Parking Assessment Model and Corresponding Parameters Were Established in 2002
  - Parameters May be Region-Specific
- Parking Assessment Model is Designed to Analyze a Single Corridor
  - Does Not Allow Analysis for Junctions, Such as Biggs Junction
- Unique Truck Counts are Preferred, But Must Done Manually in the Field
- Crash Data Limitations
  - There is No Flag to Indicate Whether a Crash Occurred as a Result of Inefficient Truck Parking
- Most Recent, Comprehensive Crash Harm Metrics are More Than a Decade Old

RECOMMENDATIONS (3/4)

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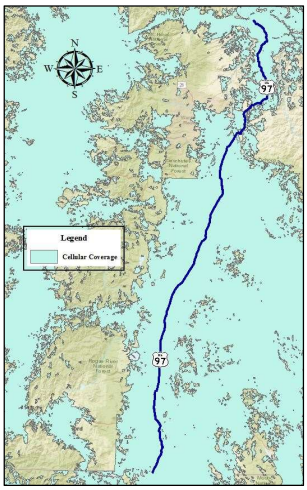
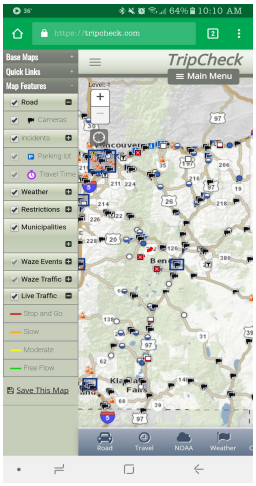
- Ready to Implement Now: 511 Information System or TripCheck





511 TRAVEL INFO CALL 511

TripCheck

FUTURE WORK (4/4)

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- Generate Parking Assessment Model for Oregon (or Pacific Northwest)
  - Field Observations
  - Survey With Emphasis on Driver Behavior (e.g., Driver Diaries)
  - Ability to Assess Facilities Located at Junctions
  - Manual Truck Counts
- Collect the Necessary Data for Up-To-Date Crash Harm Metrics
  - Medical Data, Insurance Data, etc.
- Implement and Evaluate Truck Parking Enhancements
  - Evaluate Safety Impact and Other Parking Related Metrics (e.g., Number of Trucks Parked at Undesignated Parking Areas)
  - Enhancements With Specific Corresponding Crash Modification Factors

THANK YOU

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Questions?