Motor Carrier Transportation Advisory Committee Agenda

3930 Fairview Industrial Drive SE Salem, OR 97302
Room 230 Ashland Conference Room
Thursday, January 10, 2019 8:30am-11:30am

Join Me: https://join.me/mctd.admin
Conference line: 1-888-204-5984; access code 1401540

Time		Topic	Action	Lead
8:30-8:35	5mins	Welcome & Minutes Approval	Decision	All
8:35-8:45	10mins	Federal Rule Adoption	Informational	David McKane
8:45-9:45	60mins	Weight Restricted Bridges	Informational	Bert Hartman
9:45-10:15	30min	Work Zone Committee Update	Informational	Audrey Lawson
10:15-10:35	20mins	US 97 Corridor Freight Plan	Informational	Bridget Wieghart
10:35-10:45	10mins	Agenda Build	Discussion	All

Action Items/Notes:

MINUTES
MOTOR CARRIER TRANPORTATION ADVISORY COMMITTEE MEETING
January 10, 2019

Attendees:

Audrey Lawson – ODOT/MCTD
Dave Gray – Glostone
Sven Johnson – ODOT/MCTD
Steve Bates – V. Van Dyke Inc.
Steve Duvall – Oregon State Police
Carla Phelps – ODOT/MCTD
Leon Fischer – Siletz Trucking Company
Bert Hartman – ODOT/Bridge
Steve Cooley – ODOT/Bridge; Chief Engineer
Kim Toews – ODOT/MCTD
Andrea Comer – ODOT/MCTD
James McNeal – Siletz Trucking Company
Donny Callahan – Gerlock Towing/OTTA
Matt Briggs – NSP
Bob Hooker – Knife River
Bob Russell – OTA
Greg Kelley – May Trucking Company
Rick Koker – May Trucking Company
Ron Duncan – BC Towing
Kristine Kennedy – Highway Heavy Hauling
Garry Pullen – ODOT/MCTD
Bridget Wieghart - WSP
David McKane – ODOT/MCTD
Becky Knudsen - ODOT
Tara Caton – ODOT/MCTD

Phone:

Kristan Mitchell – ORRA
Bill Lundin – Independent Dispatch

November MCTAC Minutes

Dave Gray motioned to approve the November minutes and Bob Russell seconded the motion. The minutes were approved unanimously.

Federal Rule Adoption . . . David McKane

(See Attachment A)

David shared the proposed revisions to our rules in order to adopt the Federal Motor Carrier Safety Regulations and Out-of-Service Criteria. These are adopted annually on April 1st. There have been no significant changes. There is new seating language for passenger carriers prohibiting lawn chairs, but everything else is clarifying language.

Dave Gray asked if ODOT will continue to allow intrastate carriers who aren't required to use a log book not to have an ELD. David McKane answered that the issue remains status quo.

Donny Callahan motioned to approve the rule adoption and Dave Gray seconded the motion. The group approved unanimously.

Weight Restricted Bridges . . . Bert Hartman

(See Attachment B)

Bert shared the report of Bridge Strengthening Needs Identified by Initial Load Ratings with the group. There are a total of 10 bridges statewide that require strengthening to meet current standards, including 2 major bridges in Portland over the Willamette River (St. Johns & Steel), and four other bridges in Portland. The initial load ratings were complete by the end of December. ODOT has until the end of March to do advanced analysis and accept the load ratings. That starts a 90 day period when either the load restriction process or the strengthening is complete. Most of these bridges will be strengthened on or before July 1st, but there will be some that require more time. We intend to meet with FHWA shortly after March 31st and go over the bridges that will still have strengthening projects underway on July 1st. Our intent is to minimize impact to bridge users, including the freight community.

For construction, we know there is approximately a 14 week lead time for steel fabrication. To the maximum extent possible, we will order the steel to be fabricated when the design is complete. This will help to compress the timeline for project delivery. Some of the work will be accomplished through maintenance contracts, some will be done through a full service contract with a specialty engineering firm, and some will be constructed by ODOT Bridge Crews.

The St. Johns Bridge strengthening will be extensive and will affect all users. We appreciate how important this bridge is to freight, especially since it is on a high route. The issues with this bridge are the truss members that require more bracing to meet the modern design codes that are used in load rating. Also, some of the gusset plates which are used to connect the truss members together need to be strengthened. This is due to the original design being a bit light for modern loads, and to address deterioration of the steel after 80 years of service. ODOT is going to strengthen this bridge above the minimum required amount for this project because we have a future project that will add a layer of concrete to the wearing surface and we want to do all the strengthening up front so that we can reduce the impact on users for that next project. We have asked that the repairs needed for legal loads be done first, to minimize any load restrictions that will be needed. The repairs on this bridge will take many months and will not be completed by July 1st.

The Steel Bridge is a unique structure in that it carries freight trains, light rail, and highway traffic. It is owned by the Union Pacific Rail Road. ODOT and TriMet have a lease agreement with UPRR to use the upper deck. We are coordinating with UPRR. This bridge is over 100 years old and was designed to the standards in place at that time. The greatest load that major bridges carry is their own weight. In the early 1980's, ODOT replaced the timber upper deck with concrete. This added to the weight of the bridge and makes less strength available to carry freight trains, light rail, and highway traffic. Because of the multiple transport modes, ownership, and coordination issues, this may be the most challenging strengthening issue to resolve.

Steve Bates asked about the Marquam Bridge. Bert answered that the Marquam rated fine after review.

Bert said that we will have a better idea of the impacts and restrictions to legal loads and heavy loads after the load rating review. ODOT hopes to keep traffic on the road while addressing the strengthening. We will not be able to get all of the work done within 90 days of rating so that will cause some restrictions until the fixes are in place.

Bob Russell said the issues with the St. Johns Bridge are concerning and asked if ODOT anticipates load restrictions. Bert said yes, but we won't know the extent and the time it will take to resolve until the bridge is rated and evaluated.

Steve Bates asked for the traffic counts on the St. Johns Bridge for daily truck traffic. **(A: 10.27% for trucks; about 11% if you include buses)** numbers provided by Bruce Johnson, ODOT Bridge.

Steve Cooley, ODOT Chief Engineer, said that there will be an extensive communication and outreach effort when we know what we're dealing with.

Bob commented that expenses increase when the trucking industry has to detour around a bridge, so they have to consider that factor when bidding on loads.

David McKane summarized the load rating process:

1) The bridge is evaluated for deficiencies.
2) If deficiencies are found, we must determine what the bridge can safely carry today.
3) The federal government then sets a time limit for the fixes to be completed.
4) If the bridge can't be updated within the timeframe, then it must be posted with a weight restriction until the repairs can be completed.

Work Zone Committee Update . . . Audrey Lawson

The Work Zone Executive Committee met at Oregon State University's campus last month. We had a Washington DOT partner at the table and it was a good opportunity to share ideas and best practices. Steve Cooley will be attending one of the upcoming meetings. The need for more law enforcement came up. There were some tragic accidents in work zones in 2018, including four fatalities. It reaffirmed the importance of the group that discusses work zone safety and continued focus on human safety. This also led to discussion about the balance between work zone safety and mobility.

We discussed that this may be a good time to merge the Work Zone Safety Committee and the Mobility Committee at the Policy level. Additional conversation about merging these groups will continue.

Steve Bates noted that he hadn't realized until that day that blue lights are utilized in work zones on construction equipment. The trucking industry identifies blue lights as law enforcement and Steve said the use of them on construction vehicles could desensitize the public to the importance of blue lights. He suggested having other jurisdiction officers present in work zones as a deterrent. Carriers can pay for law enforcement presence in Washington. He added that both committees are making progress so he has no definite feel one way over the other for merging them.

Steve Cooley said that blue lights on road machinery is allowed by statute. We are piloting the use of it with set parameters. OSU has been doing some speed studies, but we haven't seen the final report yet. We can share the data with industry when we have it. We are being cautious at the onset. Oregon State University is looking at information from other states who use blue light as well.

Per Steve Bates, Alaska uses blinking blue lights on school buses. His primary concern is that the public will be desensitized over time. Bob Russell added that he's seen blue lights on the incident response trucks as well.

David McKane said that blue is a maintenance color in Minnesota. The color of the light is dictated by statute.

Audrey said the meeting was held at OSU so that the group cold see the location being built for research. They also got to see the simulator.

Salem Motor Carrier Services Updates . . . Audrey Lawson

Three more of the HB2017 positions have been filled. The Salem Services Section now has a Technical Coordinator as well as a new Communications and Training Specialist. Over-Dimension Permits has a new Manager, Anthony Barghini.

We have two remaining HB2017 Operation and Policy Analyst positons we are working to fill.

On January 4th, we had 160 permits in the OD queue. We are in a recruitment and training period in the unit. We are being innovative with the resources we have and are looking at the possibility of potentially moving to a six-day work week. We are working closely with the counties to try and obtain more blanket authorizations. Linn County has agreed to a blanket approval on a specific list of routes. We have also approached Douglas County. Audrey asked that industry let her know if there are specific routes you would like her to ask the counties to approve.

Steve is looking forward to when Marion County agrees to participate. The largest problem is the length of time it takes to get a superload permit, which may very well be identical to one ordered previously.

Kristine would like to see consistency across the counties.

Audrey said that we will be revisiting superload harmonization in a meeting later this month.

US 97 Corridor Freight Plan . . . Bridget Wieghart

(See Attachment C)

US Highway 97 is critical for freight and is also vital for rescue and recovery in case of an event such as a major earthquake. With growth in both general and freight traffic along the corridor, and increasing concerns about safety and delay, ODOT decided in 2016 to develop a freight plan specifically for the US Highway 97 corridor in Oregon.

Phase 1 established the corridor's existing conditions. Phase 2 builds on that previous work by identifying goals, objectives, and criteria, evaluating problems, prioritizing needs, and recommending specific investments in freight. Surveys were conducted in the summer of 2018. There were 79 respondents. 60% of those surveyed use the corridor either daily or weekly. The respondents indicated key issues along the corridor are:

- Traffic volume
- Lack of pull outs or climbing lanes
- Safety issues
- Winter weather
- Delays in and near urban areas.

Only 39% rated the corridor as either good or very good for freight. 43% rated it poor or very poor for freight.

Specific solutions primarily included the following types of safety and mobility improvements:

- Widening of paved shoulders
- Turn lane and other intersection improvements
- Dynamic speed feedback signs
- Lighting (intersection and segment)
- Flashing beacons
- Climbing or passing lanes

ODOT and the Technical Advisory Committee concurred with prioritizing projects based primarily on need and benefit rather than cost. Bend/Redmond, Biggs Junction, and Klamath Falls hit the top priority for the corridor.

We are looking for feedback from the industry. The discussion is currently just at the technical level. ODOT Region 4 is taking this same report to each of the ACTs.

Most of the top priority areas are due to safety concerns, except the Bend/Redmond area, which is mobility.

David McKane said that Region 4 seems to be on the leading edge of truck issues, using the previous truck parking study as an example. Historically, drivers have collectively told us that they like 97 because it has less grades, etc. Did any of that come out in the surveys?

Bridget said that Region 4 staff indicated 97 is a winter alternative to I-5, but there are a lot of weather issues in central Oregon too. Drivers divert to I-5 to avoid winter weather when it's hitting centrally, so it goes both ways.

Steve Bates said he's expecting dramatic increases in traffic on 97 when the 3 year paving project on I-5 in the Siskiyou's starts. 97 is a very valuable route for the state.

David McKane said that truck at fault crashes on the corridor tend to crop up between Biggs Junction and a bit farther south on 97.

Bridget said the next steps include taking the results to the ACTS, AOCs as well as committees like this and then compiling the feedback to incorporate into the final report.

Bob Russell suggested presenting the study results to the Oregon Freight Advisory Committee as well.

Agenda Build

David suggested cancelling the February MCTAC meeting due to Legislative Session. He also asked the group to consider switching to bimonthly meetings rather than monthly. **The group agreed to cancel February's meeting and next meet on March 14, 2019.** We will discuss altering the meeting schedule at the March meeting.

- Potential Legislative Update – it may be too early for this…
- What is the load rating of the St. Johns Bridge? Can Bert provide an update?
- ELD impacts – David McKane
- Household Goods Operations Update – Kim Toews
- Discuss the possibility of something similar to the Ticket Aggressive Cars and Trucks effort by having law enforcement ride along in OD vehicles.
- Introduce Anthony Barghini, the new Over-Dimension Permits Manager
- Update on the superload harmonization effort and update on the tow truck rule amendment

Meeting adjourned 10:40 am

Edits made in track changes

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, ~~2018~~2019, 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, except:
(a) Relating to Part 385:
(A) The provisions of Part 385.1(b), 385.13(b), 385.13(c), 385.13(d)(3), 385.301 through 385.337 and Appendix A to Part 385 do not apply to a motor carrier operating exclusively in intrastate commerce.
(B) With reference to Part 385.13(a), 385.19(c) and 385.19(d), current intrastate safety rating information is available from ODOT only by telephone at (503) 378-6963.
(C) With reference to Part 385.15 and 385.17, requests for administrative review of an intrastate safety rating or requests for a change to a proposed or final intrastate safety rating based on corrective actions must be submitted in writing to the ODOT Motor Carrier Transportation Division, 3930 Fairview Industrial Drive SE, Salem OR 97302.
(D) With reference to Appendix B of Part 385, a final intrastate safety rating will be determined by the Department and the motor carrier to whom the rating applies will be notified in writing of its intrastate safety rating.
(E) In addition to the violations described in the List of Acute and Critical Violations in Appendix B of Part 385, the Department will include the following violations in a determination of an intrastate or an interstate safety rating:
(i) Financial responsibility requirements in OAR 740-040-0010 (critical) and 740-040-0020 (acute); and
(ii) Intrastate drivers hours-of-service requirements found in OAR 740-100-0010(2)(i) (critical).
(b) The provisions of Part 387 will apply to intrastate motor carriers only when transporting hazardous materials, hazardous substances or hazardous wastes.
(c) With reference to Part 390.21, external identification requirements do not apply to vehicles operated exclusively in intrastate private carriage provided that neither the gross vehicle weight, the gross vehicle weight rating, the gross combination weight or the gross combination weight rating exceeds 26,000 pounds, except those vehicles transporting hazardous materials of a type

or quantity requiring placarding or passenger vehicles designed or used to transport more than 15 passengers including the driver.
(d) The rules in Part 391.11(b)(1) regarding the minimum age for a commercial motor vehicle operator do not apply to a driver engaged in intrastate commerce. A driver engaged in intrastate commerce must be at least 18 years old.
(e) The rules in Part 391 (except Part 391.11(b)(2), English Speaking Driver, Part 391.11(b)(5), Valid Operator's License and Part 391.15, Disqualification of Drivers) do not apply to a driver who is employed by a private carrier engaged in intrastate commerce and:
(A) Does not drive a motor vehicle with a gross vehicle weight, gross vehicle weight rating, gross combination weight or gross combination weight rating of 26,001 pounds or more; and
(B) Does not transport hazardous materials of a type or quantity requiring the vehicle to be marked or placarded in accordance with Title 49, CFR, Part 177.823; or
(C) Does not operate a passenger vehicle designed or used to transport 16 or more passengers, including the driver.
(f) Notwithstanding Parts 391.41 to 391.49 (Subpart E — Physical Qualifications and Examinations) the Department may issue a waiver of physical disqualification to a commercial vehicle driver who has met the conditions established by the Driver and Motor Vehicle Services Division.
(g) With reference to Part 395.1(k), the planting and harvesting period in Oregon begins January 1 of each year and ends December 31 of each year.
(h) With reference to Part 395.1(e)(1), motor carriers conducting intrastate transportation of property may not require or permit any driver used by it to exceed 12 hours driving following ten consecutive hours off-duty;
(i) With reference to Part 395.1(g), motor carriers conducting intrastate transportation of property may not require or permit any driver used by it to drive a commercial motor vehicle, nor may any such driver:
(A) Exceed 12 hours driving following ten consecutive hours off-duty;
(B) Drive for any period beyond the 16th hour after coming on-duty following ten consecutive hours off-duty;
(j) With reference to Part 395.1(e)(2) and Part 395.3, a motor carrier conducting intrastate transportation of property may not require or permit any driver used by it to drive a commercial motor vehicle, nor may any such driver:
(A) Exceed 12 hours driving following ten consecutive hours off-duty;
(B) Drive for any period beyond the 16th hour after coming on-duty following ten consecutive hours off-duty;
(C) Drive for any period following 70 hours on-duty in any seven consecutive days if the employing motor carrier does not operate commercial motor vehicles every day of the week, however, any period of seven consecutive days may end with the beginning of any off-duty period of 34 or more consecutive hours; or
(D) Drive for any period following 80 hours on-duty in any eight consecutive days if the employing motor carrier operates commercial motor vehicles every day of the week, however, any period of eight consecutive days may end with the beginning of any off-duty period of 34 or more consecutive hours.
(k) With reference to Part 395.8(a)(1)(i), a motor carrier conducting intrastate transportation is not required to install and require each of its drivers, operating in intrastate commerce, to use an electronic logging device to record the drivers duty status.

(L) The provisions of subsections (g) through (k) of this section are not applicable to the transportation of hazardous materials of a type or quantity requiring placarding. A motor carrier transporting hazardous materials of a type or quantity requiring placarding must comply with Part 395.
(3) The intracity operation exemption adopted by the US Department of Transportation found in Part 391.62 is not adopted and prescribed.
(4) Wherever reference is made in Title 49 of the CFR as adopted by this rule to a federal entity, including but not limited to "Federal Highway Administrator," "Regional Director," "Special Agent of the Federal Highway Administration" or the "Federal Motor Carrier Safety Administration," it will be construed to mean the Oregon Department of Transportation or a person authorized by the Oregon Department of Transportation to act on its behalf.
(5) Copies of the federal regulations referred to in this rule are available from ODOT Motor Carrier Transportation Division or may be accessed on the Federal Motor Carrier Safety Administration website, www.fmcsa.dot.gov.
Statutory/Other Authority: ORS 184.619, 823.011, 825.232 & 825.252
Statutes/Other Implemented: ORS 825.210, 825.250 & 825.252

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, ~~2018~~2019, is adopted and incorporated into this rule. Inspection violations identified in the Out-of-Service Criteria may be subject to out-of-service action. Condition(s) categorized as "Out-of-Service" must not be allowed to continue in commerce until the condition(s) is/are corrected and the shipment complies with Title 49, CFR. If at the discretion of the inspector, it is less hazardous to the public to relocate the vehicle, it will be towed, transported, or escorted to a safe location only at the direction of an official authority.
Statutory/Other Authority: ORS 184.619, 823.011, 825.232 & 825.252
Statutes/Other Implemented: ORS 825.210 & 825.252

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, ~~2018~~2019, is adopted by and incorporated into this rule. Inspection violations identified in the Out-of-Service Criteria may be subject to one or more of the following:
(1) Out-of-Service Condition: When any motor vehicle by reason of its mechanical condition or loading, is determined to be so unsafe as to likely cause an accident or breakdown or when such conditions would likely contribute to loss of control of the vehicle by the driver, said vehicle must be placed out-of-service. No motor carrier shall permit or require nor shall any person operate any motor vehicle declared and marked "out-of-service" until all required repairs of violations which resulted in the out-of-service condition have been completed. If, at the discretion of the inspector, it is less hazardous to the public to relocate the vehicle, it will be towed, transported or escorted only at the direction of an official authority.
(2) Other: Violations other than out-of-service conditions detected during the inspection process will not preclude the completion of the current trip or dispatch. However, such violations must be corrected or repaired prior to redispatch.

Statutory/Other Authority: ORS 184.619, 823.011, 825.232 & 825.252
Statutes/Other Implemented: ORS 825.250 & 825.252

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, ~~2018~~2019, is adopted and incorporated in this rule. Inspection violations identified in the Out-of-Service Criteria may be subject to out-of-service action. Condition(s) categorized as "Out-of-Service" must not be allowed to continue in commerce until the condition(s) is/are corrected and the shipment complies with Title 49, CFR. If at the discretion of the inspector, it is less hazardous to the public to relocate the vehicle, it will be towed, transported or escorted to a safe location only at the direction of an official authority.
Statutory/Other Authority: ORS 184.619, 823.011, 825.232 & 825.252
Statutes/Other Implemented: ORS 825.250, 825.258 & 825.260

740-100-0085
North American Standard Out-of-Service Criteria for Commercial Highway Vehicles Transporting Transuranics and Highway Route Controlled Quantities of Radioactive Materials
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, ~~2018~~2019, is adopted and incorporated in this rule. Inspection violations identified in the Out-of-Service Criteria may be subject to out-of-service action. Condition(s) categorized as "Out-of-Service" must not be allowed to continue in commerce until the condition(s) is/are corrected and the shipment complies with Title 49, CFR. If at the discretion of the inspector, it is less hazardous to the public to relocate the vehicle, it will be towed, transported or escorted to a safe location only at the direction of an official authority.
Statutory/Other Authority: ORS 184.619, 823.011, 825.232 & 825.252
Statutes/Other Implemented: ORS 825.250, 825.258 & 825.260

740-100-0090
North American Standard Driver Out-of-Service Criteria
(1) Except for any content that conflicts with requirements of section (2) of this rule, the North American Standard Driver Out-of-Service Criteria, as recognized by USDOT in effect April 1, ~~2018~~2019, is adopted and incorporated by reference. Inspection violations identified in the Out-of-Service Criteria may be subject to one or both of the following:
(a) Out-of-Service Violation: Drivers with violations under this category must not operate a commercial motor vehicle for a specified period of time or for some violations until a required condition is met.
(b) Other: Violations other than out-of-service violations require no immediate action by the driver or motor carrier. The carrier must certify in accordance with the terms contained on the inspection document and return it to the Department of Transportation within 15 days.
(2) Drivers found to be disqualified in this state or any other jurisdiction, as specified in 49 CFR 391.15 will be placed Out-of-Service until re-qualification is established.

Statutory/Other Authority: ORS 184.619, 823.011, 825.232 & 825.252
Statutes/Other Implemented: ORS 825.250 & 825.252

740-100-0100
Maximum Fine Schedule
(1) The Maximum Fine Schedule, published by the Commercial Vehicle Safety Alliance revised April 1, ~~2018~~2019, is adopted and incorporated in this rule.
(2) Except as provided in sections (3) and (4) of this rule, the penalty for the Groups described in the Maximum Fine Schedule will have the same presumptive fine as traffic violation categories established in ORS 153.018 . The corresponding Maximum Fine Schedule Groups to traffic violation categories specified in ORS 153.012 are as follows:
(a) Maximum Fine Schedule Group 1 is equal to a Class A traffic violation.
(b) Maximum Fine Schedule Group 2 is equal to a Class B traffic violation.
(c) Maximum Fine Schedule Group 3 is equal to a Class C traffic violation.
(3) Violations of OAR 740-100-0040 related to failure to carry traction devices will have a presumptive fine amount equal to a Class C traffic violation fine.
(4) Except as provided in section (3) of this rule, violations of commercial motor carrier safety regulations found in OAR 740-100, 740-0105 and 740-100-0110, not specifically addressed in the Maximum Fine Schedule will carry a presumptive fine equal to a Class C traffic violation.
(5) Copies of the Maximum Fine Schedule are available from the Commercial Vehicle Safety Alliance: 6303 Ivy Lane, Suite 310,Greenbelt, MD 20770-6319 or can be found at the website: https://cvsa.org/
Statutory/Other Authority: ORS 153.022, 184.619 & 823.011
Statutes/Other Implemented: ORS 153.012, 153.015, 153.018, 825.252 & 825.990

740-110-0010
Adoption of United States Department of Transportation Hazardous Materials Regulations
(1) Any person subject to ORS Chapter 825 who transports a hazardous material and any person subject to 823.061 who causes to be transported a hazardous material must comply with the rules and regulations governing the transportation of hazardous materials as prescribed by the United States Department of Transportation in Title 49, Code of Federal Regulations, Part 397 and such portions of Parts 107-178 and 180 as are applicable and amendments thereto, in effect on April 1, ~~2018~~2019.
(2) Copies of the federal regulations referred to in this rule are available from ODOT, Motor Carrier Transportation Division or may be accessed on the Federal Motor Carrier Safety Administration website, www.fmcsa.dot.gov.
Statutory/Other Authority: ORS 184.619, 823.011, 823.061 & 825.258
Statutes/Other Implemented: ORS 823.061 & 825.258

Bridge Strengthening Needs Identified By Initial Load Ratings

Load Rating Efforts

- Bridges with no load rating
  - 25 Bridges (March 2019)
  - 217 Culverts (September2019)
- SHV Category 1 (2017)
- SHV Category 2 (2022)
- Emergency Vehicles (Interstate System) (2019)

Bridge Strengthening

- 2 Major Portland Bridges
  - St. Johns
  - Steel
- 8 Other Bridges Statewide

  (3 of these bridges are in Portland)

Timeline

- Dec 31st 2018 – Initial LR Complete
- Mar 31st 2019 – LR Accepted
- July 1st 2019 – Construction underway and some repairs complete

Designs started in December, most will be completed by May 1st.

Project Delivery

- Project Elements
  - Bridge Strengthening
  - Traffic Control
  - Public Involvement
  - Stakeholder Coordination
  - Environmental Permitting
  - Hazardous Materials

Will take ODOT resources from other projects

Construction

- 14 Week Lead Time For Steel Fab

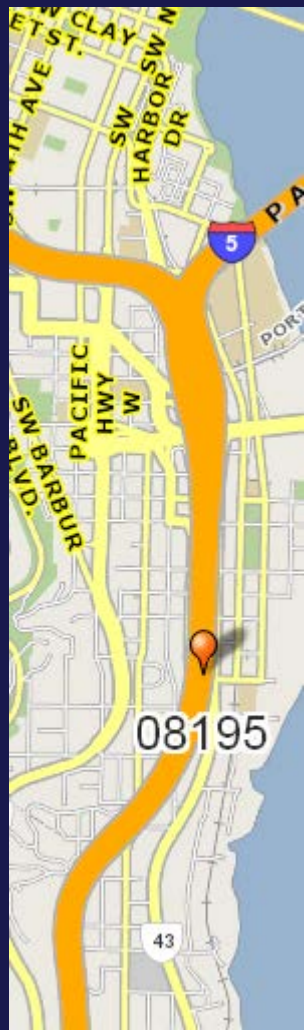
- Maintenance Contracts
  (Region 1 Construction PM Office)
- Full Service Contracts (3 Bridges)
- ODOT Bridge Crews

St Johns

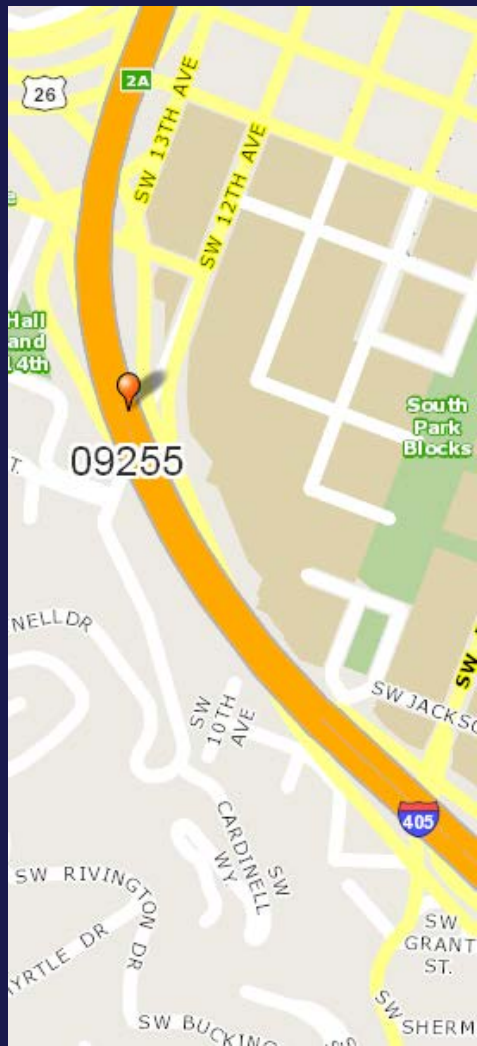
Steel

MILE 12
STEEL BRG
PACIFIC HWY W
NW 1ST AVE
Portland Downtown Heliport
Gov. Tom McCall Waterfront Park
Japanese American Historical Plaza
BURNSIDE BRG
SW NAITO PKWY.
Ankeny Plaza
Ankeny Plaza

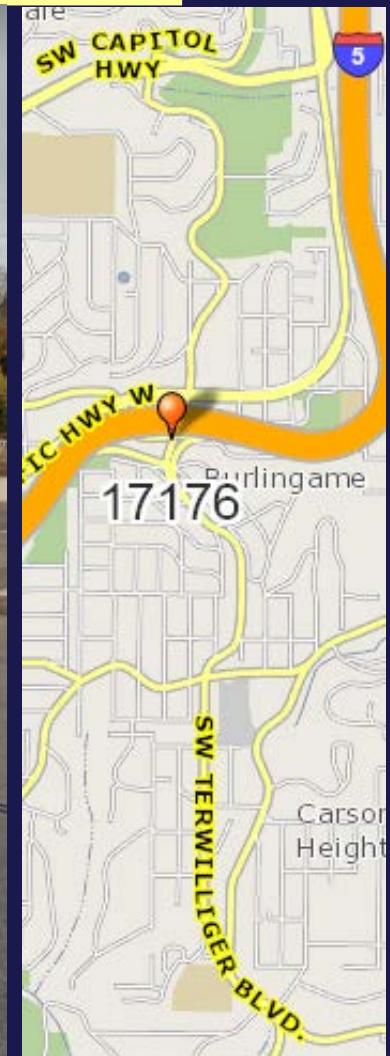
I-5 over Hood Avenue



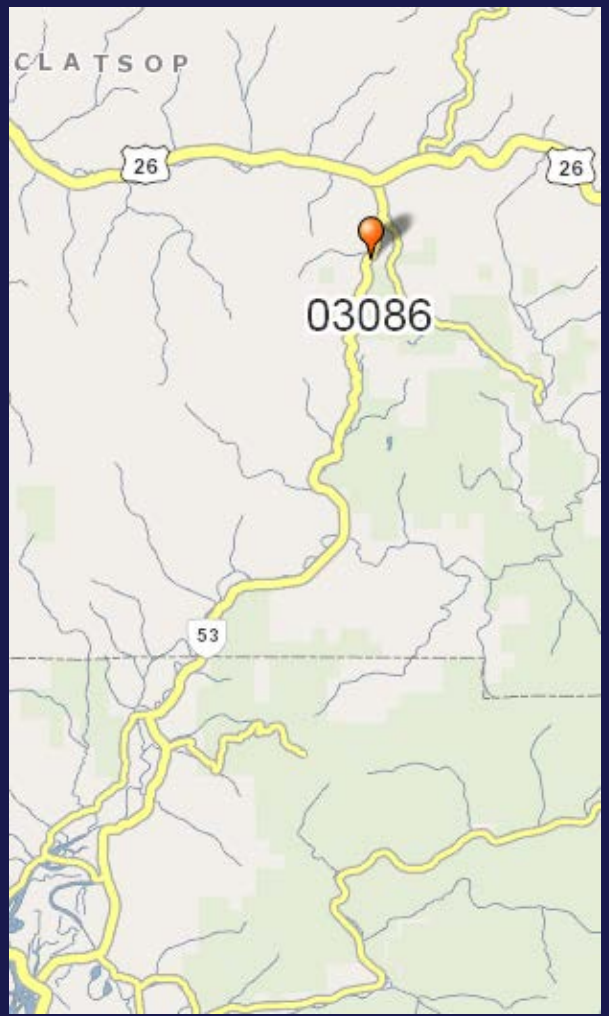
SW 12th Ave over I-405

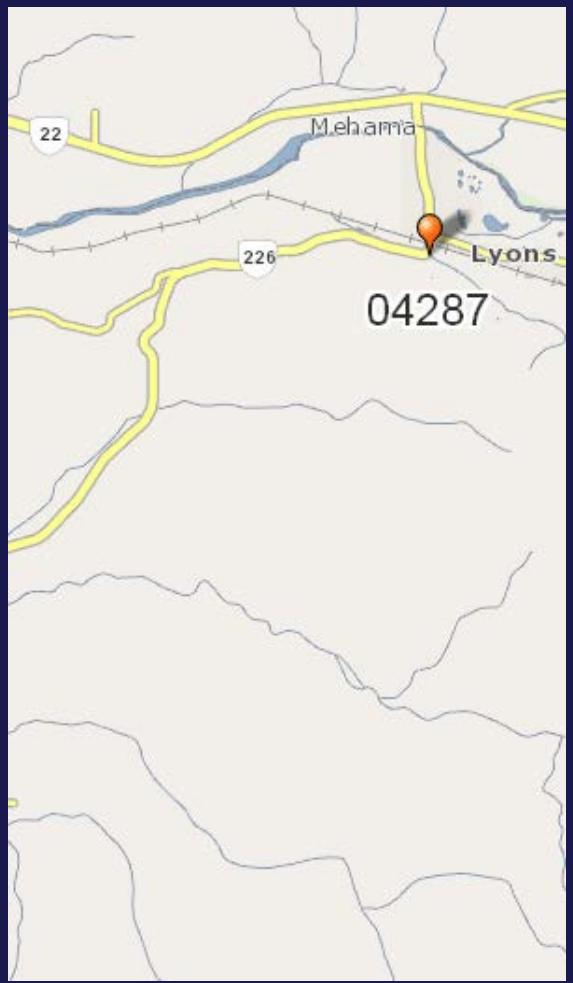


Terwilliger Blvd Interchange

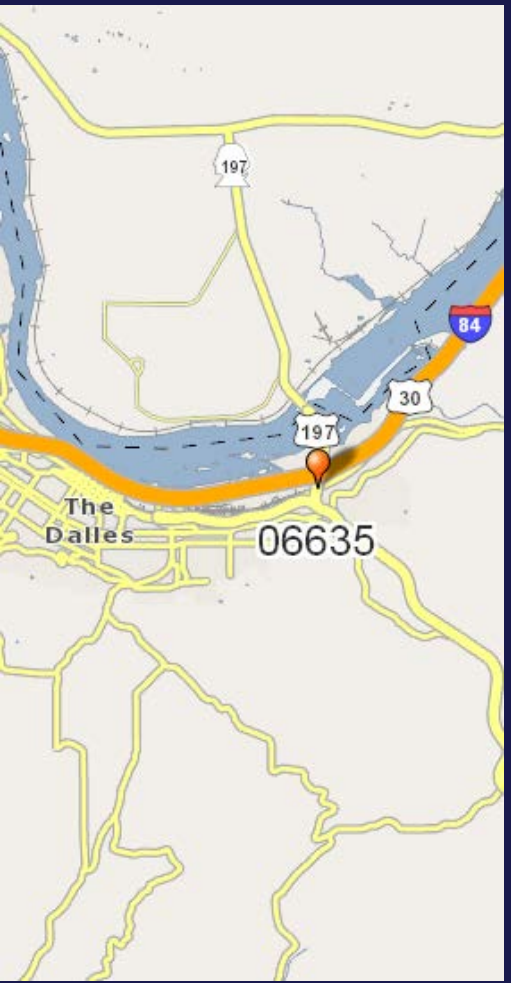


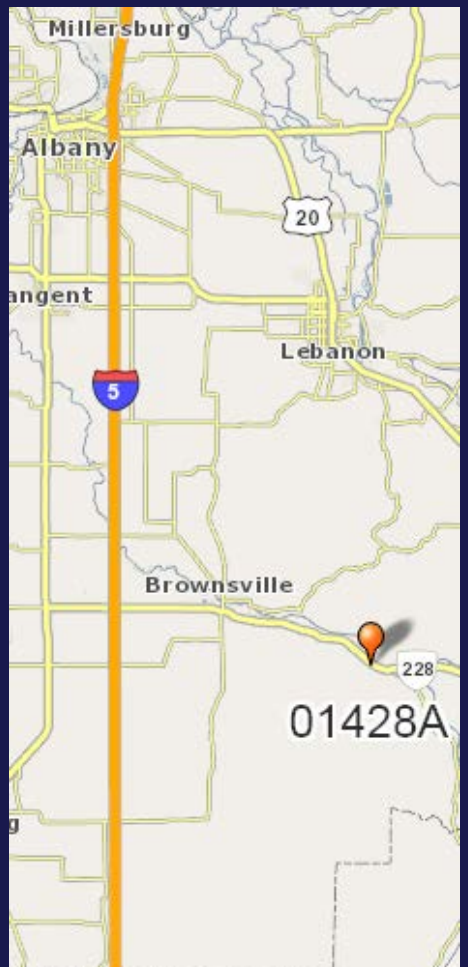
Other Bridges

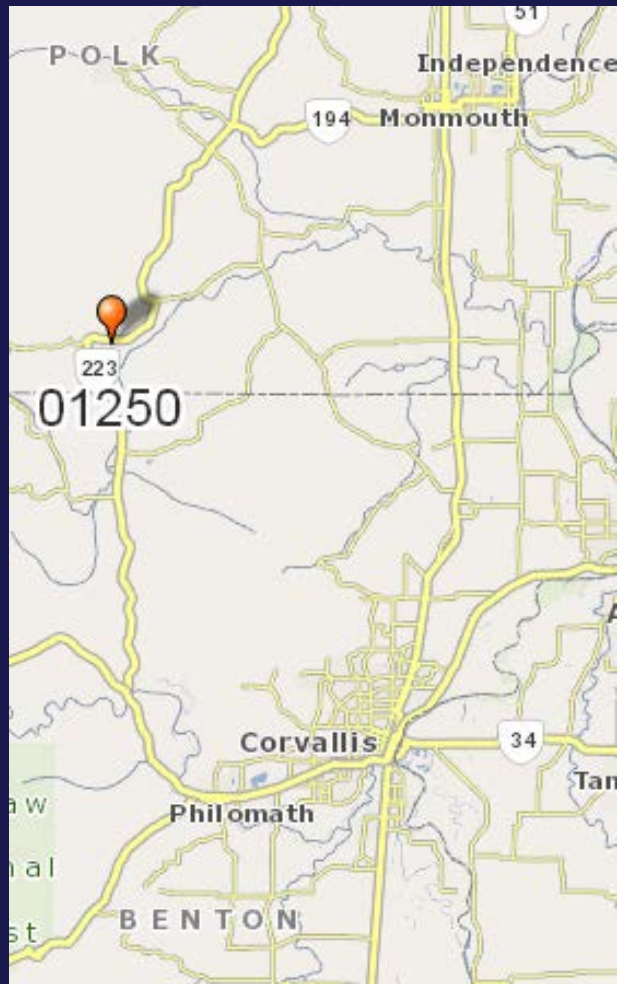




Other Bridges







Summary

- ODOT is in the final stages of having an initial load rating on every bridge
- 10 Bridges, including 2 major bridges in Portland will be strengthened
- The St. Johns Bridge will have the most extensive strengthening project
- Steel Bridge strengthening will require extensive coordination with UPRR and TriMet.
- Significant effort is being placed to minimize impacts to bridge users

US Highway 97 Freight Plan Phase 2 Fact Sheet

December 2018

Background

Not only is US Highway 97 critical for freight, but it is also vital for rescue and recovery in case of an event such as a major earthquake. With growth in both general and freight traffic along the corridor, and increasing concerns about safety and delay, ODOT decided in 2016 to develop a freight plan specifically for the US Highway 97 corridor in Oregon.

Phase 1 of the Project established the US Highway 97 corridor existing conditions. Phase 2 builds on that previous work by identifying goals, objectives, and criteria, evaluating problems, prioritizing needs, and recommending specific investments in freight.

Survey Results

The Project team fielded surveys in-person and online in summer 2018 to obtain perceptions about US 97's freight issues. The Project obtained 79 surveys from a variety of respondents, most of whom haul freight regularly on US 97. Key issues found via the survey included:

- Traffic volume
- Lack of pull outs or climbing lanes
- Safety issues
- Winter weather
- Delays in and near urban areas

Survey results were considered with the technical analysis to confirm needs and locations.

Evaluation of Existing and Future Needs

As part of this project *Technical Memorandum 2: Existing and Future Conditions* scored segments along the corridor using three basic criteria:

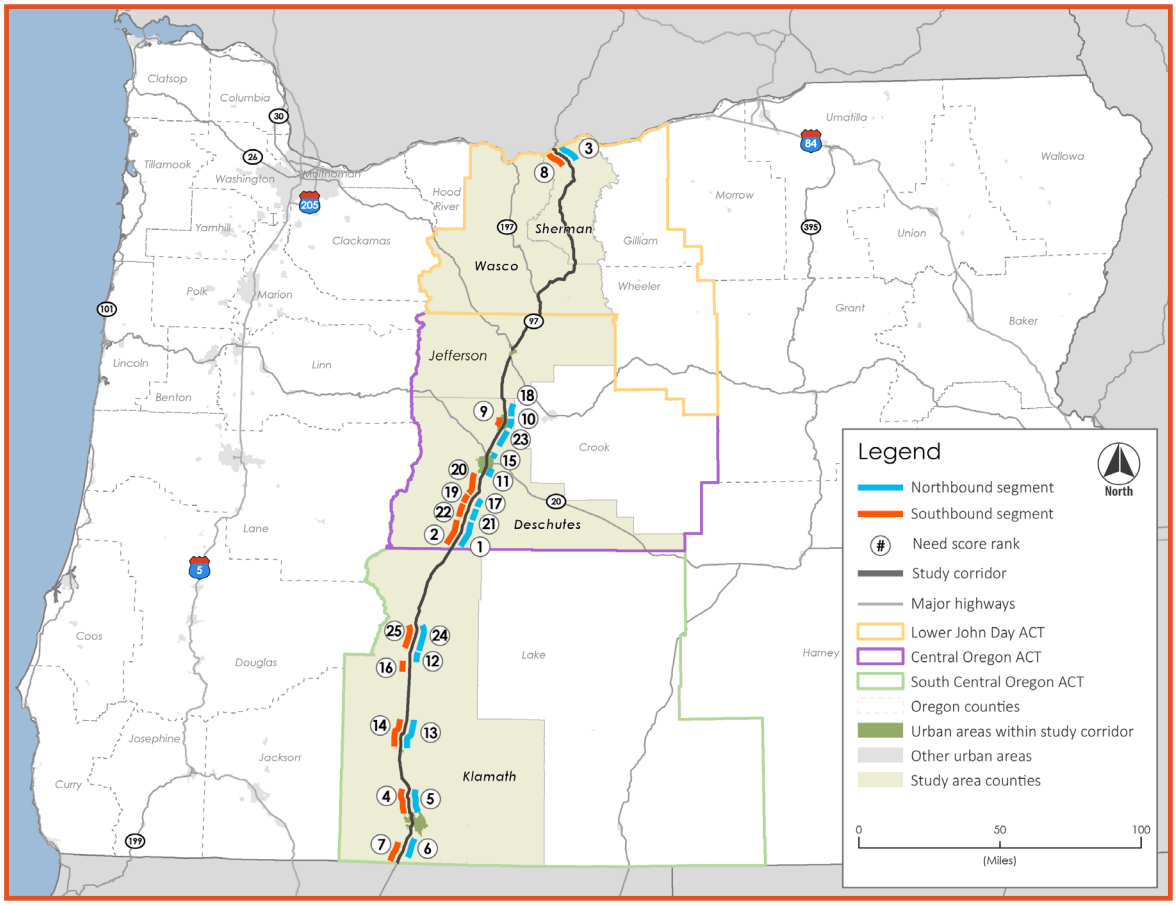
- Safety
- Mobility
- Economic competitiveness

Based on the total need score accumulated, each segment was given a "need rank" that indicated how the segment's level of need compared to the rest the top 25 segments.

Scoring Matrix for Needs

	Metrics	Possible Points
Safety	Serious truck involved crashes	400
Mobility and Accessibility	Reliability	300
	Delay	
	Resiliency	
	Incidents	
	Roadway closure duration	
Economic Competitiveness	Current Tonnage	200
	Current Value	
	Future Tonnage	
	Future Value	

US 97 Need Score Map



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Oregon Department of Transportation

Solutions

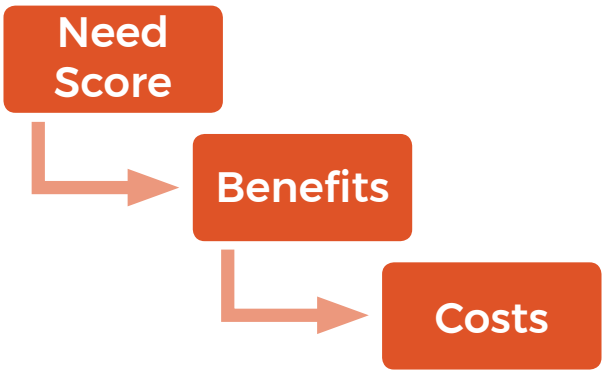
The Project team compared the existing planned projects against the needs and problems identified through this analysis. Planned projects that are currently unfunded were included in the proposed solutions and prioritized alongside team suggestions. Additional projects were proposed depending on the degree to which planned projects addressed the need. Specific solutions primarily included the following types of safety and mobility improvements:

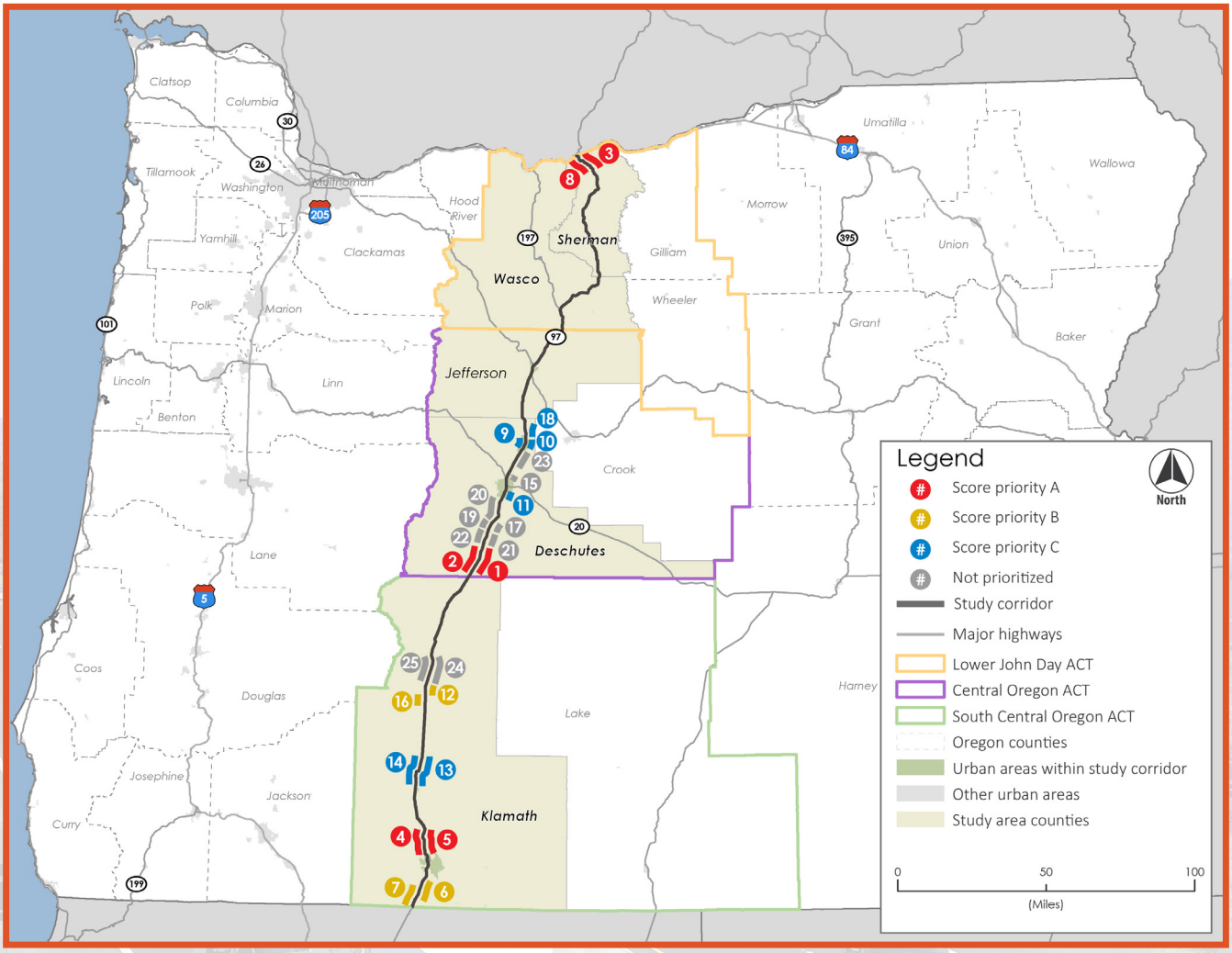
- Widening of paved shoulders
- Turn lane and other intersection improvements
- Dynamic speed feedback signs
- Lighting (intersection and segment)
- Flashing beacons
- Climbing or passing lane extensions

For more information on specific solutions by segment please refer to *Technical Memorandum 3: Investment Strategy*.

Investment Strategy

Proposed solutions were prioritized using need rank, benefits, and costs. Different prioritization approaches were considered, but the project team and the study Technical Advisory Committee settled on an approach that emphasizes the quantitative needs score followed by the qualitative benefits evaluation. Less emphasis was placed on costs because of the relatively narrow range of costs amongst the solutions proposed.





Contact information

For more information on the project, please visit the project website, or feel free to contact the ODOT Project Manager.

ODOT Project Manager:

Devin Hearing, Senior Planner - Devin.HEARING@odot.state.or.us - (541) 388-6388

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Oregon Department of Transportation

US 97 Corridor Freight Plan

ODOT Motor Carrier TAC

January 10, 2019

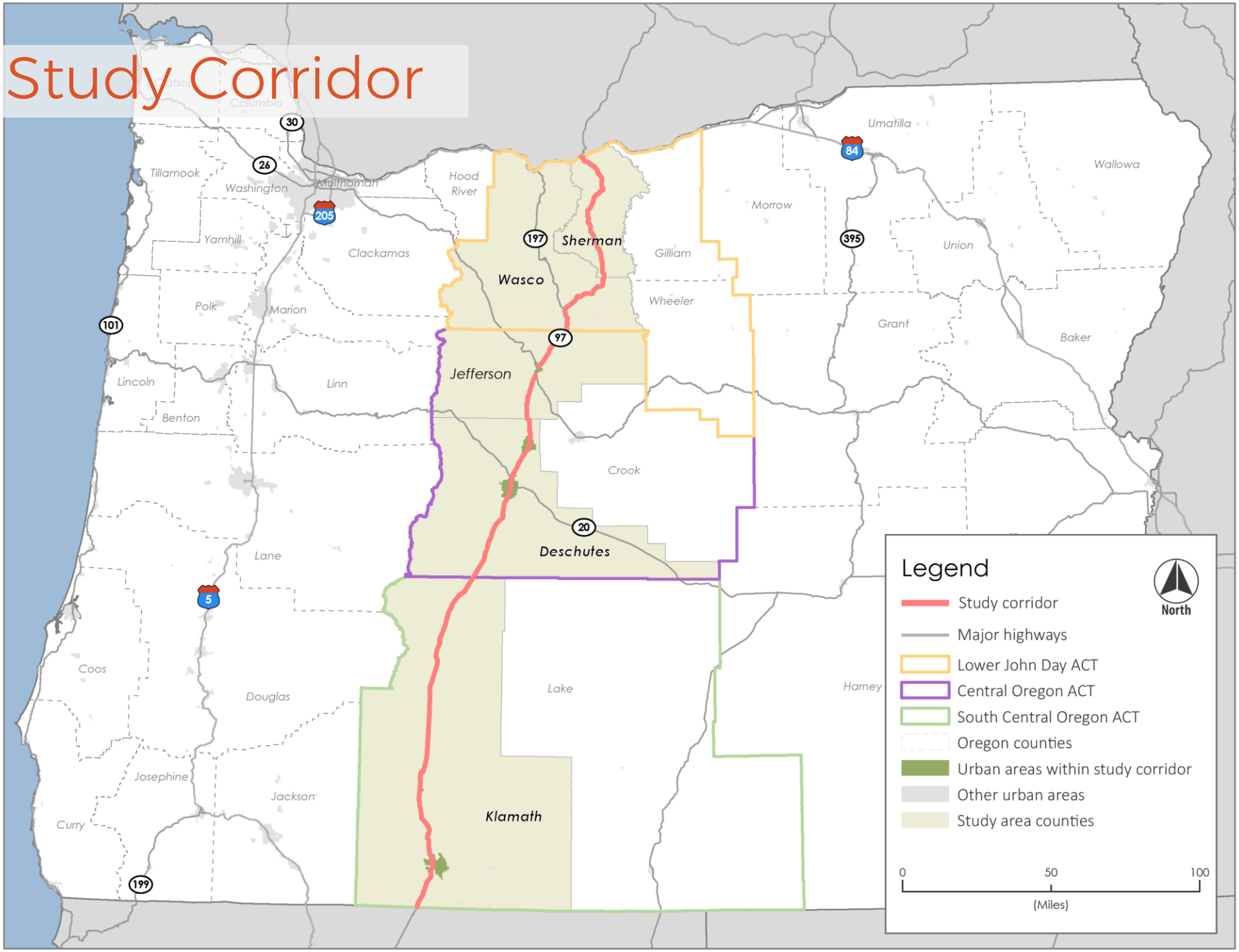
Presented by Bridget Wieghart, WSP Project Manager

Source: ODOT

Project Overview

- Phase 1 study (existing conditions) completed 2017
- Phase 2 study kicked off 2018
  - Stakeholder outreach
  - Mobility and safety analysis
  - Identification of freight projects
  - Investment strategy
- Study breaks new ground with limited budget
  - Few directly comparable freight corridor plans in US

Study Corridor



Survey

Source: ODOT

Overview of Survey

- Feedback collected using online survey and in-person tabling at truck stops along US 97
  - 79 total responses
- Most used the facility frequently
  - Over 60% every day or a few times a week
- 88% regional or national trips
- Highest concentration in Bend
- Most access via I-84 and OR 58

Survey Results

- Issues throughout the corridor
  - Only 39% rated it good or very good for freight
  - 43% rated it poor or very poor for freight
- Biggest issues
  - Traffic volume
  - Lack of pullouts and climbing lanes
  - Winter weather
  - Safety
- Delay in and around urban areas
  - Bend
  - Redmond
  - Madras
  - Klamath Falls
  - La Pine

Existing Conditions and Criteria

Source: ODOT

Existing Conditions

- Safety
  - Crash data was analyzed to identify locations with disproportionately high number of truck-involved crashes
- Mobility
  - Evaluated along three criteria: delay, reliability, resiliency, and incident closures
- Economic Competitiveness
  - Tonnage and value of commodities through the corridor

Main Findings of Existing and Future Conditions

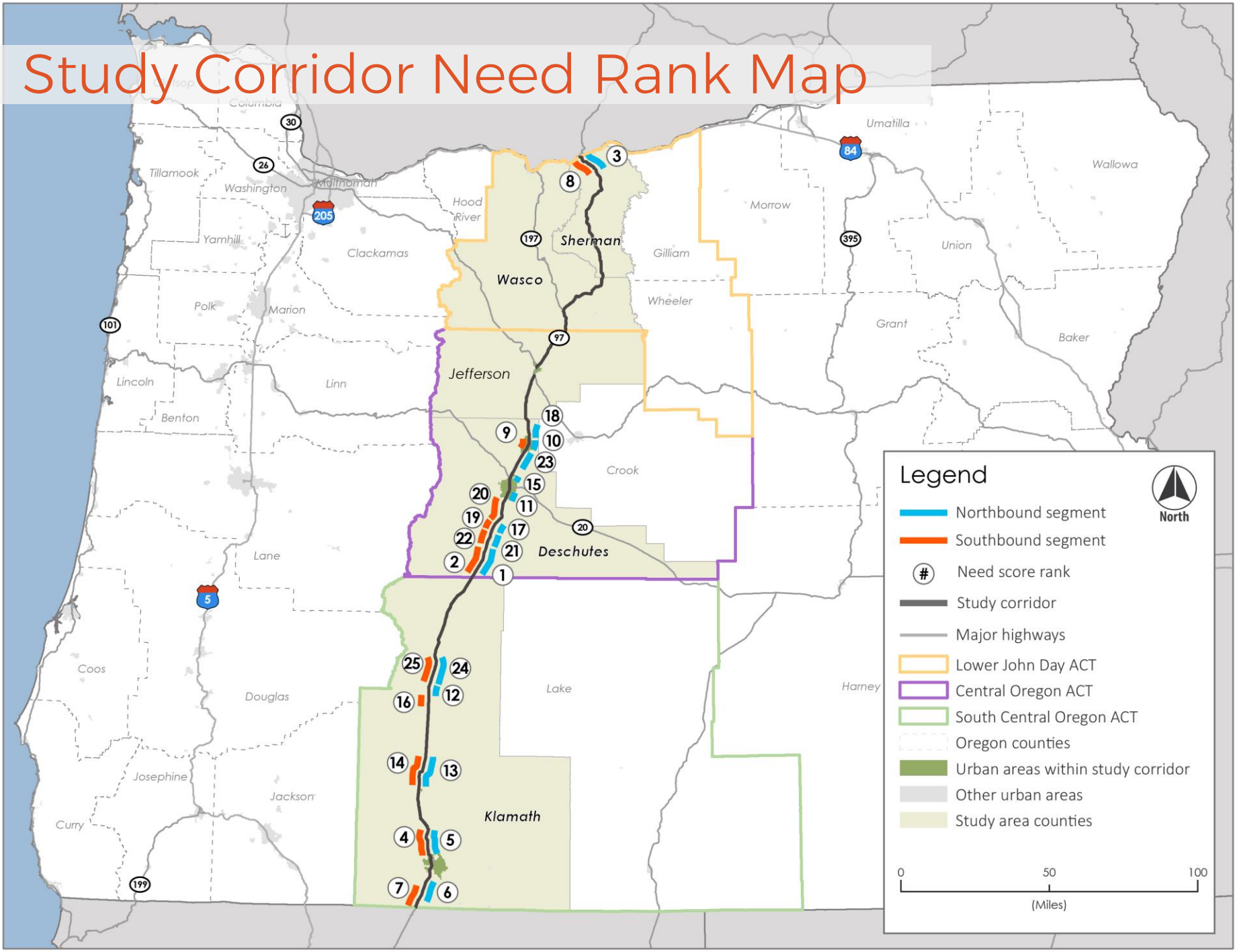
- Safety is critical along US 97
  - Biggs Junction
  - North of Klamath Falls
  - North of California border
- Reliability and delays exist primarily in and around urban areas
  - Bend, Redmond and Madras
- Highest tonnage and values just south of Bend and OR 58

Source: ODOT

Scoring

Criteria	Metrics	Possible Points
Safety	Serious truck involved crashes	400
Mobility and Accessibility	• Reliability • Delay • Resiliency • Incidents • Roadway Closure Duration	300
Economic Competitiveness	Current and future tonnage and value	200

Study Corridor Need Rank Map



Solutions

Source: ODOT

Planned Projects

- Many problems along the US 97 corridor have been previously identified and addressed
- Planned projects range in their level of completion
  - From 'conceptual' to 'under construction'

Source: ODOT

Suggested Solutions

- Planned projects compared against needs
  - If a planned project addresses the need, no further solution was proposed.
- Toolbox approach to resolve most types of problems that were identified
  - Tailored solutions in some high ranked need locations

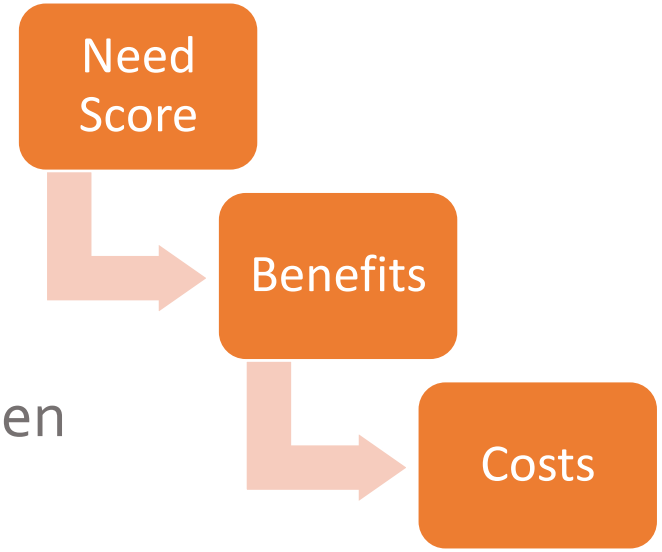
Source: ODOT

Types of Solutions

- Specific solutions primarily included the following types of safety and mobility improvements:
  - Widening of paved shoulders
  - Turn lane and other intersection improvements
  - Dynamic speed feedback signs
  - Lighting (intersection and segment)
  - Flashing beacons
  - Climbing or passing lanes

Prioritization of Projects

- Need
  - Quantitative analysis
- Benefits
  - Qualitative analysis
- Costs
  - Did not vary substantially between solutions

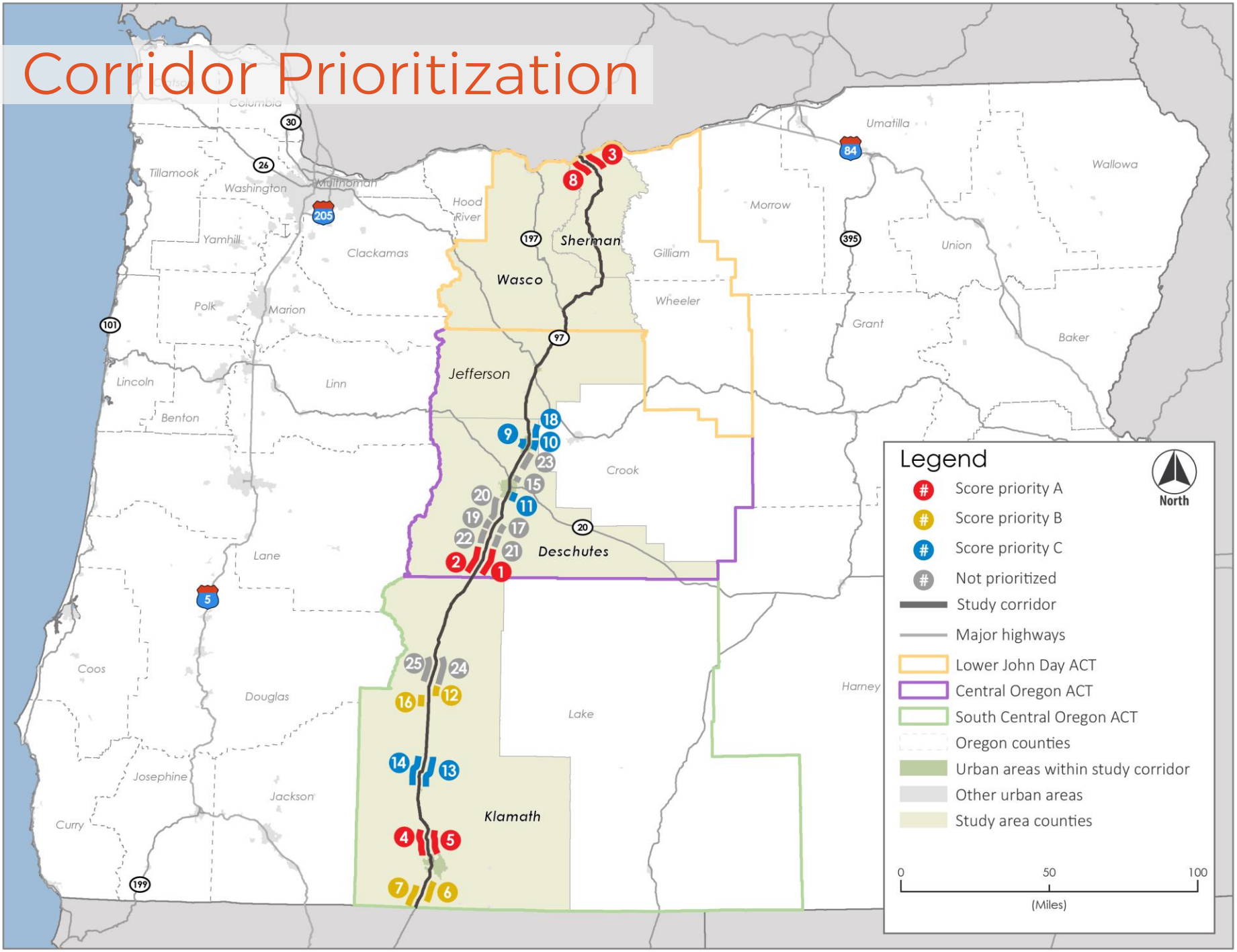


- ODOT and TAC concurred with prioritizing projects based primarily on need and benefit rather than cost

Conclusion

Source: ODOT

Corridor Prioritization



Source: ODOT