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<th>Time</th>
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<tr>
<td>8:30-8:35</td>
<td>Welcome &amp; Minutes Approval</td>
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<td>8:35-8:45</td>
<td>Rule Updates</td>
<td>Discussion</td>
<td>Audrey Lawson &amp; Amy Ramsdell</td>
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<td>8:45-9:05</td>
<td>FMCSA Update</td>
<td>Informational</td>
<td>Andy Eno</td>
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<td>9:05-9:25</td>
<td>Bridge Restriction</td>
<td>Informational</td>
<td>Jon Rooper</td>
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<td>9:25-9:40</td>
<td>Fires/Emergency Waivers</td>
<td>Informational</td>
<td>Amy Ramsdell</td>
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<td>9:40-10:00</td>
<td>IRP Annual Meeting Update</td>
<td>Informational</td>
<td>Russ Casler</td>
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<td>10:00-10:20</td>
<td>Oregon Railroad-Highway Crossing Safety Action Plan</td>
<td>Discussion</td>
<td>Roseann O’Laughlin &amp; Rick Shankle</td>
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<td>10:20-10:35</td>
<td>Legislative Debrief</td>
<td>Informational</td>
<td>Amy Joyce</td>
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<td>10:35-10:45</td>
<td>Administrator’s Report</td>
<td>Discussion</td>
<td>Amy Ramsdell</td>
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<td>10:45-10:55</td>
<td>Agenda Build</td>
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**Action Items/Notes:**

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MCTAC Meeting – 07.11.2019
MINUTES
MOTOR CARRIER TRANSPORTATION ADVISORY COMMITTEE MEETING
July 11, 2019

Attendees:
Dan Rice – Transystems
Jon Rooper – ODOT Bridge
Joyce Pilotte – Glostone Trucking Solutions
Dave Gray – Glostone Trucking Solutions
Andrew Eno – FMCSA
Jonathan Wilson – FMCSA
Rick Kokel – May Trucking Co.
Andrea Evilsizer – Rick Franklin Corp.
Charlie Hutto – ODOT/MCTD
Anthony Barghini – ODOT/MCTD
Carla Phelps – ODOT/MCTD
Tony Knudson – ODOT
Sven Johnson – ODOT/MCTD
Soona Lee – EROAD
Ben Duggan – EROAD
Jeanne Johns – Thoroughbred Transportation
Howard Russell – ODOT/MCTD
Tara Caton – ODOT/MCTD
Andrea Comer – ODOT/MCTD
David McKane – ODOT/MCTD
Jon Reimer – ODOT/MCTD
Amy Joyce – ODOT/Government Relations
Roseann O’Laughlin – ODOT TDD
Rick Shankle – ODOT/Rail & Public Transit
Hannah Wilson – ODOT/MCTD
Audrey Lawson – ODOT/MCTD
Amy Ramsdell – ODOT/MCTD

Phone:
Kristine Kennedy – Highway Heavy Haul
Bob Hooker – Knife River

May MCTAC Minutes
Dave Gray motioned to approve the May 9, 2019 minutes and Amy Ramsdell seconded the motion. The minutes were approved unanimously.

Rule Updates . . . Audrey Lawson
(See Attachments A & B)
Revisions to OARs 734-074-0010, 734-074-0020, 734-074-0023, 734-074-0028, 734-074-0030, 734-074-0045, and 734-074-0051 are related to sugar beet haulers on specific roadways in eastern Oregon. The changes result from federal legislative changes.

Dan Rice spoke on behalf of the sugar beet industry. Industry came to ODOT more than a year ago and worked with bridge, roadway, etc. to make sure the proposed loads were safe and to
get the updates in place for harvest season. Statute was updated under an emergency clause and now changes are going through the permanent process.

Revisions to OARs 734-074-0020, 734-075-0025, 734-082-0015, and 734-082-0016 are necessary to implement SB 411, allowing up to 2000 pounds for vehicle powered primarily by means of an electric battery. The exemption is for weight only, not for registration and tax purposes.

There were no comments, questions, or expressed concerns about any of the proposed OAR revisions.

After posting in the Oregon Bulletin, the revised rules will go to the Oregon Transportation Commission for final approval.

FMCSA Update . . . Andy Eno

(See Attachment C)

Andy provided two handouts; one listing the highlights of current FMCSA Dockets open for comment and the other is information on the Drug and Alcohol Clearinghouse.

Dockets:

1. Relating to non-military CMV drivers 18-20 years old participating in a possible pilot program for interstate commerce. Comments due 7/15.

2. Correction to comment due date for Safe Integration of Automated Driving Systems-Equipped CMVs. Comments due 7/29.

3. FMCSR{s that may need amending as the result of automated driving systems in commercial motor vehicles. Comments due 8/26.


Please visit https://www.regulations.gov, select “Open for Comments”, and search “By Agency” – FMCSA – to comment on any of the open dockets.

Other dockets that should be open for comment soon are the 100 air mile radius time potentially increasing from 12 to 14 hours to accommodate adverse weather conditions, and questioning if the 30-minute break rules should be revised.

FMCSA plans to have representatives at MCTD’s upcoming open house sessions to discuss the Drug and Alcohol Clearinghouse and MCTD will help FMCSA to communicate Clearinghouse information with the industry. The Clearinghouse will go live January 6, 2020 and will only hold information on violations that occur on or after that date. Drivers will be able to access their own information in the Clearinghouse. In addition, with driver’s consent, potential employers will eventually be able to query the Clearinghouse instead of contacting prior employers for driver history. There will be a cost associated with the Clearinghouse, but we won’t know the amount until October.

FMCSA is also looking into the load securement. Questions have arisen for large bales of hay and straw as well as for veneer. A safer way to transport commodities like these may require an exception to the existing rules. Andy expects to have more information in a couple of weeks.
Bridge Restriction . . . Jon Rooper

(See Attachment D)

Jon shared information on proposed new load restrictions for Specialized Hauling Vehicles in Region 2. There are currently no funding options or scheduled projects in the areas around these bridges that allow for structure strengthening. They are both on secondary highways.

1. Beaver Creek on Hwy 102 / OR47 MP 64.9 is a timber structure restricted for SU6 and SU7. There is no short detour available.

2. Jack Horner Creek Hwy 102 / OR53 MP 53.98 is also a timber structure bridge, which will be restricted for SU4-7. The restriction eliminates this highway as a detour route for Hwy 26 for SU vehicles.

In addition to traditional bridges, the Federal Highway Administration is requiring bridge size and weight ratings for large culverts. There are currently 50 large culverts in Region 2; eight belong to ODOT and 40+ are local culverts.

There were no additional comments from industry about the proposed R.2 restrictions. We will continue to invite R.2 staff to MCTAC for updates on bridge restrictions.

Fires/Emergency Waivers . . . Amy Ramsdell

MCTD is working with FMCSA in an effort to streamline the emergency waiver process. The Governor’s office, ODOT, and FMCSA have discussed how to better partner with Federal Motor Carrier on this process. In an emergency, ODOT can temporarily waive regulations for up to 72 hours under ORS 823.012. We would like to extend that to five days and have the state authorization match the federal authority. The Governor can declare a state of emergency under ORS 401.165. If the state of emergency persists, the Governor can petition FMCSA to extend relief from certain federal regulations contained in 49 CFR Part 390.23(a)(1) for an additional 30 days. Streamlining the process may require statutory change.

MCTD is also working with the Oregon Trucking Association to improve communications around emergency road closures. At a recent meeting, there was a suggestion to send text alerts and potentially push an emergency notice through text alerts. We will be testing a pilot run of text alerts during the upcoming fire season. The alerts will go through GovDelivery and are strictly for emergencies, not general closure notices.

Soona Lee with EROAD suggested sharing waiver information via the ELD. ODOT is looking at any way to communicate information to carriers, so that could potential be an option if the system allows for it.

There were no other comments, questions, or concerns raised by the group.

IRP Annual Meeting Update . . . Audrey Lawson

Transportation has gone through a transition. The last ten years have been more innovative than the previous one-hundred. We are all struggling to have adequate resources to make true changes.

The IRP Clearinghouse is a repository for financial transactions and data from participating jurisdictions. There is an initiative to modernize the clearinghouse. Across the board, the trend is to move away from paper and switch to electronic formats wherever possible. There will be more electronic enforcement of registration to enhance compliance efforts. The expectation is to eliminate registration cab cards as early as 2024. There is also a push to validate information in the federal SAFER repository. There is also IRP support of CVSA’s petition to require wireless transmission of CMV identification.

Dave Gray noted that electronic credential verification at roadside will require changes in registration for IFTA rather than registration by fleet. He added that a clearer definition of
acceptable vehicle ‘ping’ contacts is needed, since FMCSA defines it as one per hour, which is insufficient for IRP and IFTA auditing purposes.

Recently passed House Bill 2592 gives ODOT authority to participate in the IRP Clearinghouse. We are updating related systems and programming; we hope to have everything in place for full participation by October 2019.

Administrator’s Report . . . Amy Ramsdell

MCTD has open houses scheduled around the state this summer. The next event is scheduled in Bend on July 24. Please check out the Motor Carrier News Bulletins page for information on the upcoming MCTD Industry Outreach Open Houses.

To address recently passed legislation, MCTD will need to revise several OARs in the next few months.

We are working with OTA on ideas to improve customer wait times related to over dimension permits, including looking at automated routing technology (ART). ART costs will exceed one million dollars, which means it has to be approved by Oregon’s Chief Information Technology officer. We know wait times have increased for over-dimension permits. We have added staff and offered overtime to address the workload to the best of our ability. We are working with the county road authorities to get increase blanket authorizations.

Building security update – This building is one of several ODOT facilities that will be locked down to keycard only access soon. It is highly likely that industry guests will need to be buzzed in from the main building vestibule and escorted to future MCTAC meetings.


(See Attachment E)

Did you know that there is a small blue and white sign at railroad crossings, often in line with the track rather than the roadway, which lists an emergency number and the crossing’s identification number? The number on this sign is what anyone stuck on a train track should call first to report a problem or emergency, because it will connect to railroad staff who can contact and stop any trains approaching the specific intersection. Here’s a quick award-winning video developed by ODOT Communications on railroad crossing safety.

The Highway-Railroad Crossing Safety Action Plan is a comprehensive approach to crossing safety and is required as part of the FAST Act. It outlines strategies and actions to improve safety and is the supporting and implementing element of the State Rail Plan. ODOT regulates 1,868 public at-grade crossings (including TriMet and MAX lines) and uses multiple safety tools like warning devices (flashing lights & arm barriers), signage, pavement marking, and guardrails. ODOT worked with a Stakeholder Committee and the Rail Advisory Committee to complete the draft plan this spring. The final plan will be submitted to the Federal Railroad Administration this summer.

Analyzation of 129 crossing incidents from 2008-2017 showed most of the involved drivers were 25-45 years old. Eighteen of the incidents involved CDL vehicles. Risky behaviors like not stopping at a marked crossing, driving around gates, and getting stuck due to low ground clearance occurred 106 times. To address some of these issues, we are working on modifying traveler behavior through education, enforcement, engineering, multimodal crossings, and evaluating multiple-incident crossings. We will also be improving ODOT coordination and collaboration by partnering with ODOT Public Information Officers and the Transportation Safety Division to reach out to a broader range of stakeholders, and by distributing education materials as needed. We really want to reach CDL drivers so are working to develop a quick survey to determine the kinds of items they might find useful which can be branded with ODOT/Rail information.
The group suggested that Roseann reach out to OTA, Dave Gray with Glostone Trucking Solutions, Teamsters local, and May Trucking Company. Amy suggested inviting Rick to the upcoming open house events and including an article in the MCTD newsletter. Also, a one-page document with some statistics could be helpful. If you have more ideas or suggestions, please reach out to Roseann.OLaughlin@odot.state.or.us

Legislative Debrief . . . Amy Joyce

Amy focused on bills that impact the trucking industry as related to the Motor Carrier Transportation Division.

HB2007 – This is the dirty diesel bill intended to phase out older engines to lesson carbon emissions. Starting in 2023, heavy trucks 26,000+ must have a 1997 or newer engine, or have a retrofitted engine that meets emission requirements. The legislature will likely make adjustments to this bill over time, but the engine phase out is coming. MCTD will be responsible for enforcing the registration piece and DMV will be responsible for titling the vehicles.

HB2591 – This bill gives a length exemption on a handful of routes in eastern Oregon to sugar beet haulers in order to tie in to Idaho allowable lengths.

SB411 – The bill allows an extra 2000-pound weight extension for electric powered trucks.

HB2592 – The omnibus transportation bill, which includes the elimination of MCTD’s paper Oregon Weight Receipt and Tax Identifier as well as the associated $8.50 fee.

HB3454 – This bill was introduced at the end of session to bring about discussion on elimination of the Weight/Mile tax and going to a fuel tax instead. Some of the discussions will continue in various sectors, but nothing happened on this one before session ended.

SB57 – Redefined the vehicle trip permit floor to 8000 pounds for truck tractors.

SB410 – Redefined a ‘tiny house’.

HB2017 – Remember that the previous session’s HB2017 includes periodic phased in rate increases. Rate changes are scheduled for 2020 under this legislation.

HB2750 – The bill gives the Port of Hood River the authority to withhold renewal to those who have not paid their tolls at the Hood River Bridge. Registration renewal can be withheld if the tolls go unpaid. ODOT will establish this as a data exchange.

Agenda Build

We anticipate meeting in August to review OAR updates related to session*.

*OAR updates were not ready in time for an August meeting. They will be held over until the next scheduled meeting of the Motor Carrier Transportation Advisory Committee on September 12, 2019.

Other suggested topics include:

- House of Service Rules update
- I-5 Woodburn/Salem construction update

Meeting adjourned at 10:35
Attachment
A
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 en route to or from a marine port or an intermodal transportation facility. Travel is authorized only on routes indicated in green on Route Map 7, revised April 2016. Route Map 7, dated April 2009, is by reference made a part of these [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 fifthwheels 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.
(h) A truck tractor and 2 property-carrying units, if:

(A) The carrier has an established Motor Carrier Account and is approved to charge fees to the Motor Carrier Account.

(B) The length of the property-carrying units does not exceed 82 feet 8 inches;

(C) The combination is used only to transport sugar beets; and

(D) The operation occurs on US20, US26, US30, or OR201 in the vicinity of, or between any of Vale, Ontario, or Nyssa.

(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” Triple trailer[s” combinations 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.
Attachment

B
Maximum Allowable Weights

(1) **Except as described in (10), the** maximum allowable weights for single axles and tandem axles must not exceed those specified under ORS 818.010(1) and (2).

(2) **Except as described in (10), when** the loaded weight of a group of axles, vehicle, or combination of vehicles is 80,000 pounds or less, the maximum allowable weight must not exceed those specified under ORS 818.010(3).

(3) **Except as described in (10), when** a group of axles or gross weight is more than 80,000 pounds, the maximum allowable weights must not exceed those set forth in Permit Weight Table 2, [available from the MCTD Over-Dimension Permit Unit as Form 735-8111,] revised January 2019 [November 2013]. This form is available from the MCTD Over-Dimension Permit Unit, and by reference is made a part of these rules. [Permit Weight Table 2, is by reference made part of Division 74 rules.] In no case may gross weight exceed the sum of the permittable axle, tandem axle or group of axle weights, whichever is less.

(4) In no case may any rim or wheel carry more weight than that specified by the manufacturer of the rim or wheel.

(5) All single axles of triple trailer combinations must have either four tires or two new generation wide base single tires, except for the power unit steering axle and lift axles that may have two tires. Tires on each axle must be of the same size and construction unless the vehicle encounters a tire problem and is in route for tire servicing. Use of new generation wide base single tires is allowed provided that the legal weight of the vehicle, axle or tire load rating is not exceeded.

(6) For purposes of Division 74 rules, the axle(s) of a converter dolly or dolly are not included in determining authorized weight unless those axles carry part of the weight of the cargo being transported.

(7) In any triple trailer combination, the first two cargo carrying units, including the power unit, may not weigh more than 80,000 pounds unless equipped with tandem drive axles.

(8) The exception described in ORS 818.030(10) and 818.340(4) is limited to the actual weight of the idle reduction system, not to exceed 550 pounds. In order to qualify for the exception, the operator of the vehicle may be required to prove:

   (a) By written certification the weight of the auxiliary power unit; and

   (b) By demonstration or certification that the idle reduction technology is fully functional.
(9) A natural gas vehicle may exceed the weight limitations established under ORS 818.010 by not more than 2,000 pounds.

(10) The vehicle combination described in OAR 734-074-0010 (1)(h) may not exceed the following weights:

(a) The axle and group axle weights shown on Weight Table 4, revised January 2018.

(b) A gross weight of 129,000 pounds.

(c) When the gross weight exceeds 98,000 pounds, Road Use Assessment Fees as described in ORS 818.225 must be paid.
Application for Permit

(1) Application for permits may be made in person, at Oregon ports of entry or by mail to the Over-Dimension Permit Unit, 3930 Fairview Industrial Drive SE Salem, OR 97302-1166.

(2) Telephone applications for permits may be made by calling (503) 373-0000 and the executed permit will be transmitted electronically for pick up by the applicant at the nearest state office equipped with a receiving device.

(3) Routine information such as permittee name, address and vehicle identification must be included for the application.

(4) Permits will not be issued when an application is incomplete.

((5) Carriers who have unsatisfactory safety ratings from the U.S. Department of Transportation or the Oregon Department of Transportation, Motor Carrier Transportation Division are not eligible for permits under these rules.)
Permit Cancellation

(1) Permits may be canceled for reasons set forth under ORS 818.220(7).

(2) The operation of any combination of vehicles under OAR 734, division 74 over highways not authorized shall constitute a serious violation of ORS 818.220(7)(a). The Chief Engineer has authority to cancel all such permits held by any person, company, or firm for such periods of time as the Chief Engineer considers appropriate.

(3) If any of the provisions of OAR 734, division 74 are found to be contrary to federal law to the extent that loss of federal-aid funds may result, the Chief Engineer may immediately delete from any otherwise valid permit that portion of the permit in conflict.

(4) This permit is automatically void if the permittee incurs an unsatisfactory rating from US DOT or the equivalent safety rating from Oregon Department of Transportation, Motor Carrier Transportation Division.

(5) Permits issued for the operation of the combination described in OAR 734-074-0010 (1)(h) may be canceled if the report used to determine Road Use Assessment Fees has not been filed within 30 days of the mileage report request date.
Approved Routes

(1) **Except for the combination described in OAR 734-074-0010 (1)(h), state** [State] highways approved for travel by combinations of vehicles operating under permits issued pursuant to OAR chapter 734, division 74, shall be designated by the Chief Engineer. In designating such highways the Chief Engineer shall take into consideration the increased gross weights carried by the vehicles and shall, by use of engineering judgment, determine that the highways so approved, and the structures and bridges on those highways, can safely accommodate the increased weights.

(2) Permits shall only authorize travel over highways under State of Oregon, Department of Transportation jurisdiction. For movement over other streets or roads, separate permission must be obtained from the proper authority.

(3) When designating approved routes for triple trailer[s] **combinations**, the Chief Engineer may restrict the days and hours of travel.
Weather Restrictions

(1) Movement of triple trailer combinations and the combination described in OAR 734-074-0010 (1)(h) is prohibited when road surfaces are hazardous or when wind or other conditions may cause the unit or any part thereof to swerve, to whip, to sway or fail to follow substantially in the path of the towing vehicle.

(2) Road surfaces are considered hazardous for triple trailer combinations, and the combination described in OAR 734-074-0010 (1)(h) when the surface is other than bare or wet pavement. Examples of "other than bare or wet pavement" include surfaces that have frost, ice, sleet or snow on the roadway.

(3) Movement of triple [Triple] trailer combinations, and the combination described in OAR 734-074-0010 (1)(h) [movement] is prohibited when visibility is less than 500 feet due to snow, mist, rain, dust, smoke, fog or other atmospheric conditions.

(4) All other combinations of vehicles operating under permits issued by division 074 rules must comply with the traction device requirements of OAR 740, division 100, OAR 734, division 017, and any other lawful order requiring the use of traction tires or devices.
Splash and Spray Suppressant Devices

(1) The Chief Engineer requires combinations of vehicles operating under OAR chapter 734, division 74 when highways are wet, including those surfaces that have rain, frost, ice, sleet or snow to be equipped with devices designed to suppress water splash and spray.

(2) The Chief Engineer is hereby granted authority to approve and require by written order the type, style, design, and installation details of splash and spray devices. These devices may consist of but are not limited to the following:

(a) Air deflectors mounted on the vehicles;

(b) Fender flaps behind wheels;

(c) Side flaps over wheels; and

(d) Water collection type fenders.

(3) Minimum splash and spray requirements are shown on Attachment 74A, revised June 2016, [MCTD Forms 734-2351 (April 2002)] and Attachment 24, revised April 2015 [734-2351A (March 2002)]. These forms are available from the MCTD Over-Dimension Permit Unit and by reference are made a part of these rules.

(4) The headlights of a triple trailer combination and the combination described in OAR 734-074-0010 (1)(h) must be illuminated any time windshield wipers are used.
Proposed OAR Changes needed to implement SB 411, allowing up to 2000 pounds for vehicles powered primarily by means of an electric battery. And one revision date change in 734-074-0020 (3).

Text to be added in **bold**

Text to be deleted in *italics*

734-074-0020

Maximum Allowable Weights

(1) The maximum allowable weights for single axles and tandem axles must not exceed those specified under ORS 818.010(1) and (2).

(2) When the loaded weight of a group of axles, vehicle, or combination of vehicles is 80,000 pounds or less, the maximum allowable weight must not exceed those specified under ORS 818.010(3).

(3) When a group of axles or gross weight is more than 80,000 pounds, the maximum allowable weights must not exceed those set forth in Permit Weight Table 2, available from the MCTD Over-Dimension Permit Unit as Form 735-8111, revised **January 2019** [November 2013]. Permit Weight Table 2, is by reference made part of Division 74 rules. In no case may gross weight exceed the sum of the permittable axle, tandem axle or group of axle weights, whichever is less.

(4) In no case may any rim or wheel carry more weight than that specified by the manufacturer of the rim or wheel.

(5) All single axles of triple trailer combinations must have either four tires or two new generation wide base single tires, except for the power unit steering axle and lift axles that may have two tires. Tires on each axle must be of the same size and construction unless the vehicle encounters a tire problem and is in route for tire servicing. Use of new generation wide base single tires is allowed provided that the legal weight of the vehicle, axle or tire load rating is not exceeded.

(6) For purposes of Division 74 rules, the axle(s) of a converter dolly or dolly are not included in determining authorized weight unless those axles carry part of the weight of the cargo being transported.

(7) In any triple trailer combination, the first two cargo carrying units, including the power unit, may not weigh more than 80,000 pounds unless equipped with tandem drive axles.
(8) The exception described in ORS 818.030(10) and 818.340(4) is limited to the actual weight of the idle reduction system, not to exceed 550 pounds. In order to qualify for the exception, the operator of the vehicle may be required to prove:

(a) By written certification the weight of the auxiliary power unit; and

(b) By demonstration or certification that the idle reduction technology is fully functional.

(9) A vehicle that uses natural gas as its fuel source, or is powered primarily by means of an electric battery, may exceed the weight limitations established under ORS 818.010 by not more than 2,000 pounds.
Hauling Vehicles for Modular Building Units

The following requirements apply to vehicles hauling modular building units:

(1) Modular Building Units must be hauled with a truck-tractor or toter and semitrailer or trailer combination.

(2) Equipment weights of the combination and the sizes and ratings of all its components must be comparable to those commonly used by the motor carrier industry in general over-the-road trucking operations.

(3) When operating unladen, the overall length of the combination must not exceed the length authorized by statute or rule, except as authorized in the permit.

(4) Modifications are permitted to the conventional equipment necessary for hauling modular building units. This may include “stretch-trailer” features, adjustable trailer heights from inflatable air bags, steering capabilities for the semitrailer axles or other modifications. These features must be stipulated in the permit.

(5) Requests for moves using trailers more than 53 feet in length will be on an individual basis, and permits will be issued for a single trip only. The authorized trailer length must be stipulated in the permit and must not exceed 75 feet in length, except when using a stretch trailer. When not operating under the terms of a permit issued under this rule a stretch trailer must be reduced to dimensions authorized by statute or rule.

(6) The modular building unit must be securely fastened to the semitrailer or trailer. It may be secured by steel cables and winch tighteners, steel cables or chains and chain binders, or by adequate bolting directly to the semitrailer or trailer frame. Alternate securing methods approved by the United States Department of Transportation regulations may be used.

(7) A single trip permit may be issued for a combination of vehicles that exceeds the maximum allowable weight described in ORS 818.010 for a single non-divisible unit when the requirements described in OAR 734-082-0015 (1) and (2) are met and under the following conditions:

(a) Operations are subject to any posted weight limitation in effect on any highway, highway section, bridge or structure;

(b) The vehicle combination must not exceed the manufacturer's GVWR for the vehicle or the vehicle combination; and
(c) The exception to maximum weight limitations for an idle reduction system described in ORS 818.030(10) and 818.340(4) is limited to the actual weight of the idle reduction system, not to exceed 550 pounds. In order to qualify for the exception, the operator of the vehicle may be required to provide:

(A) Written certification of the weight of the auxiliary power unit; and

(B) A demonstration or certification that the idle reduction technology is fully functional.

(d) A **vehicle that uses** natural gas **as its fuel source** [vehicle], or is **powered primarily by means of an electric battery**, may exceed the weight limitations established under ORS 818.010 by not more than 2,000 pounds.
Weight For Single Non-Divisible Loads

(1) The loaded weight of a group of axles, vehicle, or combination of vehicles shall not exceed that specified in the Permit Weight Table assigned to the permit. In no case shall the loaded weight exceed:

(a) 21,500 pounds per axle, except as described in OAR 734-082-0010(2);
(b) 43,000 pounds per tandem axle;
(c) 98,000 pounds loaded weight for continuous trip permits;
(d) The weight otherwise specified on the permit; or
(e) The sum of the permittable axle, tandem axle, or group axle weight, whichever is less.

(2) Auxiliary axle(s) must be deployed, and distribute the weight of the load or vehicle, 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.

(3)(a) In a combination of two vehicles other than a truck-tractor and semitrailer, the axle and tandem axle weights listed in subsections (1)(a) and (b) of this rule may be allowed by permit for the towing vehicle or the towed vehicle, but not both, if the gross weight does not exceed that authorized in ORS 818.010 except;

(b) When the combination of vehicles is a motor truck and stinger-steered balance trailer, the axle and tandem axle weights listed in subsections (1)(a) and (b) of this rule may be allowed by permit for both vehicles if the load is carried on the balance trailer, and the towing vehicle is unladen.

(4) Overweight permits will be valid only for a single non-divisible load, except a permit may be issued for a single load consisting of multiple assembled parts constituting an integral whole with detached accessories included in the load, if the accessories are detached to reduce width, height, length, or a combination of these dimensions, and an overweight permit could have been issued for the load in its assembled condition.

(a) Single trip permits may be issued for combinations of vehicles having a steering axle followed by four or more consecutive tandem axles, provided the weight does not exceed:

(A) 600 pounds per inch of tire width;
(B) 24,000 pounds per axle, except as described in OAR 734-082-0010(2);
(C) 48,000 pounds per tandem axle;

(D) The weights listed in Permit Weight Table 5 for groups of axles; or

(E) The sum of the permissable axle, tandem axle, or group of axle weights, whichever is less.

(b) Additional weight for axles or tandem axles may be allowed by permit when the combination of vehicles described in subsection (a) of this section utilizes axles that are ten feet wide and have four tires (10 percent additional axle weight), or axles that are ten feet wide and have eight tires (25 percent additional axle weight). Any additional weight allowed must be specified on the permit, and will apply only to axles or tandem axles specifically identified as having the requisite characteristics. The minimum of the weights listed on Permit Weight Table 5, calculated by Permit Weight Table 5 formulas, or listed on the permit determines the maximum allowable weight for groups of axles.

(c) Permits issued under this section are subject to special routing and analysis by the Department of Transportation. Weights exceeding those listed on Permit Weight Table 5, or exceeding Permit Weight Table 5 formulas will require a case by case engineering review and approval by the Department of Transportation Bridge Section before a permit will be issued. Permits issued under such Bridge Section review authority shall specify maximum allowable axle, tandem axle, and group axle weights which may not be exceeded and shall be valid only for the single specific movement requested and reviewed unless otherwise expressly authorized by the Bridge Section.

(d) All movements shall be subject to any posted weight limitation in effect on any highway, highway section, bridge, or structure.

(e) Equipment used in the loading, unloading or operation of the vehicle may be transported with the permitted item.

(5) The road use assessment fee required in OAR 734-082-0003 is based on the weight requested for the permit. The weight shown on the permit is the maximum weight permitted.

(6) The Department of Transportation may publish tables of weights that may be authorized by these rules, subject to route analysis for each trip.

(7) In no instance may the vehicle combination exceed the manufacturer's GVWR for the vehicle or the vehicle combination and load.

(8) The exception described in ORS 818.030(10) and 818.340(4) is limited to the actual weight of the idle reduction system, not to exceed 550 pounds. In order to qualify for the exception, the operator of the vehicle may be required to prove:
(a) By written certification the weight of the auxiliary power unit; and

(b) By demonstration or certification that the idle reduction technology is fully functional.

(9) A vehicle that uses natural gas as its fuel source [vehicle], or is powered primarily by means of an electric battery, may exceed the weight limitations established under ORS 818.010 by not more than 2,000 pounds.
Weights For Multiple Non-Divisible Loads

(1) The loaded weight of a group of axles, vehicle, or combination of vehicles shall not exceed that specified in the Permit Weight Table assigned to the permit.

(2) The maximum allowable weight for single axles and tandem axles shall not exceed those specified under ORS 818.010(1) and (2).

(3) When a group of axles or gross weight is 80,000 pounds or less, the maximum allowable weight shall not exceed those specified under ORS 818.010(3).

(4) When a group of axles or gross weight is more than 80,000 pounds, the maximum allowable weight shall not exceed those set forth in Permit Weight Table 2. In no case may gross weight exceed the sum of the permissible axle, tandem axle or group of axle weights, whichever is less.

(5) The exception described in ORS 818.030(10) and 818.340(4) is limited to the actual weight of the idle reduction system, not to exceed 550 pounds. In order to qualify for the exception, the operator of the vehicle may be required to prove:

(a) By written certification, the weight of the auxiliary power unit; and

(b) By demonstration or certification, that the idle reduction technology is fully functional.

(6) A vehicle that uses natural gas as its fuel source, or is powered primarily by means of an electric battery, may exceed the weight limitations established under ORS 818.010 by not more than 2,000 pounds.
Attachment C
Highlights of Current FMCSA Dockets Open for Comment

www.regulations.gov

Select “Open for Comments”.

Search “By Agency” – FMCSA

**Commercial Driver’s Licenses: Pilot Program to Allow Drivers under 21 to Operate Commercial Motor Vehicles in Interstate Commerce**

**Notice by FMCSA on 05/15/2019  ID: FMCSA-2018-0346-0001**

Drivers 18, 19 and 20 years old may currently operate commercial motor vehicles (CMVs) in intrastate commerce. On July 6, 2018, FMCSA published a Federal Register notice announcing the details of the Commercial Driver Pilot Program, that allows certain 18- to 20-year-olds with military training to operate CMVs in interstate commerce. This document requests comments on a possible second pilot program to allow non-military drivers aged 18, 19, and 20 to operate CMVs in interstate commerce. FMCSA requests comments on the training, qualifications, driving limitations, and vehicle safety systems that FMCSA should consider in developing options or approaches for a second pilot program for younger drivers.

**Due Jul 15, 2019 11:59 PM ET**

**Safe Integration of Automated Driving Systems-Equipped Commercial Motor Vehicles: Correction**

**Proposed Rule by FMCSA on 05/31/2019  ID: FMCSA-2018-0037-0136**

FMCSA is correcting an advanced notice of proposed rulemaking (ANPRM) that published in the Federal Register on May 28, 2019. The document requests public comment about Federal Motor Carrier Safety Regulations (FMCSRs) that may need to be amended, revised, or eliminated to facilitate the safe introduction of automated driving systems (ADS) equipped commercial motor vehicles (CMVs) onto our Nation’s roadways. The ANPRM contained an erroneous date for closure of the comment period.

**Due Jul 29, 2019 11:59 PM ET**
Safe Integration of Automated Driving Systems-Equipped Commercial Motor Vehicles

Proposed Rule by FMCSA on 05/28/2019 ID: FMCSA-2018-0037-0131

FMCSA requests public comment about Federal Motor Carrier Safety Regulations (FMCSRs) that may need to be amended, revised, or eliminated to facilitate the safe introduction of automated driving systems (ADS) equipped commercial motor vehicles (CMVs) onto our Nation's roadways. In approaching the task of adapting its regulations to accommodate automated vehicle technologies, FMCSA is considering changes to its rules to account for significant differences between human operators and ADS.

Due Aug 26, 2019 11:59 PM ET

Third Party Commercial Driver's License Testers


FMCSA proposes to allow States to permit a third-party skills test examiner to administer the Commercial Driver's License (CDL) skills test to applicants to whom the examiner has also provided skills training. Under this proposal, States would have the option to permit this practice, which is currently prohibited under FMCSA rules. The Agency believes that allowing States to permit this practice could alleviate CDL skill testing delays and reduce inconvenience and cost for third party testers and CDL applicants, without negatively impacting safety.

Due Sep 09, 2019 11:59 PM ET

Request for Information: Concerning Commercial Motor Vehicle Driver Detention Times During Loading and Unloading

Notice by FMCSA on 06/10/2019 ID: FMCSA-2019-0054-0001

FMCSA requests information on existing or potential sources of data to better understand driver detention times during the loading and unloading of commercial motor vehicles (CMVs) and the potential impact of such delays on roadway safety. A recent study by the U.S. Department of Transportation's (DOT) Office of Inspector General found that better data are needed to fully understand the issues associated with driver detention.

Due Sep 09, 2019 11:59 PM ET
Coming January 6, 2020

What is the FMCSA Commercial Driver’s License Drug and Alcohol Clearinghouse?
The Clearinghouse is a secure online database that will give employers, FMCSA, State Driver Licensing Agencies, and State law enforcement personnel real-time information about CDL driver drug and alcohol program violations, thereby enhancing safety on our Nation’s roadways. An act of Congress directed the Secretary of Transportation to establish the Clearinghouse.

The Clearinghouse contains information about drivers with commercial driver’s licenses (CDL drivers) who are covered by FMCSA’s drug and alcohol program. This also includes drivers with commercial learner’s permits (CLPs).

For more information on drivers affected by the Clearinghouse, see other side.

When must I use the Clearinghouse?

JANUARY 6, 2020: Authorized users will be required to complete the actions described in the Clearinghouse final rule. At this time, employers will be required to conduct both electronic queries and traditional manual inquiries with previous employers to meet the three-year timeframe, required by FMCSA’s drug and alcohol use testing program, for checking CDL driver violation histories. Drivers may also view their own records for information recorded on or after January 6, 2020.

JANUARY 6, 2023: Once three years of violation data are stored in the Clearinghouse, employers are no longer required to also request information from the driver’s previous FMCSA-regulated employers under 391.23(e); an employer’s query of the Clearinghouse will satisfy that requirement.

How will the Clearinghouse improve highway safety?

☑ Make it easier for employers to meet their pre-employment investigation and reporting obligations.

☑ Make it more difficult for drivers to conceal their drug and alcohol program violations from current or prospective employers.

☑ Provide roadside inspectors and other enforcement personnel with the means to ensure that drivers receive required evaluation and treatment before performing safety-sensitive functions, such as driving a commercial motor vehicle (CMV).

☑ Make it easier for FMCSA to determine employer compliance with testing, investigation, and reporting requirements.
What information will the Clearinghouse contain?

The Clearinghouse will contain information on all CDL driver drug and alcohol program violations. These violations include:

- Report for duty/remain on duty for safety-sensitive function with alcohol concentration of 0.04 or greater or while using any drug specified in the regulations (Part 40), other than those prescribed by a licensed medical practitioner
- Alcohol use within eight hours of a post-accident alcohol test
- Test positive for use of specified drugs
- Refusing to submit to a required alcohol or drug test

How will I use the Clearinghouse?

EMPLOYERS
Report drug and alcohol violations and check that no current or prospective employee is prohibited from performing safety-sensitive functions, such as operating a CMV, due to a drug and alcohol program violation for which a driver has not successfully completed a Return-To-Duty (RTD) process.

CDL DRIVERS
View own record, provide consent to current or prospective employers to access details about any drug and alcohol program violations, and select a Substance Abuse Professional, if needed.

MEDICAL REVIEW OFFICERS
Report verified positive drug test results and test refusals.

SUBSTANCE ABUSE PROFESSIONALS
Report RTD initial assessment and eligibility status for RTD testing.

CONSORTIUM/THIRD-PARTY ADMINISTRATORS
On behalf of an employer, report drug and alcohol program violations and perform driver queries as required.

STATE DRIVER LICENSING AGENCIES
Query the Clearinghouse prior to completing licensing transactions.

What types of drivers and employers will the Clearinghouse affect?

All CDL drivers who operate CMVs on public roads, and their employers and service agents. This includes, but is not limited to:

- Interstate and intrastate motor carriers, including passenger carriers
- School bus drivers
- Construction equipment operators
- Limousine drivers
- Municipal vehicle drivers (e.g., waste management vehicles)
- Federal and other organizations that employ drivers subject to FMCSA drug and alcohol use testing regulations (e.g., Department of Defense, municipalities, school districts)

STAY INFORMED: https://clearinghouse.fmcsa.dot.gov

U.S. Department of Transportation
Federal Motor Carrier Safety Administration
1200 New Jersey Avenue SE, Washington, DC 20590 | clearinghouse@dot.gov
# Drug & Alcohol Clearinghouse

## How Will I Use the Clearinghouse?

Beginning January 6, 2020, registered users will be required to complete the actions listed below.

<table>
<thead>
<tr>
<th>Action</th>
<th>Driver</th>
<th>Employer</th>
<th>Consortium/Third-Party Administrator (C/TPA)</th>
<th>Medical Review Officer (MRO)</th>
<th>Substance Abuse Professional (SAP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Register as user beginning Fall 2019</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Manage assistants (optional)</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>Select C/TPA*</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>Request driver consent for queries</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Consent to full query requests</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Query driver violation information</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Report drug and alcohol program violations</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>Select SAP †</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Report on RTD initial assessment, eligibility for RTD testing</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td>✔</td>
</tr>
</tbody>
</table>

* Selecting a C/TPA is required for an employer who employs him/herself as a driver (owner-operator). For all other employers, this is optional.

† A driver would only need to select a SAP if they have a drug or alcohol violation in the Clearinghouse and enter the Return-To-Duty (RTD) process.

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GET NEWS AND UPDATES AT: https://clearinghouse.fmcsa.dot.gov
Attachment D
District 1 was notified by the State Bridge Engineer that two bridges were recommended to be load restricted.

Both of these bridges are timber bridges and are being restricted to SU vehicles only.

A load rating was established and recommendations made to place them on the “Weight Restricted Bridges on Major State Routes” list.

The following slides present the district’s recommendations.

(Note: Black markers annotate the existing SU restricted bridges and the red markers annotate the newly restricted bridges)
Bridge locations Overview
Examples of Specialized Hauling Vehicles (SHV’s) & Axle Weight Table

**SU5 Truck**
GVW = 62 kips

**SU6 Truck**
GVW = 69.5 kips

**SU7 Truck**
GVW = 77.5 kips
Beaver Creek
Hwy 102 / OR47 MP 64.9
Br # 02301

- Built in 1936
- Three span timber stringer structure
- Last inspected 2018 – “satisfactory” superstructure and a “fair” substructure condition
- If the controlling member of the structure was strengthened it would allow for the bridge to be unrestricted.
- There are currently no funding options and no scheduled projects for this bridge

**Recommendations**
Place Structure on “Weight-Restricted Bridges on Major State Routes” list for:

- 31 tons SU6
- 32 tons SU7

Detour: No short detour available
Impact: Effects only SU 6&7 class vehicles
Jack Horner Creek
Hwy 102 /OR53 MP 5.98
Br # 03088

- Built in 1951
- 4-span timber stringer structure bridge
- Last inspected 2017 – “satisfactory” condition both the super and substructure
- If the controlling member of the structure was strengthened it would allow for the bridge to be unrestricted.
- There are currently no funding options and no scheduled projects for this bridge

**Recommendations**
Place Structure on “Weight-Restricted Bridges on Major State Routes” list for:

- 26 tons SU4
- 29 tons SU5
- 29 tons SU6
- 31 tons SU7

Detour: No short detour available

Impact: Effects only SU 4-5-6 &7 class vehicles
*Restriction eliminates this Highway as a detour route for Hwy 26 for SU vehicles
REPORT PROBLEM
OR EMERGENCY
1-800-555-5555
X-ING 836 597 H
XYZ RAILROAD
Presentation Overview

Oregon Railroad Crossings

Highway-Railroad Crossing Safety Action Plan

Opportunities for Coordination
Attachment

E
Oregon Railroad Crossings
ODOT Railroad Crossing Safety

Background

Regulates 1,868 public at-grade crossings

Project partnerships

Obligates Section 130 and GCPA $
ODOT Railroad Crossing Safety

Background

Warning Devices

Signage

Guardrail
ODOT Railroad Crossing Safety

Background

Multimodal Crossings

Pavement Markings

Crossing Surface
Highway-Railroad Crossing Safety Action Plan
Highway-Railroad Crossing Safety Action Plan

Background

What is it and why does Oregon need it?

What are the requirements?

Plan development process
Highway-Railroad Crossing Safety Action Plan

• Comprehensive approach to crossing safety

• Outlines strategies and actions to improve safety

• Supporting & implementing element of the State Rail Plan

• Also supports Transportation Safety Action Plan

• Supports progress to KPM target
Highway-Railroad Crossing Safety Action Plan

Schedule

- **2018**: Update Began
- **Spring 2019**: Draft Plan Complete
- **Summer 2019**: Final Plan Submit to FRA
Highway-Railroad Crossing Safety Action Plan
Stakeholder Input

Stakeholder Committee

Rail Advisory Committee

ODOT Divisions
Highway-Railroad Crossing Safety Action Plan

Data Highlights

Who

Where

When

Why

Devices
Data Highlights

• Location: Portland (14), Salem (7), Eugene (6), Umatilla area (6)

• Age:
  – Largest group: 25-45 years old: 45
  – Seniors (Over 60 years old): 16
  – Under 25 years old: 15

• CDL vehicles: 18

• Risky Behavior: 106 did not stop, went around gates, stuck

• Active devices: 65
Strategies and Actions

Modifying Traveler Behavior

Improving ODOT Coordination and Collaboration
Strategies and Actions

Modifying Traveler Behavior

- Education
- Enforcement
- Engineering
- Multimodal Crossings
- Multiple – Incident Crossings

Improving ODOT Coordination and Collaboration

- Coordination
- Data Collection
- Funding
- Training & Outreach
Sample Actions

**Edu 1.2:** Regularly participate in driver licensing manual review and development and driver training review process.

**Edu 2.1:** Develop key education messages based on best industry practices.

**Enf 1.1:** Explore best practices of enforcement combined with education.

**MM 4.1:** Identify specific safety needs and risks.
Sample Actions

C 1.2: Partner with ODOT Public Information Officer and TSD to reach out to broader range of stakeholders.

C 4.2: Proactively and continuously participate in ODOT funding and project identification processes.

D 1.1: Assess state and local roadway crash reporting for areas of improvements.

TO 4.4: Distribute education materials as needed.
Sample Trucker Survey
### Survey Question

1. **Which of these items do you consider valuable or useful?**

- Keychain
- Metal water bottle
- Pencils / Pens
- Reusable bag
- Sunglasses case
- Eyeglass microfiber cloth
- First aid kit
- T- shirt
- Army knife
- Hat
- Coffee tumbler
- Paperwork holder
- Towel
- Toiletry bag
- CD storage case
- Air freshener
- Bottle opener
- Bandana / handkerchief
- Tape measure
- Cooler
- Atlas
- Socks
- Clock
- Small fan
- Cleaning kit
- Other
Survey Question

2 Which items do you find **least** valuable or useful?

- Keychain
- Metal water bottle
- Pencils / Pens
- Reusable bag
- Sunglasses case
- Eyeglass microfiber cloth
- First aid kit
- T-shirt
- Army knife
- Hat
- Coffee tumbler
- Paperwork holder
- Towel
- Toiletry bag
- CD storage case
- Air freshener
- Bottle opener
- Bandana / handkerchief
- Tape measure
- Cooler
- Atlas
- Socks
- Clock
- Small fan
- Cleaning kit
- Other
### Survey Question

3. Which items do you receive most often?

- Keychain
- Metal water bottle
- Pencils / Pens
- Reusable bag
- Sunglasses case
- Eyeglass microfiber cloth
- First aid kit
- T-shirt
- Army knife
- Hat
- Coffee tumbler
- Paperwork holder
- Towel
- Toiletry bag
- CD storage case
- Air freshener
- Bottle opener
- Bandana / handkerchief
- Tape measure
- Cooler
- Atlas
- Socks
- Clock
- Small fan
- Cleaning kit
- Other