



# Motor Carrier Transportation Advisory Committee Agenda

3930 Fairview Industrial Drive SE Salem, OR 97302  
Room 230, Ashland Conference Room  
Thursday, June 14<sup>th</sup>, 2018 8:30am-11:30am

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

<b>Time</b>	<b>Topic</b>	<b>Action</b>	<b>Lead</b>
8:30-8:35 5mins	Welcome & Minutes Approval	Decision	All
8:35-9:05 30mins	Rules Adoption	Decision	All
9:05-9:35 30mins	Truck Parking Study – Phase 2	Informational	Erik Havig & Robin Marshburn
9:35-10:05 30mins	SHV Update	Informational	Bert Hartman
10:05-10:25 20mins	Work Zone Committee Update	Informational	Amy Ramsdell
10:25-10:40 15mins	HB 2017 Position(s) Update	Informational	Amy Ramsdell
10:40-10:50 10mins	Agenda Build	Discussion	All

**MINUTES**  
**MOTOR CARRIER TRANSPORTATION ADVISORY COMMITTEE MEETING**  
**June 14, 2018**

**Attendees:**

Kim Toews – ODOT/MCTD  
Donny Callahan – OTTA  
Charlie Hutto – ODOT/MCTD  
Audrey Lawson – ODOT/MCTD  
Dave Gray – Glostone Trucking Solutions  
David McKane – ODOT/MCTD  
Steve Duvall – OSP  
Bert Hartman – ODOT/Bridge  
Jon Friton – PGE  
Waylon Buchan – OTA  
Sven Johnson – ODOT/MCTD  
Andrea Comer – ODOT/MCTD  
Tara Caton – ODOT/MCTD  
David Rios – FMCSA

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**Facilitator:** Andrea Comer

**Minutes Approval: May 10, 2018**

- ◆ Steve Duvall motioned to approve the May 10, 2018 MCTAC minutes and Dave Gray seconded the motion. The minutes were approved unanimously.

**Rule Adoption . . . Kim Toews**

- ◆ **See Attach. A**  
**734-082-0021 Days of Travel and Peak Traffic Hour Restrictions**  
The revisions proposed to the existing rule formalize our current practice and allow MCTD to make exceptions for oversize vehicles responding to emergency situations for immediate threats to life or property (fire, train derailment, etc.). A technical, strict reading of the current rule doesn't allow certain movements, like the return of a vehicle to its base, outside specified hours after it has responded to the emergency. The changes proposed fix that issue.

Jon Friton asked what a customer gets by "verbal authorization" noted in section (1).

MCTD will provide verbal authorization for such a load to move in emergency situations outside regular business hours. If the carrier is questioned by law enforcement about the movement, MCTD's Over-Dimension Permit Emergency Hotline is available and answered 24/7; law enforcement can call and confirm that the verbal authorization to move has been approved. Also, once we have issued a verbal authorization in this manner, our staff contact the MCTD Ports of Entry along the route to let them know.

Jon noted that PGE has overheight moves all the time in response to emergencies (replacing damaged power poles, for example), and ODOT has been quick to respond every time. He said, when provided with reasonable requests, ODOT tries to accommodate as much as possible.

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

### **Truck Parking Study – Phase 2 . . . Erik Havig and Robin Marshburn**

◆ **See Attach. B**

Phase 1 of the study with Oregon State University looked at the issue of truck parking and evaluated data collected along the US97 corridor. Phase 2 broadens the scope to the statewide level and allows us to see what we need to consider for a truck parking plan moving forward. Phase 2 is currently in the contract phase.

Eight to ten states have completed similar studies and several others are in the process of evaluating truck parking. We are looking both at major freight routes as well as other routes where a driver can't make it back to base in a single day. Next we will do a conditions report, look at existing rest areas, and see what kind of truck parking is currently available. We are also considering private truck parking facilities and evaluating available amenities. The goal is to consider current demand and project what need will be in twenty years.

We plan to interview drivers, truck company owners, warehouse/distribution center owners, etc. Oregon State Police will also be included in the conversation. We want a comprehensive survey to help identify problems. We need to know where drivers are parking, how long they are there, and the time frames. There will also be a technical advisory committee on this project.

Once the data is gathered, we will run the models. We will use rest area video over a 24-48 hour time span to determine how they are used by truckers. We will generate maps that show current parking and areas where we need more. Evaluating the safety impact is essential...is lack of parking a contributing factor to truck crashes? Perhaps utilizing technology to allow drivers to see via an application what parking options are available, if a parking facility is full, and/or what amenities it has is an option. Exploring public/private partnerships is also a possibility.

Waylon asked about the main goals from the study and land use.

Erik answered that we want to know where parking shortages currently exist. We need to determine what the public sector's role should be in providing parking. Technology – how do we start using technology to inform drivers of available parking? How do we make an interoperable system for those moving across the state into neighboring states? The range of solutions includes expanding current rest area and adding amenities. We might find that there are more public/private partnership opportunities. Some states are seeing what they can do to help private truck companies expand their parking.

Dave Gray asked how ODOT is going to project for autonomous trucking.

Erik answered that there is currently a lot of work underway to designate ODOT as the lead entity around autonomous vehicles. That gives us a starting point. We don't know what the policy implications will be yet. If the trend is toward more automated movement in the next twenty years, it may change the whole dynamic and actually reduce the need for truck parking overall. It depends on how far out we really are from substantially including connected and autonomous vehicles (CAV) into the traffic flow. ELD implementation seems to be increasing the need for truck parking currently.

David McKane suggested looking at where the drivers want to park and how much they are willing to pay to do so. If we don't understand what they want and need, then this won't be a very effective study. It's an issue that affects all levels of government so local governments should partner with state government.

David Rios said that hours are strictly enforced through the ELD so he suggested we conduct a study to evaluate how long it takes to move from a distribution center before drivers are out of hours.

Sven Johnson asked the timeframe for the completion of the study.

ODOT hopes to have the contractor hired around August. Typically this type of study is about twelve months, so we project twelve to fifteen months from now.

### **SHV Update . . . Bert Hartman**

◆ **See Attach. C**

Bridges with no load ratings will be completed by the end of the year, but we have until March 2019. Fifty-eight bridges are currently posted for SHVs and eighty-three more are posted or in the process of being posted. One of the unintended consequences of posting a bridge for SHVs is that it's affecting operators of other types of trucks, including emergency vehicles. There will be a coordinated effort in regards to emergency vehicles, perhaps by permits, signs, or a combination. Addressing bridge deterioration-based needs is an ongoing effort

### **Work Zone Committee Update . . . Audrey Lawson**

- ◆ Director Garrett asked what the committee came up with over the last five years: what's been accomplished, and what we want to see moving forward. Work Zone Safety is a major issue. To have a successful work zone safety rating, the committee determined that there would need to be no injuries. An unsuccessful rating indicates injuries and/or fatalities in work zones. The committee gave itself a barely-failing grade due to injuries which occurred in the last few years. The group has been identifying alternative methods for working in construction zones and how to utilize technology and innovations to better protect workers and drivers. Going forward, the committee has determined to meet more frequently, perhaps quarterly rather than the two times per year it has been meeting to date.

There was healthy conversation at the last Work Zone Committee meeting about the use of flashing blue lights on non-enforcement vehicles. There's a statute involved and blue flashing means something specific to law enforcement. That conversation was taken offline. OSU staff also attended the meeting and shared that South Carolina was at the same place we currently are ten years ago so suggested that we reach out to them for resources and information. There are also some task force groups that have branched out from this group.

### **HB 2017 Position(s) Update . . . Audrey Lawson**

- ◆ Audrey shared an organizational chart for MCTD's new Mobility Program. Six of the HB 2017 positions granted to MCTD are for this unit. A year ago, mobility was embedded in the Over-Dimension Permit unit. We found it was necessary to split it out into its own unit. We are working to hire the two Mobility Specialists first, and then the Training Coordinator. After that, it will be the three Mobility Program Analyst positions. The volume of projects that are coming is larger than ever before and this unit will be interfacing on the front end with Highway and others to help plan for freight movement throughout. We are going to be utilizing a YouTube channel for video training, and we will be finalizing and reformatting the Mobility Procedures Manual as well as updating policies to make this as seamless a transition as possible.

Waylon acknowledged that filling these positions in the busy summer/fall period is a huge lift and that knowing we've got a dedicated unit for mobility is encouraging.

The Over-Dimension Permit Unit received one additional Analyst position and a new Management position, since the former manager is now in charge of Mobility.

MCTD's Audit department received the final two MCTD HB positions. The funding for them isn't available until July 1, but interviews are scheduled this week and we hope to hire staff to start soon after July 1.

- ◆ **Agenda Build: August**
  - **CAV Presentation from Office of Innovation**
  - **Household Goods Presentation**
  - **Bridge Hit Study**  
(Audrey and Charlie will follow-up on PGE's question about cleaning up STP conflicting language)  
Dave Gray is interested in when we might be able to drop the Oregon Weight Receipt and Tax Identifier.

Adjourned at 9:50 a.m.

Changes are made through Track Changes

734-082-0021

Days of Travel and Peak Traffic Hour Restrictions

(1) Except as provided in section (2) and (3) of this rule or by verbal authorization as described in OAR 734-082-0080, or as authorized by a road authority, Movement of an oversize vehicle or load is subject to the time of travel restrictions described on Attachment H, revised September 2015 (~~rev. 11/2007~~), which is included with a ~~division~~ Division 82 permit.

(2) When responding to a fire under the invocation of the Emergency Conflagration Act ordered by the Governor or their designee, pursuant to ORS 476.510 through 476.610, permitted moves of equipment between fire locations or returning to the place of origin is not subject to weekend or holiday restrictions as described in Attachment H, revised September 2015.

(3) Annual permits may be issued to the Oregon Department of Forestry, authorizing oversize movement at all hours on all routes shown on Group Map 1, revised April 2016, when operating in support of fire oppression operations or returning from such operations with the following provisions:

(a) Overwidth loads must comply with pilot vehicle requirements as shown on Attachment 82A, revised June 2016, at all hours, except as described in subpart (b) of this rule;

(b) Movement during daylight hours for widths up to 10 feet is allowed on purple routes on Route Map 2, revised August 2014 without pilot vehicles, when operating as an emergency vehicle and with required emergency lighting;

(c) Oregon Department of Forestry staff must ensure there are no road or bridge restrictions on the route, prior to movement.

(4) The Chief Engineer and the Administrator of the Motor Carrier Transportation Division may both impose or alter time of travel restrictions. These may be necessary to prevent conflict with highway construction or repair projects or to cope with local or seasonal traffic conditions.

[ED. NOTE: Attachments referenced are available at  
<https://www.oregon.gov/ODOT/MCT/Pages/Over-Dimension.aspx>~~from the agency.~~]

Statutory/Other Authority: ORS ~~184.616~~, 184.619 & 823.011

Statutes/Other Implemented: ORS 818.220 & 818.225

# Oregon Commercial Truck Parking Study Phase 2 Initiative



It is nationally recognized that commercial truck drivers often cannot find safe and adequate parking for rest purposes. MAP-21 (Moving Ahead for Progress in the 21st Century Act - 2012) contains specific language to address the nation's shortage of long-term truck parking along the National Highway System. The shortage is especially true for Oregon, where many rest areas are experiencing a heavy demand for truck parking that exceeds capacity. In 2017 ODOT completed a research study entitled, "[\*Truck Parking: An Emerging Safety Hazard to Highway Users.\*](#)" This study developed a methodology to evaluate the supply of and demand for truck parking and identifying locations where parking is a current issue or anticipated in the future. The methodology was developed through a pilot study on the US 97 corridor.

The purpose of phase 2 of this effort is to analyze truck parking demand and supply on all of the major freight corridors in the state. The objectives of this study are to:

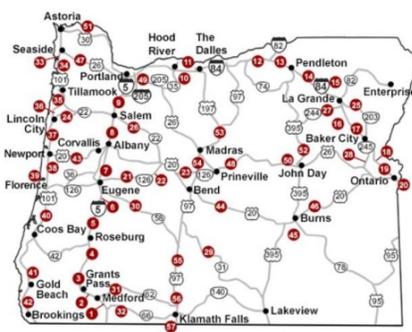
## Objectives

1. Measure current and future truck parking demand on the state highway system
2. Identify current and future truck parking supply, including locations where trucks park now, legitimate truck parking locations or ad-hoc/illegal truck parking locations
3. Identify locations where current and future demand for truck parking exceeds supply
4. Identify opportunities for public-private-partnerships to provide strategic enhancements to the truck parking system (e.g. communication systems and technology, signage, or additional parking locations, etc.)

# Phase 2 Implementation Strategies

- **Review commercial truck parking demand studies** prepared by FHWA and other states including the 2017 ODOT study, *“Truck Parking: An Emerging Safety Hazard to Highway Users”*
- **Determine what highways should be included in a statewide study** based on factors including freight route designations and truck volumes
- **Identify data available and determine the metrics and methodology** that will be used to measure the extent of the problem currently and in the future (locations experiencing over-capacity demand including ad-hoc/illegal truck parking sites)
- **Develop an existing conditions report** that includes inventories of public and private parking locations including private truck stops, rest areas freeway ramps, shoulders, pullouts and weigh stations
- **Conduct an initial assessment of the data related to truck parking** including commercial motor vehicle citations, truck traffic, crash data, Oregon Freight Plan data, FHWA freight analysis framework (FAF3), Oregon statewide freight model data and third-party data
- **Use FHWA’s commercial motor vehicle parking assessment model** to estimate the current and future demand for truck parking (in this method, demand is based on total truck-hours of travel and the ratio of short-haul to long-haul trucks along the corridor)
- **Identify priority locations where truck parking is an issue or likely to be an issue**, including an assessment of future truck parking locations. This effort may involve land use system regulations for siting truck parking, rest areas, and weigh stations on EFU rural lands
- **Identify key stakeholders, assemble a technical advisory committee and conduct a survey** to help inform locations experiencing over-capacity demand and other issues
- **Identify safety impacts of potential truck parking enhancements** and make recommendations
- **Identify opportunities for public-private-partnerships to provide strategic enhancements** to the truck parking system including emerging technologies, such as real-time parking availability systems, innovative supply expansion options and potential funding sources

Oregon Rest Areas





# Load Posting Update For Specialized Hauling Vehicles (SHVs)



## Overview

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- Load Rating Efforts
- SHV Posting Status
- State Bridge SHV posting
- 4 axle SHV Vs. 105,500 lb. CTP
- SHV Posting and Emergency Vehicles
- MUTCD Emergency Vehicle Sign
- Swift Highway/Columbia Slough



# Load Rating Efforts

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



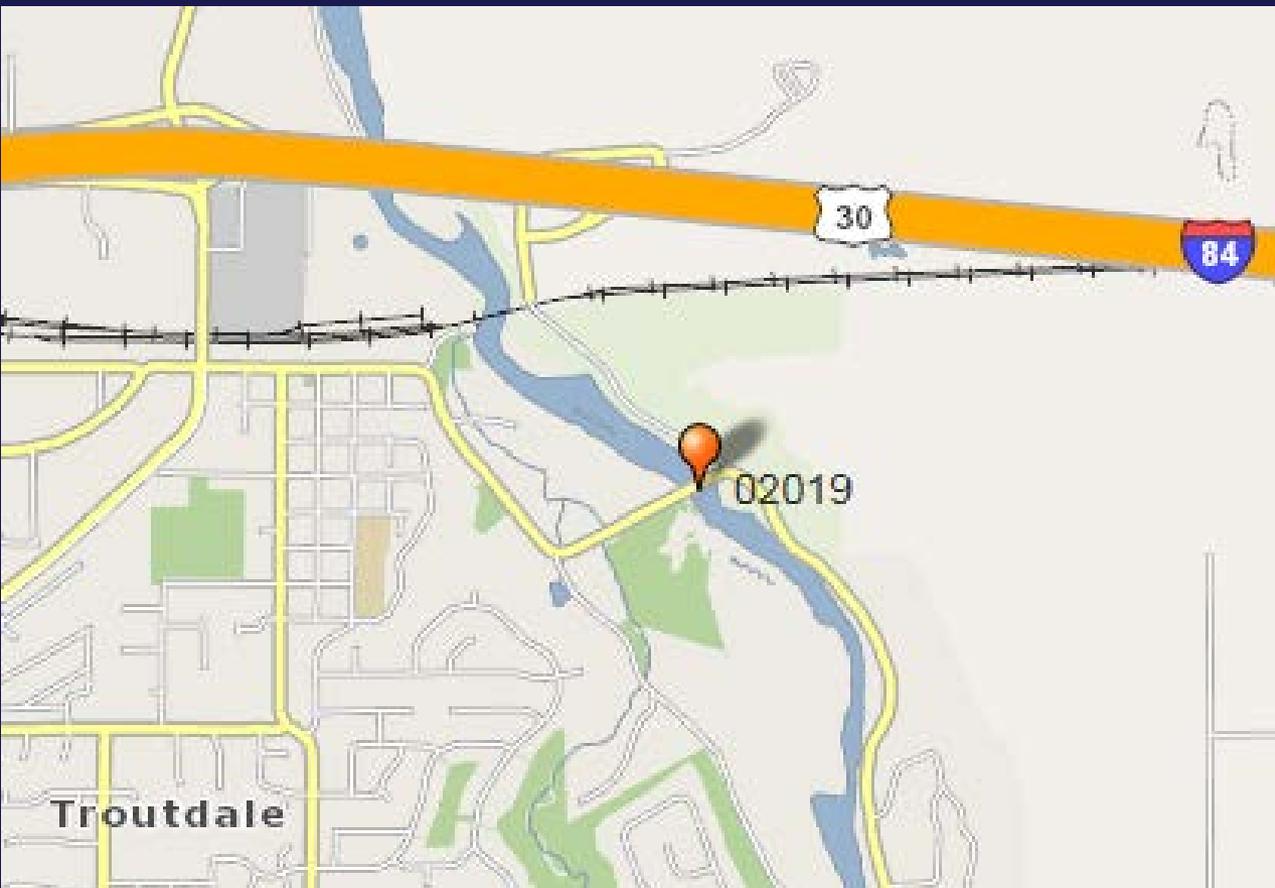
## SHV Posting Status

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- 58 Bridges are posted for SHV's
- 83 Bridges Posted/In Process
  - Posted for single tonnage
  - Restriction process underway
  - Next inspection to confirm posting



# First State Bridge Posted for SHV



WEIGHT LIMIT	
	21 T
4 AXLES	19 T
5 AXLES	21 T
6-7 AXLES	21 T
<hr/>	
	26 T
	26 T



# Lost River, East Langell Valley Road



Built in 1967   157 Feet Long   32 Foot Maximum Span   “Good” condition



# Outreach Effort

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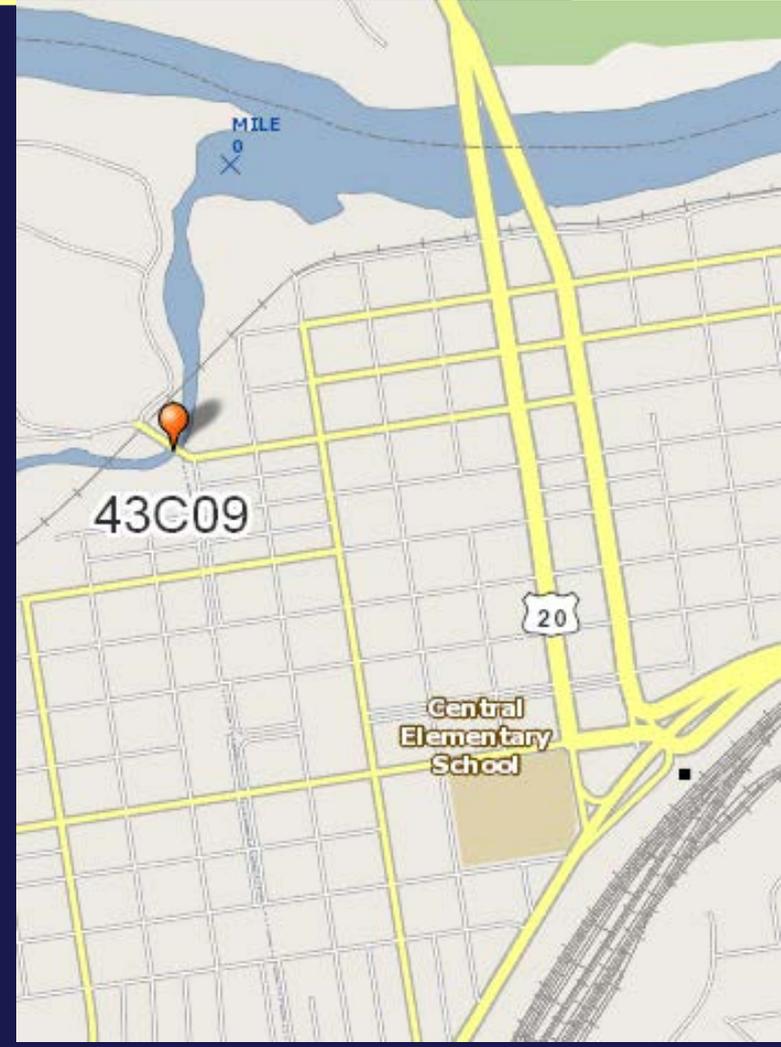
Motor Carrier News - February 2018

## Interpreting Oregon's new weight limit signs for bridges

Weigh-In-Motion data shows a greater variation in vehicles operating at 80,000 pounds or less, than those combinations operating under an extended weight permit.



# Calapooia River, Albany





# Calapooia River, Albany

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Currently there is a sign stating the bridge has a 30-Ton limit. Is this an absolute weight limit, or can a fire truck that weights over 30-Ton cross in a limited capacity (i.e. emergency use)



# Calapooia River, Albany

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## ODOT Response:

If you happen to have any single-unit emergency vehicles with 6 and 7 axles, then you would need to adhere to the load posting. All other legal vehicles can use this bridge without restrictions.



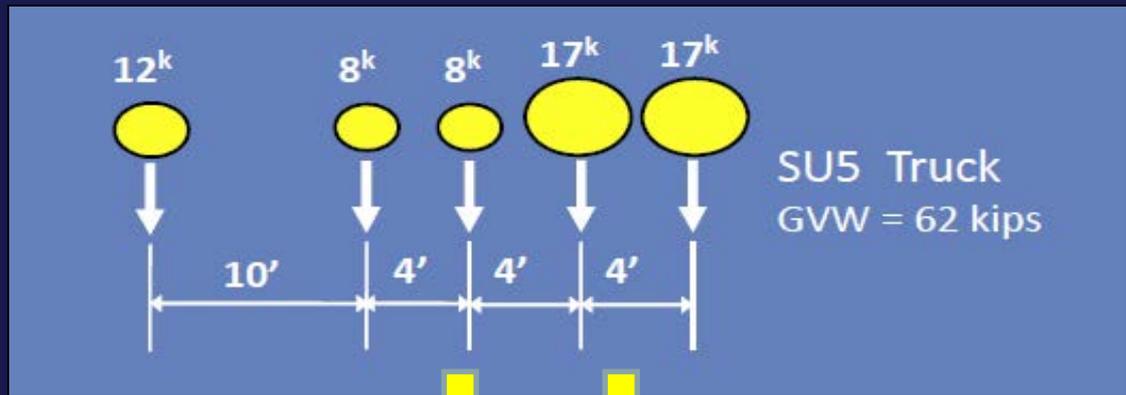
# Fixing America's Surface Transportation Act (FAST)

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- Interstate and within reasonable access to the Interstate
- Emergency Vehicle Limits
  - 86,000 Lbs. GVW
  - 24,000 Lbs. Single Steer Axle
  - 62,000 Lbs. Tandem Axle

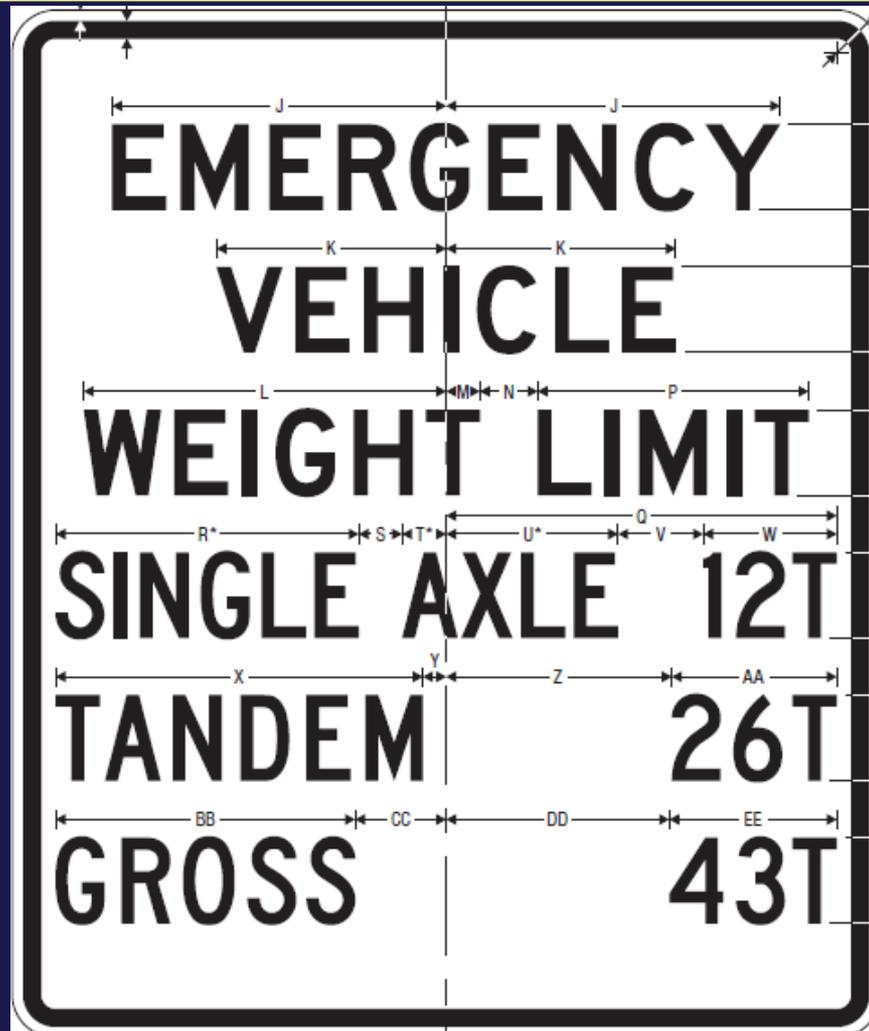


# Fixing America's Surface Transportation Act (FAST)



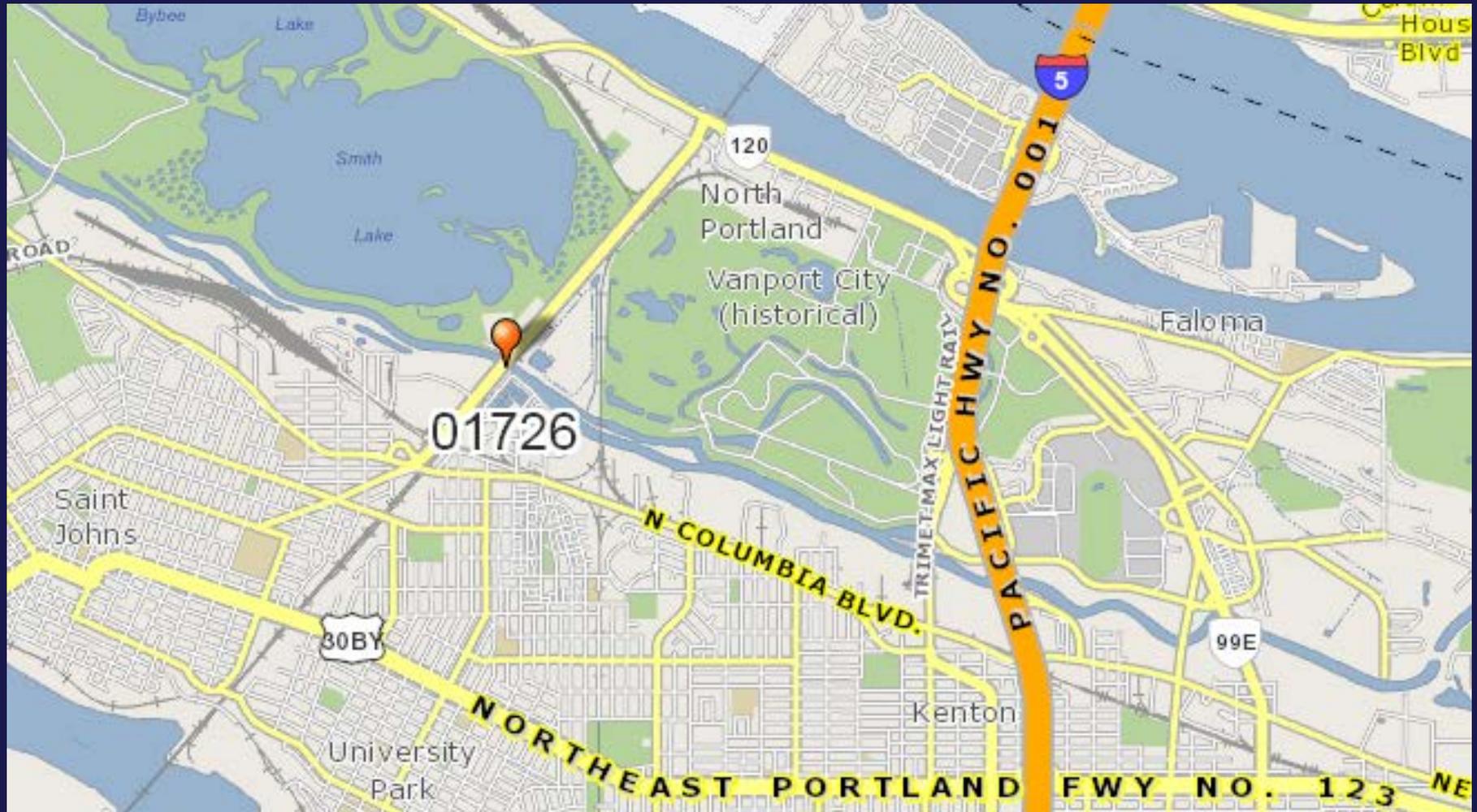


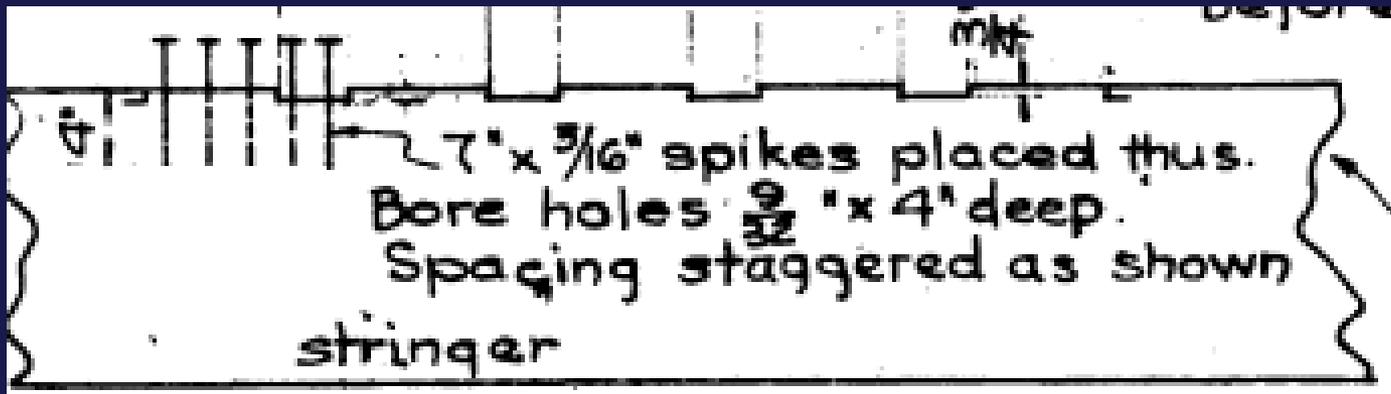
# MUTCD Sign





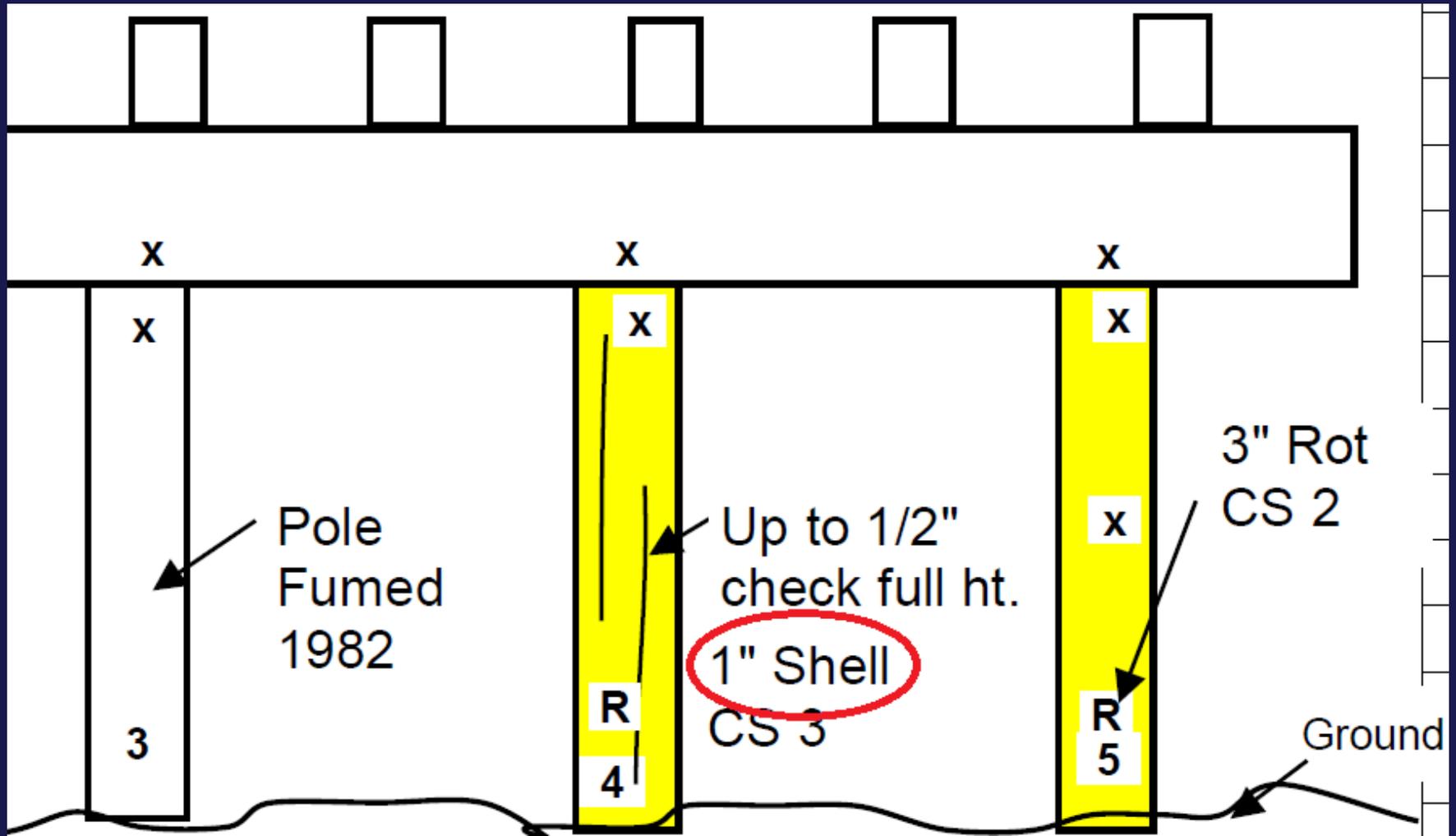
# Swift Highway/Columbia Slough







# Swift Highway/Columbia Slough





## Summary

- The primary load rating effort is to have a load rating for every bridge
- SHV posting signs are affecting operators of other types of trucks
- There will be a coordinated effort in regards to Emergency Vehicles, perhaps by permits, signs, or a combination
- Addressing deterioration based needs is an ongoing effort





# The End!

