

MINUTES
MOTOR CARRIER TRANSPORTATION ADVISORY COMMITTEE MEETING
March 14, 2019

ATTENDEES:

Sven Johnson – ODOT/MCTD
Anthony Barghini – ODOT/MCTD
Charlie Hutto – ODOT/MCTD
Bert Hartman – ODOT/Bridge
Carla Phelps – ODOT/MCTD
Dave Gray – Glostone Trucking Solutions
Tony Knudson – ODOT/Research Section
Steve Bates – V. Van Dyke Inc.
Amy Ramsdell – ODOT/MCTD
David Fifer – ODOT/MCTD
Jess Brown – ODOT/MCTD
Tara L. Caton – ODOT/MCTD
Andrea Comer – ODOT/MCTD
Donny Callahan – Gerlock Towing/OTTA
Waylon Buchan – OTA
Jason Lawrence – ODOT/MCTD
Hannah Wilson – ODOT/MCTD
Ron Duncan – BC Towing
Soona Lee +1 – EROAD
Michael Bufalino – ODOT/TDD
Calvin Brown – ODOT/MCTD
Jana Jarvis – OTA
Jon Reimer – ODOT/MCAD

PHONE:

Amy Joyce – ODOT/Government Relations
Kristan Mitchell – ORRA

We are going to slightly alter the published agenda order and start the meeting with Amy Joyce's Legislative Update.

Legislative Update – Amy Joyce

Capitol Culture and Carbon Issues are the two major topics at the Capitol.

Funds raised under a bill due to fuels sales are dedicated to the Highway Fund constitutionally and earmarked for building and maintaining roadways versus reduction of emissions that influence climate change.

House Bill 2007 is the dirty diesel bill and is similar to the bill passed in California. It would create a cutoff date for the engine age of a truck. This is still in the analyzation stage. It would affect heavy trucks and ODOT construction heavy equipment, including equipment used by ODOT contractors.

There are conversations occurring regarding weight mile tax versus fuel tax. A first draft of proposed legislation is being analyzed. The trucking industry, ODOT, and AAA are all interested in how the system is funded.

Steve Bates asked how the weight mile vs. fuel tax discussion and the carbon conversation dovetail. Amy answered that we have not seen an actual bill nor had a hearing. ODOT saw a similar proposal to eliminate weight/mile tax in favor of fuel tax in 1999.

When asked, industry present indicated that they would like to see a link in MCTD's newsletter to the bills we are following.

House Bill 3023 proposes statewide regulation of Transportation Network Companies (Uber, Lyft, etc.). There is a suggestion that the oversight of this should fall to the Motor Carrier Transportation Division.

Steve Bates questioned MCTD potential oversight since the division does not regulate taxis or other small passenger vehicles. That kind of regulation resides at the local level.

Here is a link to the Oregon Legislative Information System for those who want to track the status of any proposed bills: <https://olis.leg.state.or.us/liz/2019R1>

January MCTAC Minutes

Ron Duncan with BC Towing asked for a correction to the list of attendees to the January minutes to reflect BC Towing instead of BX Towing. Tara will make the noted correction before publishing the final minutes.

With that change, David Gray motioned to approve the January minutes, the motion was seconded, and the group gave unanimous approval.

Rule Updates/Proposal – Change OAR 740-050-0610 . . . Sven Johnson

(See Attachment A)

The temporary rulemaking has already gone through the Oregon Transportation Commission. This proposal is to make the change permanent. The rule is Procedures for Changing Tariffs for House Hold Goods transport companies. It now references using the Consumer Price Index For All Urban Consumers, West Region (all Items).

Steve Bates motioned to approve and Dave Gray seconded. The motion passed unanimously.

Evasion Study Update . . . Tony Knudson

(See Attachment B)

Tony is the project manager for the tax evasion study. We are conducting the study because there is no measurement of weight/mile tax evasion for more than fifteen years. Four states have weight/mile taxes: Oregon, New York, Kentucky, and New Mexico. Past research focused on overweight loads and examined better enforcement on bypass routes, increased mobile enforcement, keeping scales open longer, and increased electronic screening. There are differing approaches to measuring evasion. We can monitor overloading, compare weight/mile tax receipts to fuel tax receipts, analyze average evasion amount based on state audit activity, and utilize screening data and inspection data.

The objectives of ODOT's Work plan are to measure non-compliance or evasion accurately and reliably, provide a reliable estimate of revenue losses, develop and validate measurement methods that can be replicated, create reliable, auditable measurement of evasion and revenue loss, ensure methods apply with ODOT's Passive Data Collection Policies, and ensure methods

are based on existing or easily developed data. The study will give us a more accurate estimate of weight/mile evasion and better information about why and how it occurs.

The study impacts include increased compliance with weight/mile tax and a level playing field for the trucking industry in Oregon. We are currently undertaking reviews and data scans. The next steps will be research methodology over the summer and pilot test and data collection in the fall. Data analysis is scheduled at the beginning of 2020 and we expect to have a preliminary report ready around July 2020. The final report will include evasion estimation methodology and strategies to counteract evasion and should be available by December 2020.

David Gray noted that the number of small trucks that aren't necessarily subject to weight/mile tax are increasing. Steve Bates concurred. Steve added that Vancouver trucks are fueling in Washington and then working all day in Portland. He asked what the process is to catch these operations. He also noted spending money on a weight/mile tax evasion study would not be necessary if we could eliminate w/m tax and go to a fuel tax instead.

Sven Johnson said that we are always looking for better ways to regulate in order to reduce evasion. Audit receives over 100,000 commercial fueling receipts each month, which include the Portland Metro data. They also get License Plate Reader data from the state of Washington. His staff use all sorts of reports and hours of service data to audit carrier operations. Adding more weight sensors and license plate readers will also increase the amount of data available to review.

Tony will come back to this group to provide periodic updates on the study.

SHV Bridge Postings . . . Bert Hartman

(See Attachment C)

ODOT is posting two bridges for Specialized Single-Unit Trucks. They are obscure bridges; one is on the Eagle Creek Service Road, a frontage road on I-84 near a fish hatchery, and the other is Ripple Brook on OR 244, MP 49.96, near Estacada.

Bert also discussed bridge-strengthening needs. A specialty-engineering firm is evaluating and refining the load rating for the St. Johns Bridge and we expect the results soon. There is a good feeling that this will end up being a relatively minor restriction. If ODOT does have to restrict the bridge for legal loads, then we will likely declare an emergency so the same firm who does the rating can affect repairs. This makes the repair process faster. In addition, the Steel Bridge would be Weight Table 4 truck restricted, but those vehicles do not typically use that bridge. Overall, the outlook is positive.

Update on Scale and Ramp Projects . . . Cara Phelps and David Fifer

(See Attachment D)

The Ashland Port of Entry was built in 1975. The facility is outdated and scheduled to close April 1, while we demolish the old building and install the new modular building. The projected timeline is 60 days. We will be updating fiber connectivity between the Port and Ashland SB and creating a safer and more secure work environment while the facility is closed.

We are also replacing three smaller scales statewide: Woodburn North Bound, Emigrant Hill, and Cold Springs. ODOT Facilities staff are doing this work in-house. We expect each site to be down approximately four weeks. The units are ADA compliant, utilize the same floor plan, and are prefabricated off site and then installed in their final location. This minimizes costs, reduces closure time, and makes the facilities uniform. Woodburn NB is currently closed and expected to reopen in mid-April.

Paving and lighting upgrades at the Farewell Bend Port of Entry are scheduled to begin April 1.

Paving is scheduled for Klamath Falls SB and Ashland SB in May.

Crews will report to other scales during closures and will be conducting portable operations and overnight operations at outlying scales. This will help to verify traffic counts in remote areas for better assessment needs in the future.

In the 2019/2020 Biennium, we will complete work on Cold Springs, replace Ashland SB, Booth Ranch NB, and Olds Ferry using the standard Scale House replacement design. Paving at Klamath Falls NB and Olds Ferry will also occur, as will a couple of scale deck replacements as part of the 19/21 STIP. We continue to look for opportunities to install technology throughout the state.

(See Attachment E)

David Fifer shared slides on WIM Sensors embedded in the Woodburn POE ramp and License Plate Reader (LPR) technology, which help sort scale traffic. At the Woodburn POE in 2017, the ramp sorters accounted for 42% of the 938,421 weighings. The LPR has built-in logic and produces a daily exception list. The LPR system also provides the ability to sort trucks that are not in the Green Light Program. The cost of installing the new ramp sensors by Intercomp are approximately 1/10 the cost of the older technology and their accuracy is better. By sorting the traffic at the ramp, we are able to pull in only those vehicles we need to and send the compliant ones on to the bypass ramp. This efficiency is essential when you consider that we weighed approximately 4.5 million trucks in 2017 and a little more than that in 2018.

Amy Ramsdell introduced Anthony Barghini to the group. Anthony is the manager of MCTD's Over-Dimension Permit Unit and this is his first visit to MCTAC.

Superload Harmonization Update . . . Anthony Barghini

The most recent Superload Harmonization meeting was in January. Erik Zander with Omega Morgan will test a rolling traffic control plan and bring the results back to the next Superload Harmonization meeting in May. We are working on more harmonization within the districts and want to improve or add more routes so that requirements are the same when you cross district lines. We have been able to get some great photos and videos. The group is drafting the May agenda. Current topics include review the rolling traffic control plan and adding other routes.

Waylon commented that it was a good meeting.

Tow Truck Discussion Update . . . Anthony Barghini

(See Attachment F)

The latest Tow Industry Workgroup meeting was held January 25, 2019. Representatives from the Towing Association, OTA, OSP, and ODOT (MCTD, Highway-Bridge) attended. Currently they are allowed 46,000 pounds on a tandem axle. Industry is asking for 64,500 pounds on a tri-axle to account for the increased weight of equipment, as well as the rare occurrences of hauling large specialty vehicles like fire, pumper, and garbage trucks. Bridge is evaluating the information.

The group also discussed Rotator Trucks. Rotators are typically used for recovery when righting large vehicles that have overturned. One rotator can take the place of two traditional tow trucks and they significantly reduce the time needed to clear the roadway and therefore reduce the risk for secondary crashes. Industry would like to have an annual mobile equipment permit for Rotators. Before working on this OSP would require some rule changes on their side. They are currently working on those and will be including MCTD in the discussions.

Anthony and Charlie Hutto are currently working to determine what changes would be needed to allow the tow industry to use the Self Issue Permit Program (SIPP). That includes needed programming and rule changes. Training would be required once updates are completed, but adding them to SIPP has the potential to streamline the permitting process for the industry.

The towing industry feels that OAR 734-076-0115 is an outdated rule and they would like to see the removal of language regarding the 100 air miles restriction. We will look into this further. Industry also asked for updates to Attachment 76A. Much of the information is outdated and Industry would like to have the language cleaned up to current requirements. 76A revision is a project we will look into in the third quarter.

Finally, they have asked for an increase to 14'6" on the annual overheight permit. Other annual permits already exist with the 14'6", so that language just needs to be added to the tow truck permit.

It was noted that some of the changes would need to be started at a federal level so Industry needs to identify those and decide if they would like to take those on.

The next meeting is scheduled for April 5, 2019.

SIPP Update . . . Charlie Hutto

(See Attachment G)

There are currently 50 carriers certified to participate in the SIPP. We have made some recent system enhancements to streamline the process, including moving the pilot vehicle checkboxes to be next to the pilot vehicle text. We have also added links to the manual and heights in other locations within the application. Height data for up to 14'6" has been added. Check boxes to add County authorization to self-issued permits have been added and we are working with Linn County staff on blanket routes for self-issued permits and additional blanket routes for OD Permits Staff.

Our next steps include finalizing blanket routes with Linn County, amending the Intergovernmental Agreement with Linn County to allow carriers to issue county permits through MCTD's system, and working to get additional counties on board with the SIPP.

MCTD Safety Update . . . Jess Brown

Jess shared a brief update with the group on the hours of service operation, which took place earlier this month in Ashland, Booth Ranch, Cascade Locks, Klamath Falls, and Woodburn. Overall, 29% of drivers stopped were placed out of service. The big factor this time was disconnected ELDs. Staff conducted 770 inspections in a week. Local FMCSA office staff worked with us and witnessed the ELD issues. There was a mix of local and national carriers inspected.

Soona Lee with EROAD confirmed that certain incomplete fields would prevent the transfer of data from a driver to an inspector so that the information is readable. EROAD Providers get messages telling them if the data transfer was successful, unsuccessful, or partially successful but included missing data points.

Agenda Build:

The group agreed to cancel April's meeting and next meet in May.

- OAR Update – Convert MCTD Audit's Waiver Policy to Rule.
- Request made to remove Hwy 228 between 99E and I-5 from the purple route group. Charlie and Anthony will reach out to Brian Morey in District 4 and follow up with this group.
- Load Rating Update.
- Hours of Service & ELD Update.
- Suggested another officer ride along program with OD loads.
- Legislative Update.

Meeting adjourned 11:00 am

Edits made in track changes

740-050-0610

Procedures for Changing Tariffs

(1) All rates, charges, classifications and rules and regulations governing the practices or services of a motor carrier transporting household goods in intrastate commerce in Oregon must be filed as a tariff and fixed by order of the Department. Changes in tariffs must be made pursuant to Division 50 rules.

(2)(a) Written petitions to amend tariffs may be submitted to the Department by a household goods carrier, a tariff bureau under OAR 740-050-0640, or by any other party having an interest in the matter;

(b) The Department may permit a tariff change to become temporarily effective if that action is in the public interest.

(3)(a) All petitions for changes in tariffs will be assigned for public hearing. The hearing notice will set the time and place for the hearing;

(b) If the petition is for a general increase, the Department will use the ~~Oregon~~ Consumer Price Index Urban (ORCPI-U) Index For All Urban Consumers, West Region (all Items) as the basis for determining if the requested increase is justified. The Department will use a comparison of the ~~ORCPI-U~~ Consumer Price Index For All Urban Consumers, West Region (all Items) in effect at the time of the last general increase with the current ~~ORCPI-U~~ Consumer Price Index For All Urban Consumers, West Region (all Items);

(c) As used in this rule, “general increase” means a general increase in, restructuring of, or substantial change in rates previously approved by the Oregon Public Utility Commission or the Oregon Department of Transportation.

(4)(a) The Department’s notice will designate as respondents in petitions for general increases, unless specifically exempted, all carriers who possess authority to transport household goods and who are members of Oregon tariff bureaus pursuant to OAR 740-050-0640, or who publish individual tariffs and generate Oregon intrastate revenues from economically regulated commodities of \$500,000 or more annually;

(b) Exemptions under subsection (4)(a) of this rule may be granted by the Department upon a showing that the territory served by the carrier, or the carrier’s method of operation is such that the carrier does not compete with the petitioner;

(c) If the Department approves the petition for general increase, the tariff change will apply to all respondents. A respondent may tender evidence at the hearing justifying independent rates which will apply only to that carrier. Upon giving seven days written notice to the Department, the petitioning carrier and any supporting rate bureau, any respondent may participate at the hearing as a party in opposition to application of the proposed general increases for its account. Upon a

proper showing the Department may exclude such respondent from the application of the general increase proposal.

(5)(a) A tariff bureau may support or oppose another tariff bureau's petition at the Department's hearing;

(b) If the Department approves a tariff bureau petition which is not a general increase, the tariff change will apply to members of all Oregon tariff bureaus;

(c) For a tariff bureau petition, other than that described in section (3) of this rule, the notice shall describe as respondents all carriers who possess authority and who are members of Oregon tariff bureaus pursuant to OAR 740-050-0640.

(6) Individual carrier proposals submitted by independent action and approved by the Department shall apply only to the petitioning carrier.

Statutory/Other Authority: ORS ~~184.616~~, 184.619, 823.011 & 825.232

Statutes/Other Implemented: ORS 825.200, 825.202, 825.224 & 825.226

Measuring the Rates of Weight-Mile Tax Evasion in Oregon

A research study conducted by Kentucky Transportation
Center by Andrew Martin and Jennifer Walton

Funded by MCTD and TDD

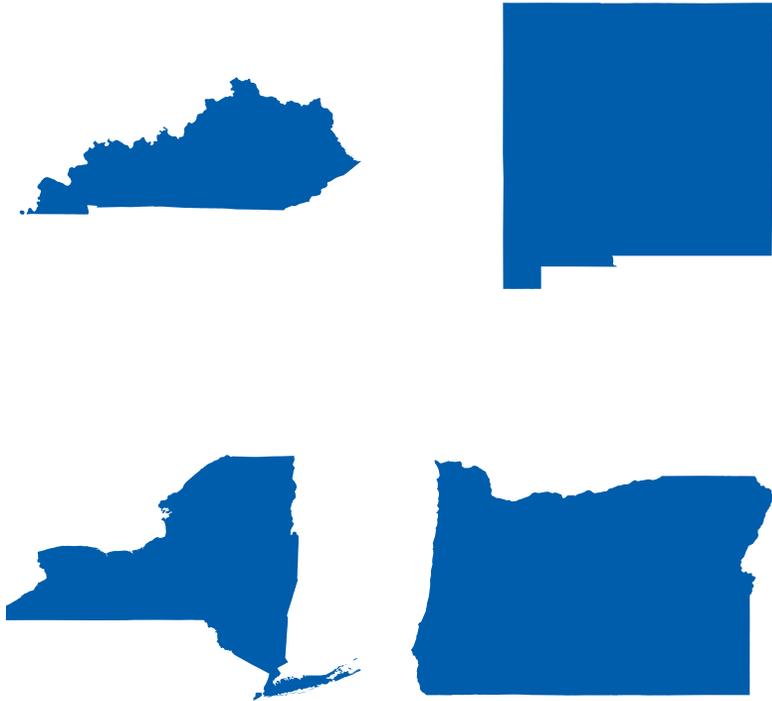


Problem Statement

- No measurement of weight-mile tax evasion for >15 years
- Improved technology facilitates updated evasion methodology
- May require additional study to
 - establish the existing statewide evasion rate
 - classify rates of evasion methods
 - document requirements for ongoing or periodic measurement



Background and Significance of Work



- Four states have weight-mile taxes
- Estimates of evasion rates vary
- Widespread disagreement about amount of evasion and how to estimate



Previous Research

Most studies weight-mile evasion studies focus on

- overweight loads
- overloading
- evasion while operating an overweight truck



Previous Research



Previous studies have examined:

- better enforcement on bypass routes
- increased mobile enforcement
- keeping scales open longer
- fine amounts and adjudication practices
- enhanced electronic screening and remote enforcement



Differences in Measuring Evasion

Competing approaches:

- monitor overloading
- compare weight-mile tax receipts to fuel tax receipts
- analyze average evasion amount based on state audit activity
- utilize screening data and inspection data



ODOT Work Plan and Tasks

Objectives

- Measure non-compliance or evasion accurately and reliably
- Provide a reliable estimate of revenues losses
- Develop and validate measurement methods that can be replicated
- Create a reliable, auditable measurement of evasion and revenue loss
- Ensure methods comply with ODOT's Passive Data Collection policies
- Ensure methods are based on existing or easily developed data



Study Benefits

- More accurate estimate of weight-mile tax evasion
- Better information about why and how evasion occurs
- New strategies for ODOT to address evasion



Study Impacts

- Increased compliance with weight-mile tax
- Level playing field for the trucking industry in Oregon



Implementation



- Final report will include:
 - evasion estimation methodology
 - strategies to counteract evasion
- Implementation
 - Motor Carrier Transportation Division
 - ODOT's research program
 - Oregon State Legislature



Possible Data Sources

- commercial truck inspections
- evasion citation records
- commercial truck screening
- recent weight-mile tax returns
- recent weight-mile tax revenues
- estimated trip miles for trucks operating on Oregon roads
- WIM data from weight stations and mainline WIMs
- historical temporary permits
- ODOT commercial vehicle traffic counts on key routes
- 3rd party GPS traffic data
- registered vehicle database,
- additional data as needed



Project Timeline

Task	2019												2020											
	FY 2019						FY 2020						FY 2021											
	Jan - Mar			Apr - Jun			Jul - Sep			Oct - Dec			Jan - Mar			Apr - Jun			Jul - Sep			Oct - Dec		
1. Project Mgmt	*			*			*			*			*			*			*			*		*
2. Intro, lit review, data scan				*																				
3. Research methodology												*												
4. Pilot test and data collection												*												
5. Analysis															*									
6. Written report																		R			F			
7. Presentations																								*



Current Status

All the data requested has been sent

Quality control procedures for the data is currently underway

Andrew will be visiting the first week in April. We will have our second TAC meeting at that time and also visit a WIM/scale site. May have other meetings at that time as well with MC.



Task 1: Project Management & Quarterly Reporting

Professional project management:

- Develop and revise work plan
- Conduct meetings
- Make presentations
- Produce meeting minutes
- Maintain record of key decisions
- Communicate with ODOT TAC
- Prepare quarterly progress reports, invoices

[Research Project Tracking System Home Page](#)



Task 2: Introduction, Literature Review, and Data Scan

The research team will:

- Review and summarize weight-mile tax laws
- Review and summarize research about mileage taxes, evasion and enforcement
- Review and summarize research about highway taxes, evasion and enforcement generally
- Identify and obtain data for analysis
- Write introduction and literature review chapter



Task 3: Develop Research Methodology

- Clean and format datasets
- Define tax evasion methods
- Explore various methods of analysis
- Derive approach to estimating evasion
- Write methodology chapter
- Develop data collection plan

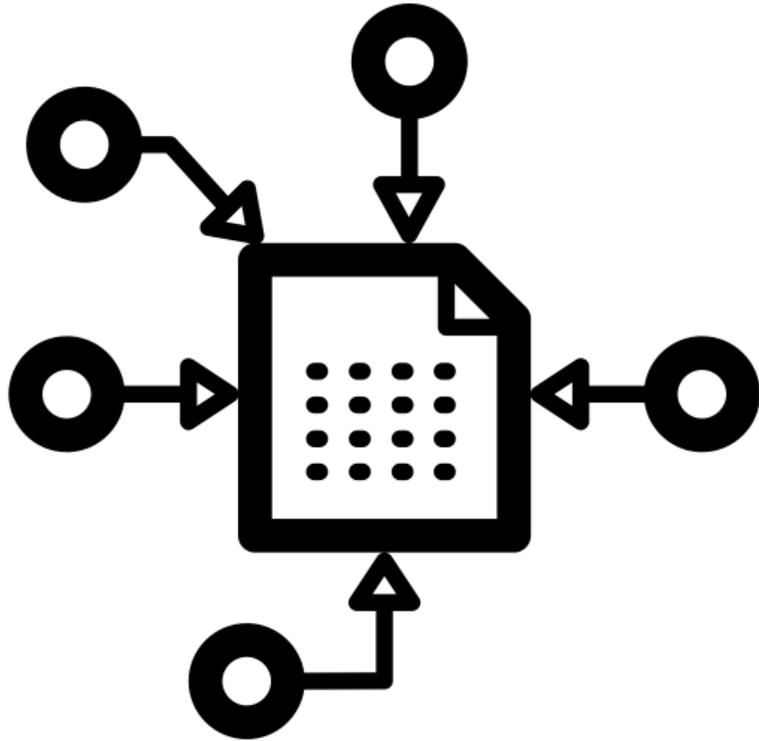


Sources of Potential Tax Evasion

- 1) failure to file a tax return
- 2) under-reporting mileage
- 3) falsely reporting no mileage
- 4) not having a tax license or trip permit
- 5) overloading



Task 4: Pilot Test and Data Collection



- Work with TAC to set up pilot to test research methodology
- Select data collection sites
- Collect data from 4-5 sites
- Create network model of evasion
- Write report chapter



Key Variables for Pilot Test

- DOT number (if possible)
- registered weight
- WIM weight
- axle classification
- weight-mile tax bracket or class
- weight-mile tax violations (from screening systems)
- inspection reports (with weight-mile tax violations)
- counts of trucks screened and not screened at data collection sites



Task 5: Analysis

- Conduct comprehensive analysis of weight-mile tax evasion
- Ensure that analysis is replicable
- Calculate total revenue losses due to evasion
- Calculate evasion rate
- Determine detected vs. undetected evasion revenue/rate
- Write report chapter



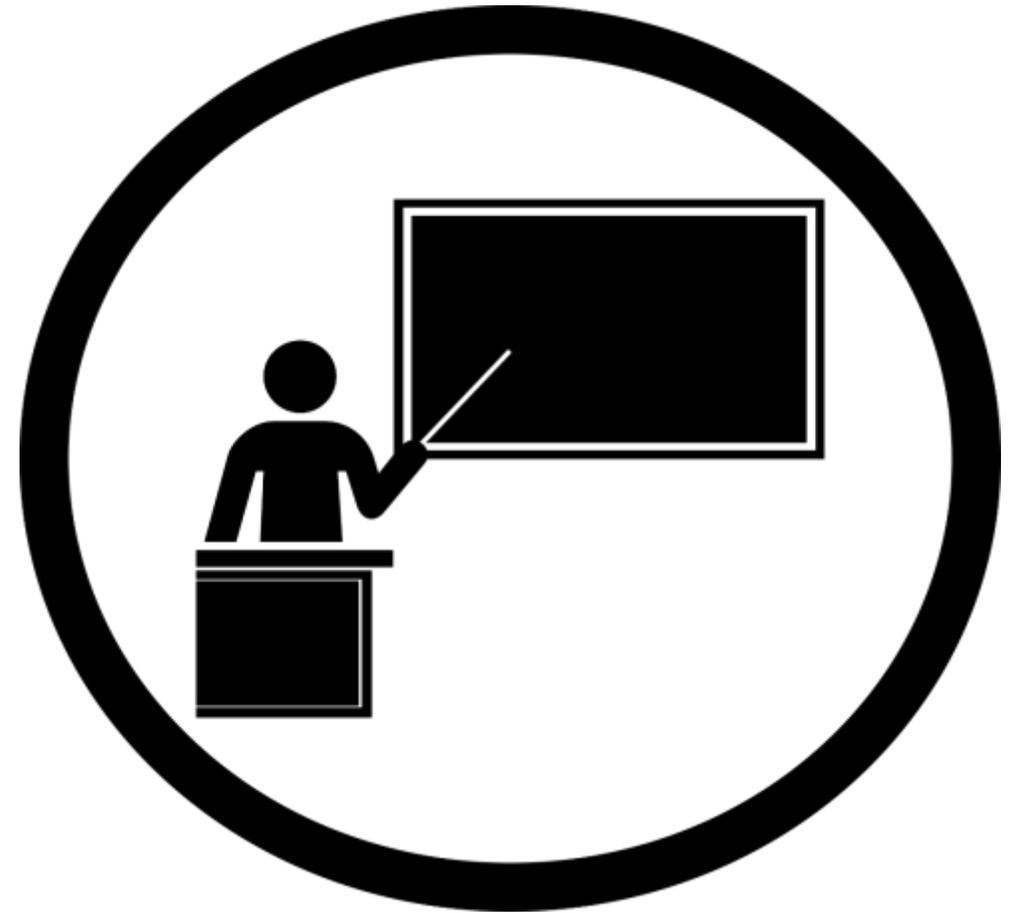
Task 6: Write Report and Conclusion

- Create final report draft with the following elements:
 - Abstract
 - Introduction
 - literature review
 - Methodology
 - Pilot results
 - Analysis
 - Conclusions, implementation, technology transfer, future research



Task 7: Presentations

- Final presentation (after completion of draft report)
- Additional presentation at venue of ODOT's choosing





Posting 2 Bridges for Specialized Single-Unit Trucks



**Bert Hartman
March 2019**



Oregon Department of Transportation



POLICY

NUMBER

PMT 06-01

SUPERSEDES

08/07/03

EFFECTIVE DATE

06/29/06

PAGE NUMBER

01 OF 09

VALIDATION DATE

REFERENCE

OAR 734-050-0090; 734-020-0150; ODOT Policy DES 05-02; Highway Mobility Operations Manual; ODOT-FHWA Memo of Agreement dated 11/02/04

SUBJECT

**SIZE AND WEIGHT RESTRICTIONS
ON STATE HIGHWAYS**

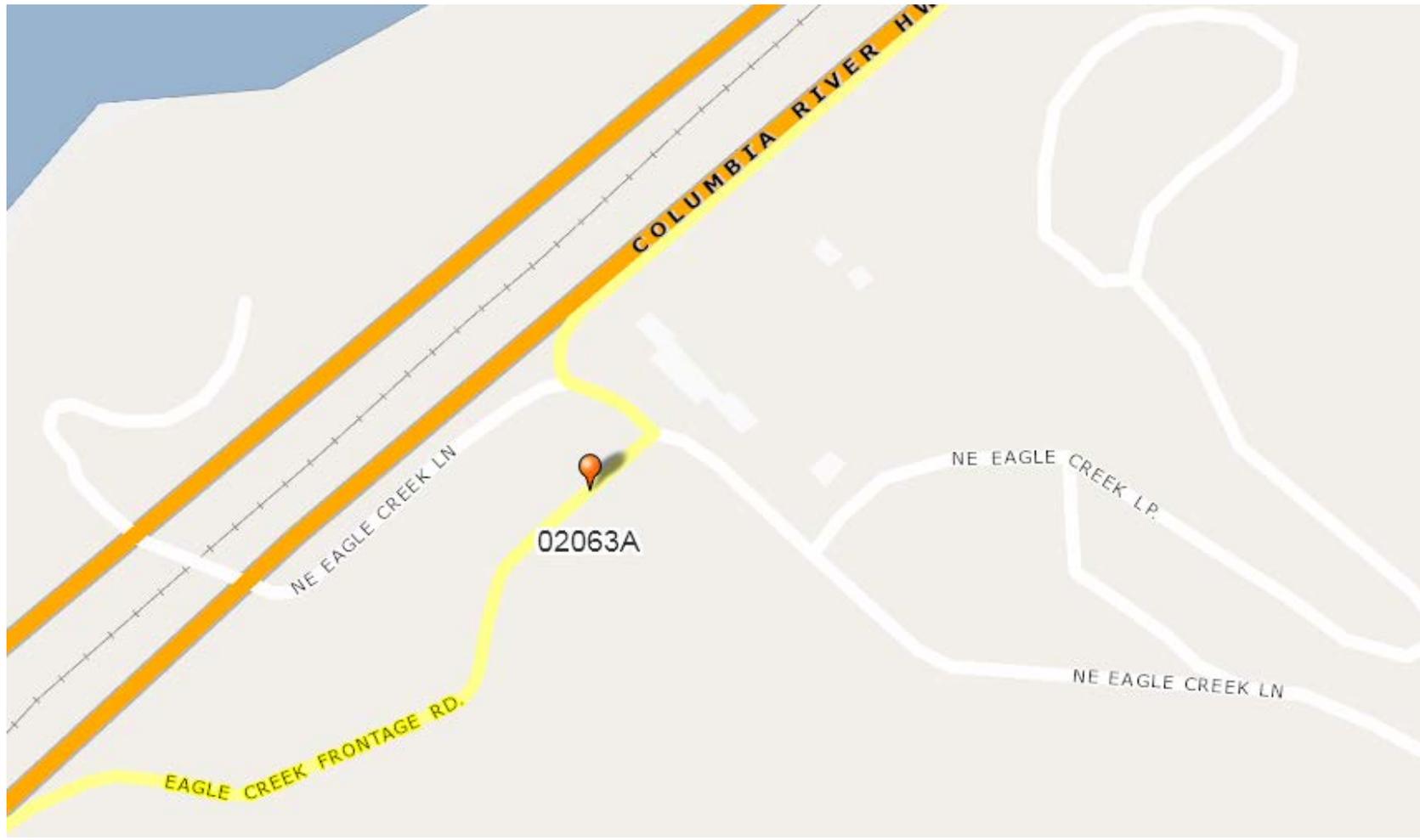
APPROVED SIGNATURE

District Manager

Accept input from the motor carrier industry, state and local government, and others for review by the Response Team. In order for input to be considered by the Response Team, comments must be provided to the District Manager.



Eagle Creek Service Road





Eagle Creek Service Road

WEIGHT LIMIT

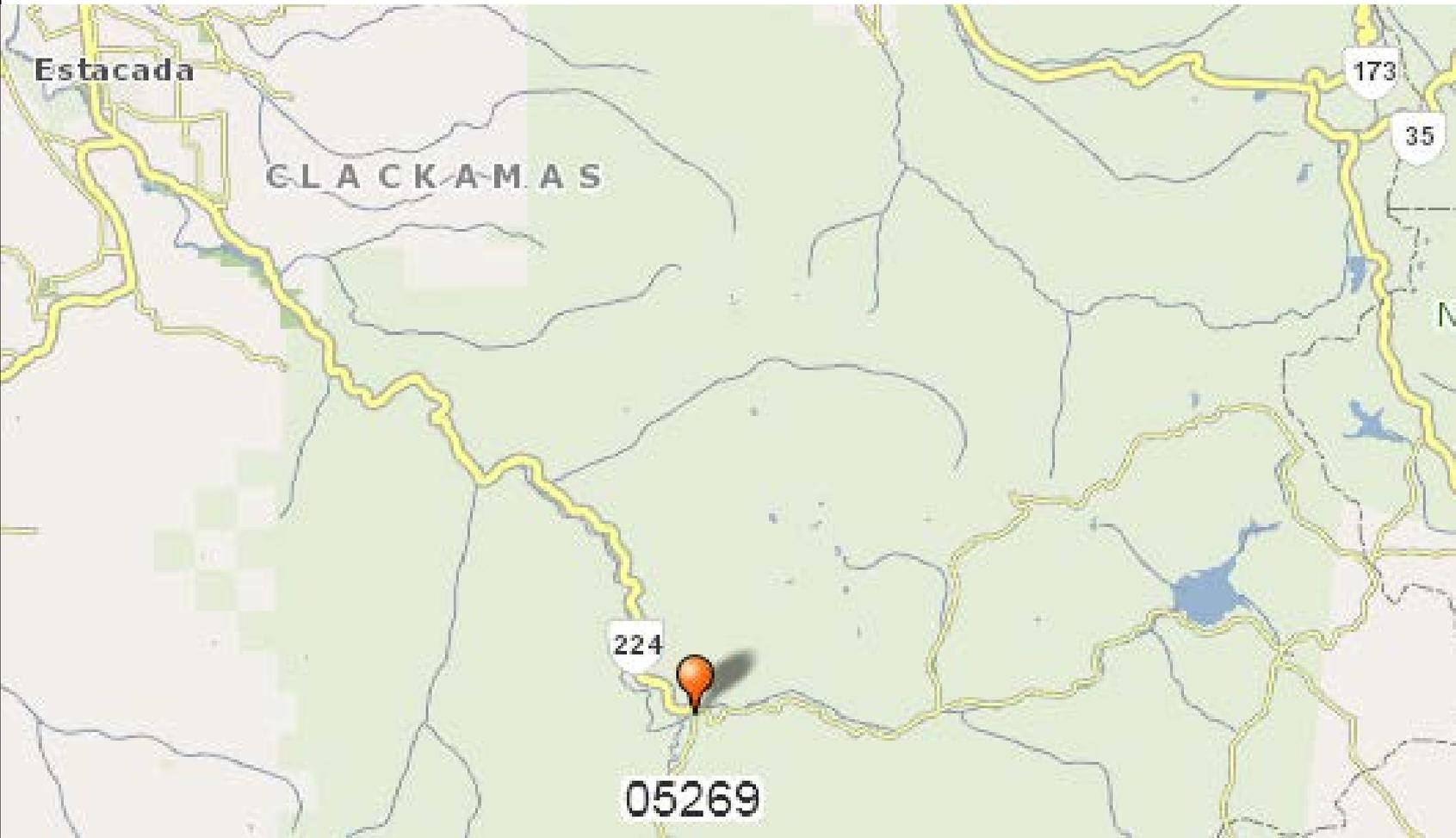


5 AXLES	29 T
6 AXLES	29 T
7 AXLES	29 T





OR 224, MP 49.96 (Ripple Brook)





OR 224, MP 49.96 (Ripple Brook)





THE END





Motor Carrier Scale Revival

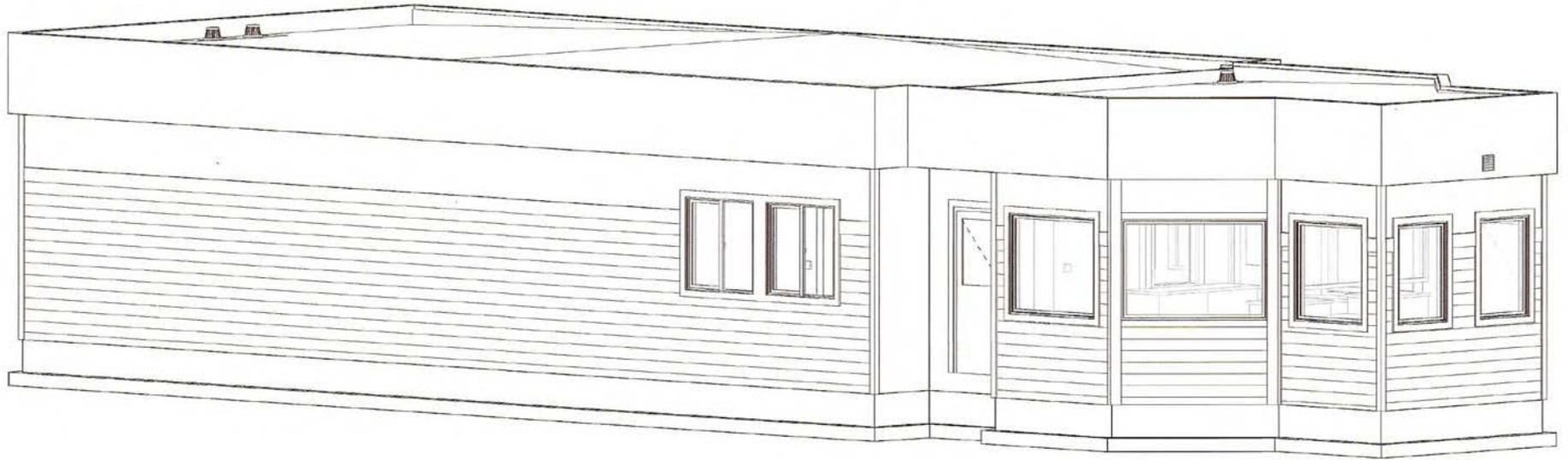
What's ahead

MCTAC

Carla Phelps, Field Services Manager

March 2019





Ashland POE

Modular
Home

April 1, 2019 –
June 30, 2019

Ashland SB
May



Scale House Replacement



Facilities – Prefab

- Standard design
- Minimal closure
- Cost Savings

Woodburn NB

- Current – 4/1
- Emigrant Hill
- Mid April
- Cold Springs



Upcoming Projects

17/19 Biennium



Farewell Bend -Apr

Klamath Falls SB – May

Ashland SB Paving – May

Wyeth bandwidth - ?

Brightwood roof repairs - ?

Concrete Repairs– Jun





Upcoming Projects

19/21 Biennium



Complete Coldsprings

Klamath Falls NB

Olds Ferry

Scale Deck Replacement

3 – Scalehouse Repl.

Tech upgrades



Thank you.





Ramp Safety Sorter Ramp Bypass Monitoring



WIM Sensors embedded in the ramp

License Plate Reader (LPR) and side fire camera







Oregon Department of Transportation



<p>QUALITY CARRIERS INC P752000 IL</p>  <p>6 4 7 7 11</p>	<p>Illinois</p> <p>P752000</p> 
<p>R LINE TRANSPORTATION INC 3489PV ON</p>  <p>6 6 8 8 12</p>	<p>Ontario</p> <p>3489PV</p> 
<p>R L T INC YAIE879 OR</p>  <p>15 16 14 15 11</p>	<p>Oregon</p> <p>YAIE879</p> 
<p>LJ CARRIERS INC XP15900 CA</p>  <p>10 10 10 11 10</p>	<p>California</p> <p>XP15900</p> 

<p>K D L 2227912 IN OVERGW OVERWEIGHT</p> 	<p>Indiana</p> <p>2227912</p> 
<p>LITTLE KING TRANSPORTATION LLC YAHD546 OR OVERGW OVERWEIGHT</p> 	<p>Oregon</p> <p>YAHD546</p> 
<p>NOREAD — OVERGW OVERWEIGHT</p> 	
<p>CHARBONEAU, K T TRUCKING INC 26409RP WA OVERGW OVERWEIGHT</p> 	<p>Washington</p> <p>26409RP</p> 



Weighing Activity CY 2017

Oregon weighed 4.5 million trucks in 2017.

2.8 million static weighings

1.7 million Green Light weighings





Weighing Activity CY 2017 Woodburn Port of Entry 938,421 Weighings



Mainline – 42%

554,977
In 2011



Ramp Sorter – 42%



Static Weigh – 16%



LPR Logic

License plate reader has built-in logic and produces a daily exception list.

From: Oregon.ROADSIDE@odot.state.or.us [mailto:Oregon.ROADSIDE@odot.state.or.us]
Sent: Tuesday, April 11, 2017 12:15 AM
To: FIFER David A; BLAKE Cynthia K
Subject: CheckLprPlates

Woodburn POE

<http://trucking.intranet.odot.state.or.us/cf/intraproxy/woa/admin/index.cfm?fuseaction=plateUpdate&WOAuthNo=&dteStart=04/10/2017&dteEnd=04/10/2017&plate1=2378390&state=IN&type=LPR>
<http://trucking.intranet.odot.state.or.us/cf/intraproxy/woa/admin/index.cfm?fuseaction=plateUpdate&WOAuthNo=&dteStart=04/10/2017&dteEnd=04/10/2017&plate1=P885597&state=IL&type=LPR>
<http://trucking.intranet.odot.state.or.us/cf/intraproxy/woa/admin/index.cfm?fuseaction=plateUpdate&WOAuthNo=&dteStart=04/10/2017&dteEnd=04/10/2017&plate1=Y119407&state=OR&type=LPR>
<http://trucking.intranet.odot.state.or.us/cf/intraproxy/woa/admin/index.cfm?fuseaction=plateUpdate&WOAuthNo=&dteStart=04/10/2017&dteEnd=04/10/2017&plate1=55501&state=ND&type=LPR>
<http://trucking.intranet.odot.state.or.us/cf/intraproxy/woa/admin/index.cfm?fuseaction=plateUpdate&WOAuthNo=&dteStart=04/10/2017&dteEnd=04/10/2017&plate1=05AN8M&state=MO&type=LPR>
<http://trucking.intranet.odot.state.or.us/cf/intraproxy/woa/admin/index.cfm?fuseaction=plateUpdate&WOAuthNo=&dteStart=04/10/2017&dteEnd=04/10/2017&plate1=WP74093&state=CA&type=LPR>
<http://trucking.intranet.odot.state.or.us/cf/intraproxy/woa/admin/index.cfm?fuseaction=plateUpdate&WOAuthNo=&dteStart=04/10/2017&dteEnd=04/10/2017&plate1=P696439&state=IL&type=LPR>
<http://trucking.intranet.odot.state.or.us/cf/intraproxy/woa/admin/index.cfm?fuseaction=plateUpdate&WOAuthNo=&dteStart=04/10/2017&dteEnd=04/10/2017&plate1=YAFH019&state=OR&type=LPR>
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LPR Logic

File Edit View Favorites Tools Help

Computer Support Desk Google MCTD Intranet ODOT Intranet ODOT Oregon DMV Oregon.gov TripCheck

Oregon Department of Transportation

Account Number:
 Plate:
 Pass Number:

Home Vehicles Inquiries Analyst Audit Reg Trans OD Farms Admin Safety Web Imaging

Plate Update

License Plate Reader

Plate	P885597		
State	IL	<input type="button" value="Back"/>	<input type="button" value="Reset"/>
Start	04/10/2017		
End	04/10/2017		

Edit Delete



Provides the ability to sort trucks not in the Green Light Program

Request Correction to LPR Reading



Not your truck?
[click here](#)

Motor Carrier Transportation Division 3930 FAIRVIEW INDUSTRIAL DR SE
SALEM , OR 97302-1166 Salem Headquarters - 503-378-6963

For OSCAR help, dial 503-378-6963

Motor Carrier Transportation Division



 *the mission of*
ODOT Motor Carrier
TRANSPORTATION DIVISION

PROMOTE a safe, efficient, and responsible transportation industry by:

- Simplifying compliance
- Reducing regulatory requirements when appropriate
- Preserving the infrastructure
- Enhancing private/public partnerships
- Fostering effective two-way communication

DELIVER superior customer service while recognizing the vital economic interests of the commercial transportation industry.



David Fifer
503-378-4609

www.oregon.gov/ODOT/MCT/

Motor Carrier Transportation Division



Tow Industry Workgroup Update

MCTAC

Presented by: Anthony Barghini, OD Unit Manager

March 14, 2019



Changes Requested



Annual Permit changes from WT3 to WT4

- **Currently allows 46,000 lbs. on a tandem axle**
- **Looking for increase to 64,500 lbs. on a tri-axle**





Rotator Trucks

Annual Permit changes from WT3 to WT4

- **Currently allows 46,000 lbs. on a tandem axle**
- **Looking for increase to 64,500 lbs. on a tri-axle**







Rotator Truck: Uses and permitting needs

- **Not usually used for towing, but instead for recovery**
- **Looking for an annual mobile equipment permit for Rotators**



Self-Issue Permit Program for towing industry

- **Updating the program to allow qualified tow companies to utilize SIPP program**
- **Training would be required once completed.**



Changes to OAR 734-076-0115

- **The towing industry feels that this is an outdated rule**
- **Would like to see the removal of language regarding 100 air miles**



Updates to Attachment 76A

MINIMUM MANDATORY EQUIPMENT FOR TOW VEHICLES

ITEM	CLASS A	CLASS B	CLASS C	CLASS D-A	CLASS D-B	CLASS D-C
Boom rating	12,000 lb.	20,000 lb.	50,000 lb.	If equipped, 12,000 lb.	If equipped, 20,000 lb.	If equipped, 50,000 lb.
2-Way radio	Required	Required	Required	Required	Required	Required
Brakes required on each vehicle except towed power units with air brakes	Required	Required	Required	Required when towing vehicle	Required when towing vehicle	Required when towing vehicle
Broom and Shovel	Required	Required	Required	Required	Required	Required
Cable Diameter	3/8 inch	7/16 inch	5/8 inch	3/8 inch	7/16 inch	5/8 inch
Cable Length	100 feet	150 feet	150 feet	50 feet	50 feet	50 feet
Fire extinguisher 25 BC rating or equivalent	Required	Required	Required	Required	Required	Required
Pinch bars	One	Two	Two	One	Two	Two
Portable dolly	Required	Required unless GVW is more than 23,000 lb.	Not Required	Not Required	Not Required	Not Required
Portable lights for disabled unit	Required	Required	Required	Required when towing vehicle	Required when towing vehicle	Required when towing vehicle
Revolving or intermittent Red or amber warning light 360° visibility	Required	Required	Required	Required	Required	Required
Safety Chains when towing vehicle(s)	Two	Two	Two	Two When towing vehicle	Two When towing vehicle	Two When towing vehicle
Snatch block	Required	Required	Required	Required	Required	Required
Tow sling, wheel lift, car carrier or other connection	Adequate for towed vehicle	Adequate for towed vehicle	Adequate for towed vehicle	Adequate for towed vehicle	Adequate for towed vehicle	Adequate for towed vehicle
Work area light mounted behind Cab	Required	Required	Required	Required	Required	Required
"Wreck Ahead" sign	Required	Required	Required	Required	Required	Required



Updates to Attachment 76A

- **Much of the information is outdated**
- **Tow industry would like to have language cleaned up to current requirements for industry**



Update annual overheight permit

- **Would like to have height increased from 14'0" to 14'6"**
- **Noted that other annual permits already exist at 14'6" and just needs to be added for tow truck permit**



What's Next?



**Industry Identify
Federal
Changes
needed**

**Creating SIPP
timeline and
OAR changes**

**Additional
evaluations
from Bridge**



Thank you!

Questions?

anthony.barghini@odot.state.or.us

(503) 373-1251





Self-Issue Permits (SIPP) Program Update

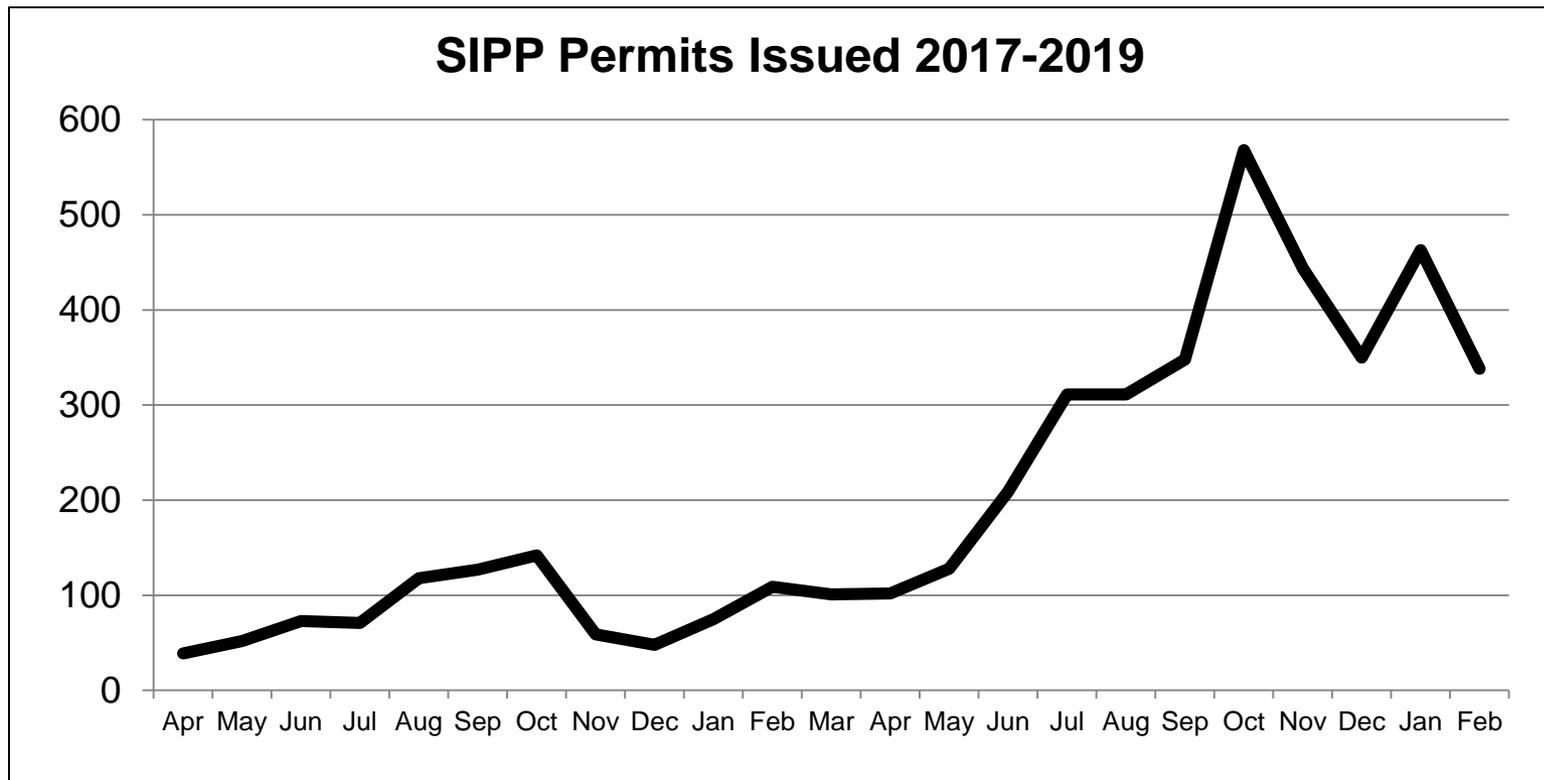
Presented by
Charlie Hutto

Motor Carrier Transportation Division
March 14, 2019



Recent History

- April, 2017 – Self-Issued Permits available through Oregon Trucking Online.
- 50 carriers are certified in the program.





Recent System Enhancements

- Moved pilot vehicle checkboxes to be next to pilot vehicle text.
- Added links to the manual and heights in other locations in the application.
- Added height data for up to 14'6".

[SIPP Manual](#)
[SIPP Training](#)

[Heights Over/Under Interstate Highways - Loads up to 14'6" high](#)
[Heights Over/Under Interstate Highways - Loads up to 15'0" high](#)

[Heights Over/Under US Routes - Loads up to 14'6" high](#)
[Heights Over/Under US Routes - Loads up to 15'0" high](#)

[Heights Over/Under OR Routes - Loads up to 14'6" high](#)
[Heights Over/Under OR Routes - Loads up to 15'0" high](#)



Recent System Update

- Add County authorization to self-issued permits.

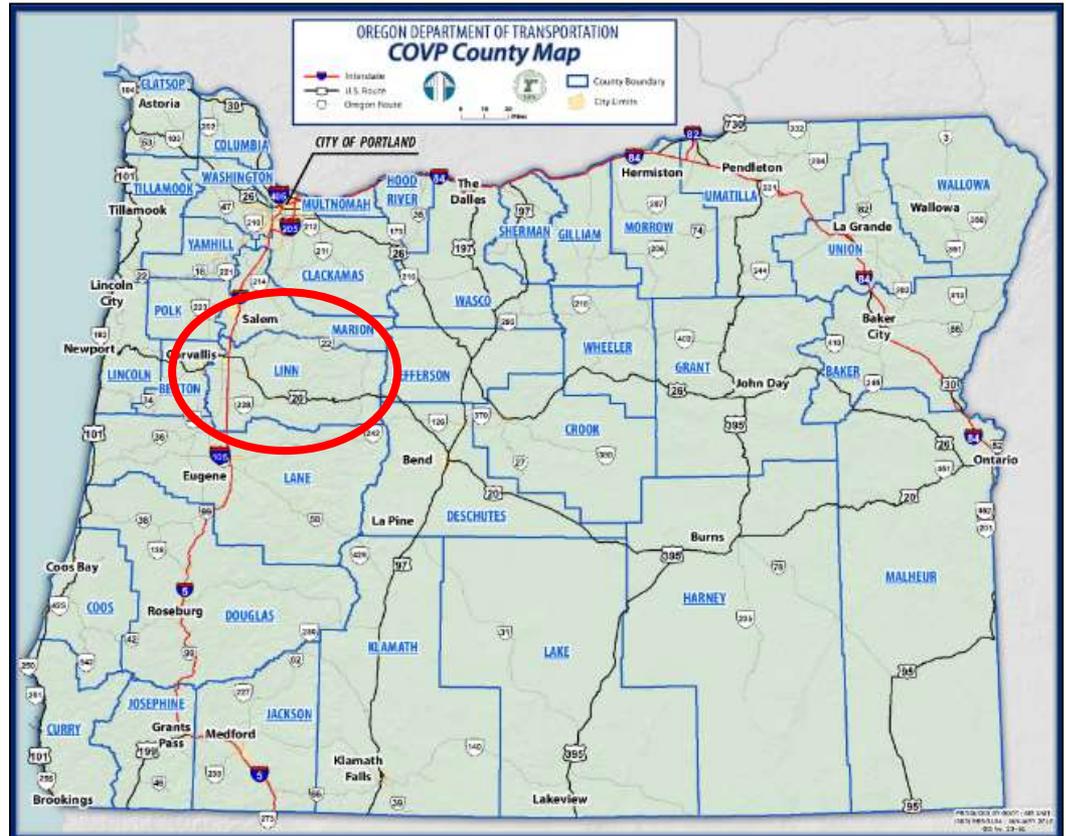
Check Below for the Appropriate Road Authorities Required				More Info	
<input checked="" type="checkbox"/>	STATE OF OREGON	\$8.50	<input type="checkbox"/>	MARION COUNTY	\$8.03
<input type="checkbox"/>	LINN COUNTY	\$8.03			



First Up: Linn County

Working with Linn County staff:

- Blanket routes for Self-Issued Permits.
- More blanket routes for OD Permits Staff.





Next Steps

- Finalize blanket routes with Linn County.
- Amend IGA with Linn County to allow carriers to issue county permits through MCTD system.
- Get more counties on board.



