



Motor Carrier Transportation Advisory Committee Agenda

3930 Fairview Industrial Drive SE Salem, OR 97302
Room 230, Ashland Conference Room
Thursday, May 10th, 2018 8:30am-11:30am

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

Time	Topic	Action	Lead
8:30-8:35 5mins	Welcome & Minutes Approval	Decision	All
8:35-9:05 30mins	Construction Project Overview Impacting Mobility & Introduction	Informational	David Kim
9:05-9:50 45mins	Annual Safety Plan Update	Informational	Dave McKane
9:50-10:20 30mins	IRP Ballot	Discussion	Audrey Lawson
10:20-10:50 30mins	Rules Change Proposal – Vehicles in support of fire suppression.	Discussion	Audrey Lawson
10:50-11:20 30mins	Administrator’s Update	Informational	Amy Ramsdell
11:20-11:30 10mins	Agenda Build	Discussion	All

MINUTES
MOTOR CARRIER TRANSPORTATION ADVISORY COMMITTEE MEETING
May 10, 2018

Attendees:

Andrea Comer – ODOT/MCTD
Tara Caton – ODOT/MCTD
Audrey Lawson – ODOT/MCTD
Al Elkins – OTTA
Mark Richardson – Omega Morgan
Bill Lundin – IDI
Waylon Buchan – OTA
Sven Johnson – ODOT/MCTD
Dave Gray – Glostone Trucking Solutions
Steve Cooley – ODOT/TSB
David Kim – ODOT/Statewide Project Delivery Mgr.
Amy Ramsdell – ODOT/MCTD
David McKane – ODOT/MCTD
Bob Hooker – Knife River
Steve Duvall – OSP
Jess Brown – ODOT/MCTD
Leon Fischer – Siletz Trucking Co.

Phone - 0

Facilitator: Andrea Comer

Minutes Approval: March 8, 2018

- ◆ David Gray motioned to approve the March 8, 2018 MCTAC minutes and Al Elkins seconded the motion. The minutes were approved unanimously.

Construction Project Overview . . . David Kim

- ◆ **See Attach. A**
Prior to House Bill 2017 there were several large project delivery programs, including: OTIA I, II, III, Connect Oregon, ORRA, and JTA. HB 2017 provided a great deal of funding for Transit, scheduled increases to the gas tax – provided trigger events are met, and earmarked 450-500 million dollars for Portland area Rose Quarter upgrades. The increased project load means that we must have additional positions to do the work. The Statewide Mobility Committee is meeting more frequently, specifically in the Portland Metro Area to address Portland-specific regional projects like paving and widening I-5 / I-205 and major rehabilitation work on I-84 / the Banfield Freeway. 130,000 vehicles travel through that area every day. MCTD is ramping up their mobility efforts to assist.

ODOT received 192 positions this biennium and will go back and ask for an additional 40 next biennium to assist with this effort. One of the challenges we face is that all of the western states and Idaho passed transportation packages in their recent legislative sessions, so we are all competing for resources. There is a shortage of contractors and workers. We have been pulling seasoned engineers from the Midwest and the South. Long term, we are partnering with universities to develop engineers and other specialty groups so we have a qualified pool to pull from.

Introduction of Steve Cooley, ODOT Chief Engineer

We have a large house bill in front of us and we have to change how we currently do business in order to complete all of the work it represents. There are multiple initiatives currently. We are focusing on quality control and quality assurance since ODOT will be outsourcing a large amount of work. We are updating training as well as standards and manuals. Because of the planned outsourcing, the standards and manuals must be clear. Steve's goal is to strengthen partnerships. He also wants to further collaboration between Project Delivery and the various mobility programs. Part of the Chief Engineer's job is also to improve safety.

OTA asked when we will be onboarding the new MCTD Mobility Staff.

The positions granted and the funding for them are not available until July 1. For the new MCTD Mobility Unit, we have already begun recruitment and will be doublefilling in some cases until that date. Amy Ramsdell shared that we are looking for alternative delivery methods, hiring a trainer in Mobility for staff and for external entities. We will be working on the website, restriction notices, and policy analyst staff will be working at the project level. The group will be having regular meetings with Region Mobility Liaisons as well.

Annual Safety Plan Update . . . David McKane

◆ See Attach. B

David handed out copies of the new 2018 Oregon Commercial Motor Vehicle Safety Plan to the group. We update this publication annually and it's written in statute that we have a plan to affect safety. We look at a calendar year for crash data. Total crashes are up about 12% in 2017 over 2016. A 'reportable crash' means that someone either died, was transported to the hospital, or that a vehicle had to be towed. We don't know exactly why the numbers are up because a number of factors play into crashes. Speed was the primary cause of the truck-at-fault crashes in 2017.

We have a higher standard for intrastate carriers to report crashes than for interstate. MCTD filed notices on over 100 motor carriers asking for their truck crash information. In Oregon, we determine the cause of crashes. The truck driver was at fault in 904 of almost 1700 crashes. If there's a crash involving a truck and no fatalities occurred, it's about 50/50 for who was at fault. If it's a fatal crash, it's usually the fault of the other driver. If we know where crashes frequently occur, we try and direct our resources to those areas and work with our local law enforcement partners.

ODOT conducts truck inspections at our fixed facilities. Side of the road inspections are left to law enforcement. Most inspection data is loaded using the ASPEN software. 34,398 inspections were completed in 2017 by Oregon inspectors. The most common problem identified involved brakes. 30% of trucks inspected were placed out-of-service. Of all the drivers inspected, 14% were placed out-of-service.

We are hoping that inaccurate log book numbers will be resolved through the use of ELDs.

We have automated some of our facilities. 2.8 million of the 4.5 million trucks weighed in 2017 were weighed on static scales. 1.7 million were weighed by weigh in motion equipment. All of the weighing data collected belongs to the company and the scale crossing data is available through Trucking Online. You can also view your driver inspections.

David Gray asked if the data for inspections that resulted in no violations is also uploaded. The answer is yes.

Bill Lundin previously asked about data queues and truck crashes. David shared a handout from FMCSA about their Crash Preventability Determinations and their Crash Preventability Demonstration Program. If a crash meets certain conditions, then you could petition to have points removed if any were assessed. **See Attach. C**

Starting in May, MCTD staff will host several open house meetings around the state. These will be opportunities for our staff to meet with industry and answer questions about Safety, Size and Weight, and Registration/OD Permits. We ask carriers to RSVP to the various meetings. To find out specifics, please visit our website: <https://www.oregon.gov/ODOT/MCT/Pages/NewsArticle-D.aspx>

We are working with Truckers Against Trafficking to train OSP and our inspectors to recognize trafficking indicators at the time of inspection and traffic stops. Amy shared that TAT is working with the Department of Justice and in some states, legislation has been passed to make such training mandatory before a CDL is issued.

Beginning April 1, 2018, we started the hard enforcement of the ELD rule:

1. The carrier will be cited for failing to have the proper record of duty status.
2. The driver will be placed out-of-service (OOS) for 10 hours
3. At the end of the 10 hours, the driver will be permitted to continue the trip to their final destination, provided the driver has documented their duty status using paper logs and has a copy of the inspection report and/or citation.
4. The driver may not be dispatched again until they are equipped with a compliant ELD.
5. If the same driver is stopped following the next dispatch and found to still not be equipped with a compliant device, the driver will again be placed out of service for 10 hours, then permitted to continue using paper logs, as outlined above.
6. Violations will be counted against a carrier's SCA scores.

Al Elkins asked if MCTD staff will be recording ELD questions they get during the open house meetings and then providing a comprehensive list with answers. David agreed that is a good idea.

IRP & IFTA Ballot Discussion . . . Audrey Lawson

◆ **See Attach. D**

IRP:

1. 2018.01 – Reciprocity for Non-AppORTioned Commercial Vehicles
This would standardize how jurisdictions work with non-apportioned vehicles. (Those under 26,000 pounds or less than three axles)

Amy: We aren't in favor of this. It's administratively burdensome and isn't a necessity for industry.

2. 2018.02 – Registrant from Non-Member Jurisdiction
This makes the plan a real reciprocity agreement and authorizes a member jurisdiction to accept or reject an application that is not based in a member jurisdiction.

Audrey indicated that this one will not pass at this time but it will be back. MCTD doesn't recommend supporting this ballot.

IFTA:

1. FTPBP #01-2018 – Requirement to upload full demographics data on a daily basis for each business day

Oregon already does this. This ballot would support the electronic credentialing ballot that already passed. We are a yes vote.

2. FTPBP #02-2018 – Change reference to be used if a conversion from Canadian to US dollars is required for transmittal reports

This is more of an internal process and we will support the proposal.

3. FTPBP #03-2018 – Base Jurisdiction for IFTA Accounts

Oregon already follows the recommended basing requirements proposed so we support this ballot.

4. FTPBP #04-2018 – Establishing a firm cutoff date for tax rate change

This allows all jurisdictions to have set rates in place 45 days in advance. We support this as it gives everyone time to program and test the rate tables.

Rule Change Proposal: Vehicles in support of fire suppression . . . Audrey Lawson

◆ **See Attach. E**

Audrey shared information about modifying [OAR 734-082-0021 – Days of Travel and Peak Traffic Hour Restrictions](#). The modifications would address issues around the emergency movement of oversize loads in support of fire oppression operations or returning from such operations. This issue came up during last year's extreme fire season events. This also gives us the opportunity to do some clean-up around travel time restrictions in response to an emergency. These updates to the rule will allow us to fix the problem of having loads that are supporting suppression efforts held up because they are outside the current rule parameters.

If you have any comments or concerns about this proposal, please let Audrey know. We will bring the rule back for formal vote and adoption at the June MCTAC meeting.

Our Over-Dimension Permit Unit is available during our regular office hours of Monday through Friday 8 a.m. to 5 p.m. Phone services are available M-F from 7 a.m. to 5 p.m. at (503) 373-0000.

There is an after-hours OD number of (503) 931-1541 for those who need an emergency Over-Dimension permit to respond to emergency situations like train derailment, fire suppression, floods, or other acts of nature.

Administrator's Report . . . Amy Ramsdell

- ◆ **Phone update:** The phone systems at MCTD Headquarters have been converted to the new IBM platform. The conversion went well. Please let us know if you are having connectivity issues. We anticipate improved call wait times as the call routing features are working as planned.
- ◆ We are automating some of our enforcement work and working more closely with the Highway Division. Ed Scrivner is working on rotation for two years at the ODOT Transportation Development Division to develop a long term plan in collaboration with the Freight section. He will also be looking at how freight movement has changed and developing a plan to accommodate anticipated future growth. Ed is also working with the Freight Planning section on the truck parking study.
- ◆ **Customer Survey:** We will be sending out our Customer Survey soon. This year, we will be sending the majority of surveys out electronically and only using paper for those randomly selected who do not have an email address on file with us.
- ◆ Amy and the other ODOT administrators will be giving budget updates to the Oregon Transportation Commission at next week's meeting in Portland. The meeting is open to the public if you are interested in attending.
- ◆ ODOT has several recruitments in process. Some are for the new HB2017 positions, others are the result of retirements or promotions. MCTD will be backfilling behind Ed Scrivner for our Enforcement Section Manager position.
- ◆ **Agenda Build: June**
 - **OAR 734-082-0021 Rule Adoption**

- **Truck Parking Study Phase 2**
- **SHV update**
- **Work Zone Committee update**
- **Mobility Unit status/update**
- **Feedback from Safety Open Houses**

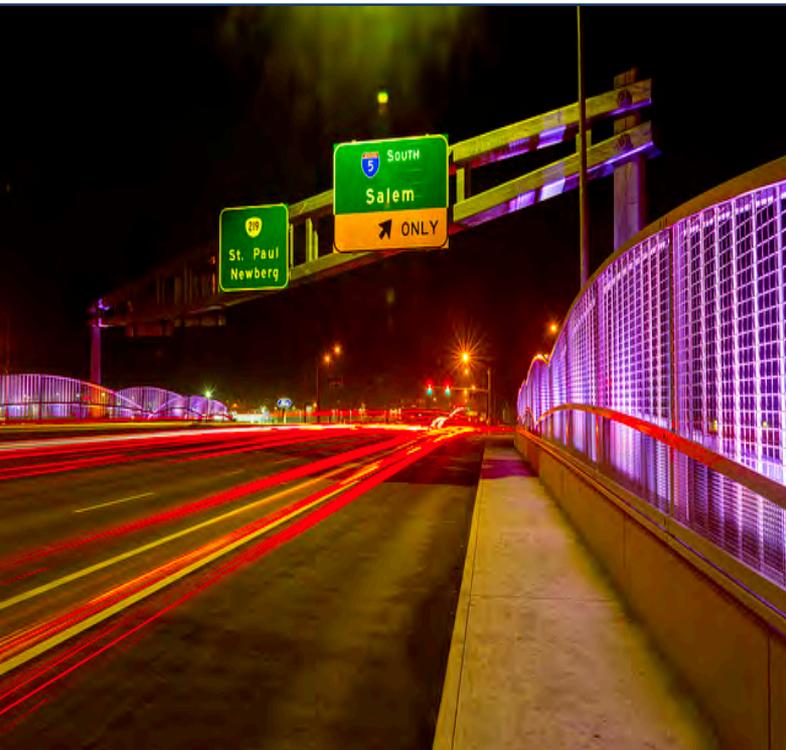
- **90 day recap for ELD – in July or August**

Comments:

- ◆ AI Elkins asked about the Mobility Committee and who is on it. Amy said that it's predominately composed of industry, the Office of Pre-letting, and ODOT Staff.

- ◆ David McKane shared that he asked FMCSA about the 30 minute rest period for intrastate carriers. For Intrastate transportation we aren't requiring the use of an ELD. The next logical question was about the 30 minute rest break in the same intrastate movement. David asked FMCSA's opinion on the repercussions if Oregon did away with the 30 minute rest break requirement for our intrastate carriers.
FMCSA's opinion was that:
 1. Oregon would not be eligible for the MCSAP grant, and
 2. FMCSA would have to consider whether or not they would continue to accept Oregon's uploaded inspection data.David dropped the issue.

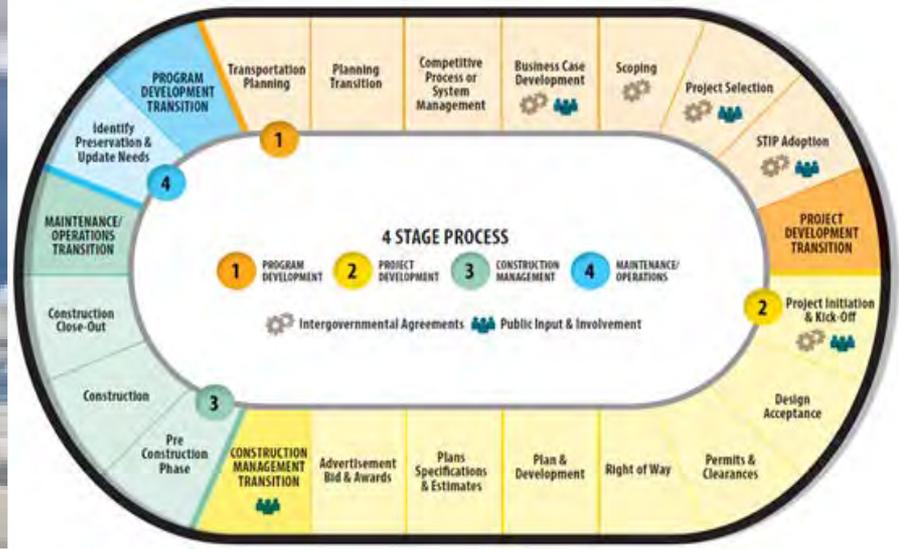
Adjourned at 10:45 am.



ODOT Project Delivery

Motor Carrier Transportation
Advisory Committee

May 10, 2018



ODOT Project Delivery Approach

Prior to House Bill 2017



ODOT Transportation Program Size

Prior to House Bill 2017

Project Delivery Program

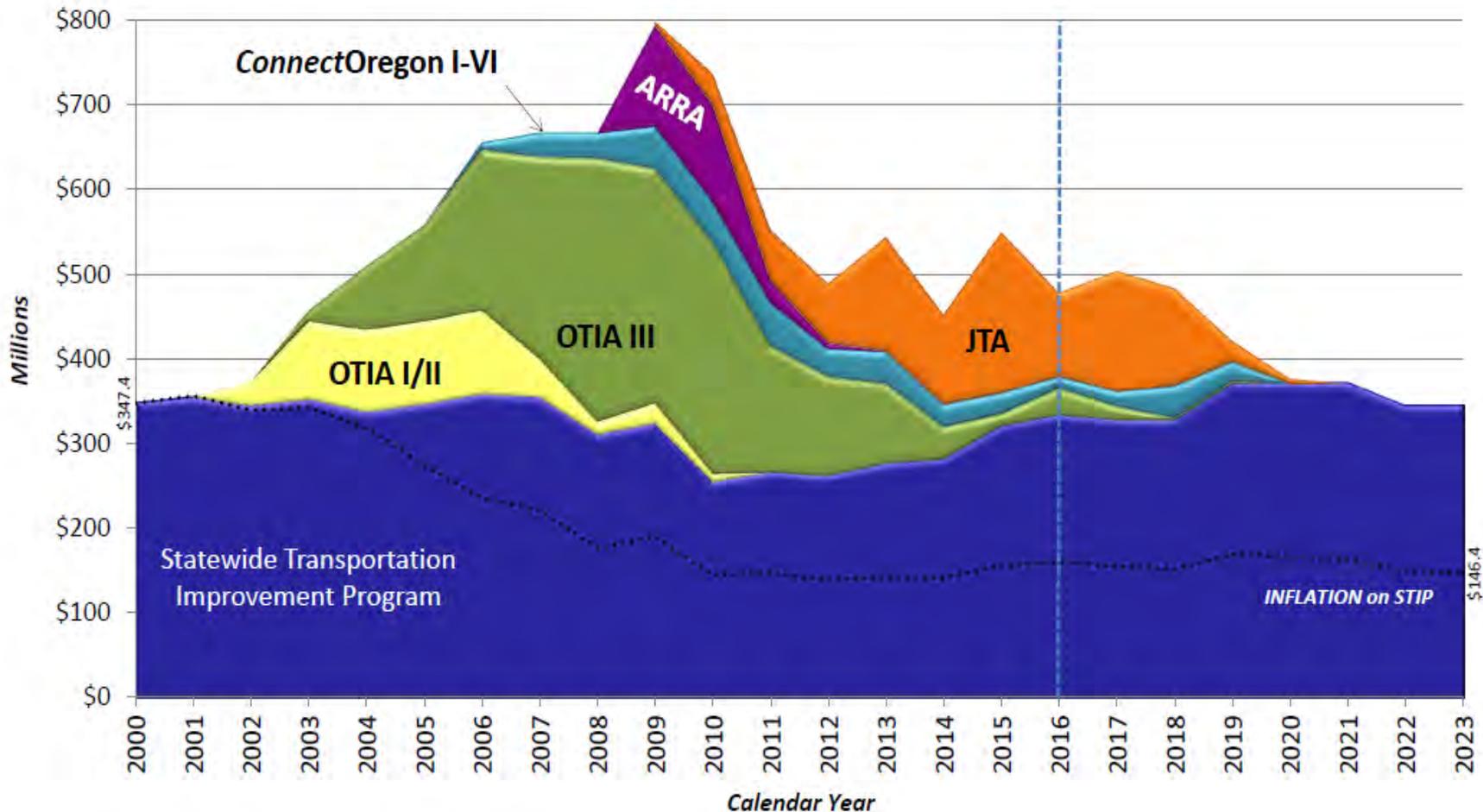
- ❑ OTIA I, II III, Connect Oregon, ARRA, JTA
- ❑ An average total volume of \$370 Million/year during 2018 – 2021 STIP
- ❑ Approximately 800+ total permanent project delivery positions as of 2017
 - Regions 1-5
 - Technical Services Branch
 - ODOT Procurement Office
 - Office of Civil Rights
 - Program and Funding Office
- ❑ As of 2017, ODOT turned in approximately 200 positions
- ❑ PE and CE outsourced at approximately 52% and 34% respectively.

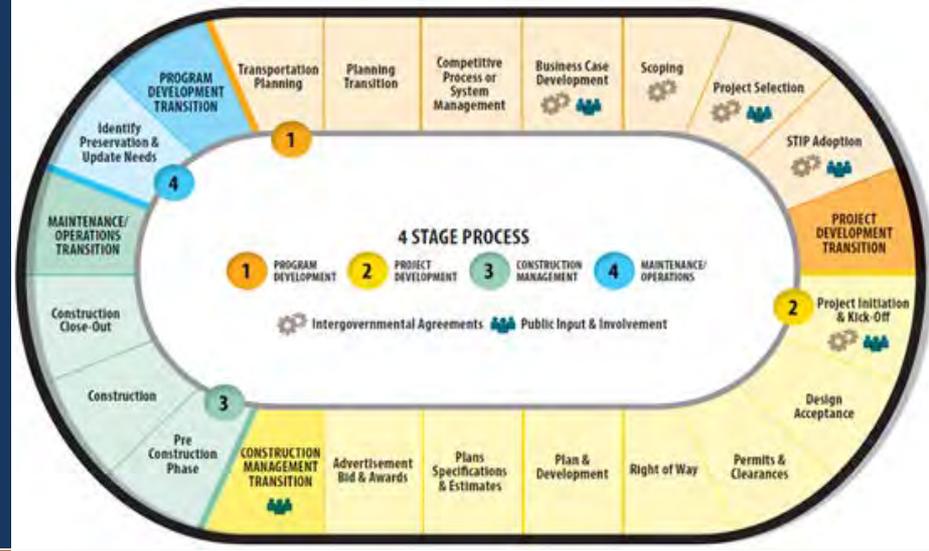




ODOT Transportation Program Size

Prior to House Bill 2017





ODOT Project Delivery Approach

Post House Bill 2017

HB 2017 overview

- Investments
- New funding
- New policy



HB 2017 A

- a brief overview -

Transportation Investments



Safety, Preservation, Maintenance & Seismic

Raises funds to improve state's bridges, highways and culverts, and make safety and seismic investments.

Provides historic levels of investment to cities and counties for maintenance of local infrastructure.



Multimodal Transportation

Provides funding in the first biennium to Connect Oregon program and directs funds for both the Treasure Valley Transmodal Facility and the Mid-Willamette Valley Transmodal Facility. Creates a funding mechanism that makes Connect Oregon a permanent program.



Public Transit

Makes new substantial statewide investment in public transit to improve the connectivity and frequency of bus service in rural and urban communities.



Bicycle & Pedestrian

Creates dedicated investments for bicycle and pedestrian commuter paths in Connect Oregon.

Provides \$10 million per year for Safe Routes to Schools increasing to \$15 million in 2023. Plus 1 percent of state highway fund revenue for bike and pedestrian projects on the highway system.



Marine Investment

Provides funding for marine dredging and derelict vessel removal.



Electric Vehicles

Provides \$12 million per year for rebates for electric and other zero emission vehicles to promote their use in Oregon.



Roadside Rest Areas

Adds six rest areas and three state parks to the portfolio of rest areas managed by the Travel Information Council and provides funds to upgrade facilities.



Congestion Relief & Freight Mobility

OR 217: Makes full investment in bottleneck relief.

I-205: Widens northbound I-205 from Powell Boulevard to I-84. Uses technology to ease congestion. Requires planning to widen the freeway from Stafford Road to the Abernethy Bridge.

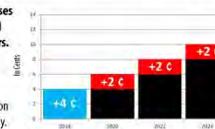
I-5 Rose Quarter: Invests in new lanes to improve reliability and plan for connectivity improvements across the freeway.

Funding Investments

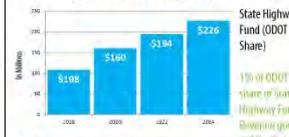
Vehicle Registration Fees, Title Fees, and Fuels Tax

Four increases stair-stepped over six years.

Last three increases conditioned on accountability.



Vehicle Registration Fees, Title Fees and Fuels Tax Annual New Revenue Estimate



State Highway Fund (Local Government Share)

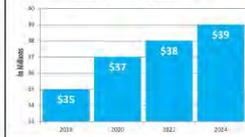


New Light Vehicle Dealer Privilege Tax



The privilege tax revenue is dedicated to electric vehicle rebates & Connect Oregon.

New Light Vehicle Dealer Privilege Tax Annual Revenue Estimate



Bicycle Excise Tax

\$15 fee

Only adult bicycles that cost \$200 or more with wheels 26 inches or larger. The bicycle excise tax is expected to generate an annual average revenue of \$1.2 million. Dedicated to bicycle and pedestrian projects in Connect Oregon.

Statewide Payroll Tax

1/10th of 1% of wages, deducted by employer from payment to employee.

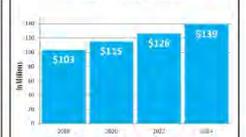
A worker earning minimum wage* pays:
39¢ About \$20.28
 per week per year

The payroll tax revenue is dedicated to



public transit

Statewide Payroll Tax Annual Revenue Estimate



Policy

Accountability

Directs the commission to create a Continuous Improvement Advisory Committee for ODOT, measure and report on transportation system condition for all jurisdictions, create a transparency website, conduct benefit cost analysis for capacity building projects and create a stronger connection between the commission and the internal auditor of ODOT.

Value Pricing

Creates a pathway for use of value pricing to relieve Portland Metro area congestion.

Clean Fuels

Guarantees certainty with cost containment measures in statute for consumer protection.

Use of Salt

Requires a statewide winter maintenance strategy that includes the use of salt.

Jurisdictional Transfers

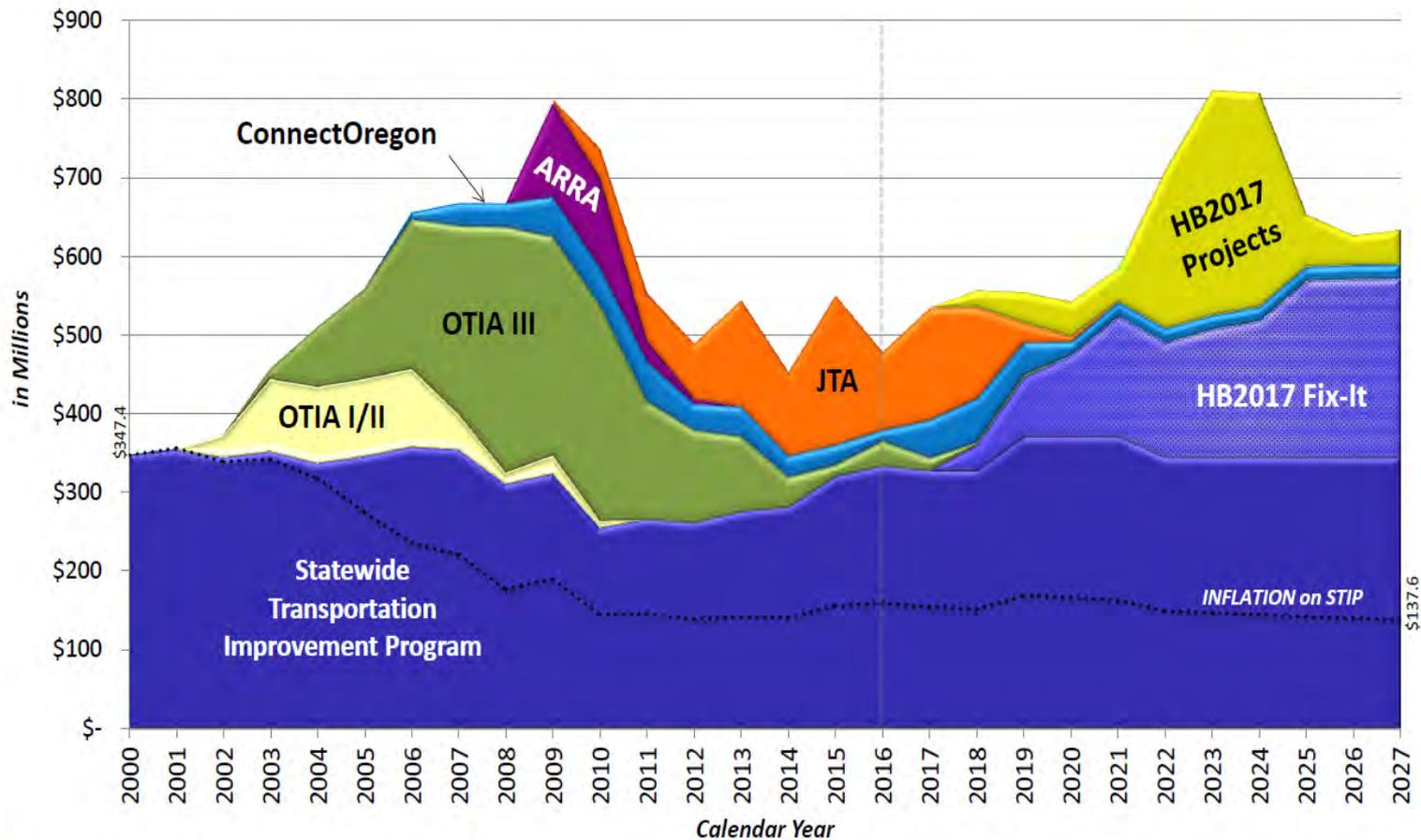
Transfers Outer Powell Boulevard in Portland, Pacific Highway West in Eugene, Springfield Highway in Springfield, Territorial Highway and Springfield-Creswell Highway in Lane County to local governments. Transfers Cornelius Pass Road in Multnomah and Washington Counties to ODOT.

* Data as of June 30, 2017.



Transportation Program Size

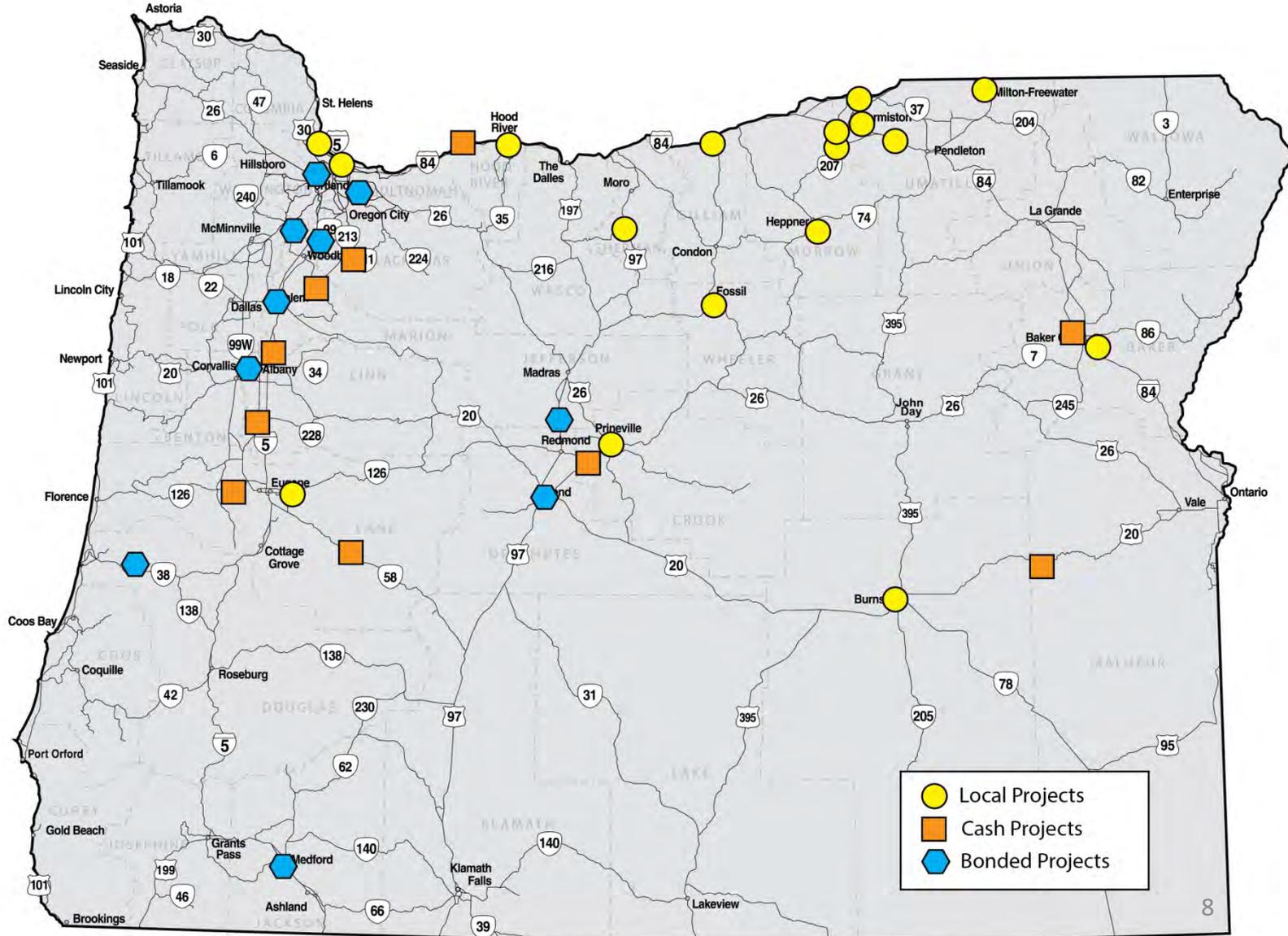
Post House Bill 2017



Highway Budget Office - Revised 07/12/17 (actuals through December 31, 2016)

Projects

Section 71d





Organizational Revisions

ODOT Project Delivery

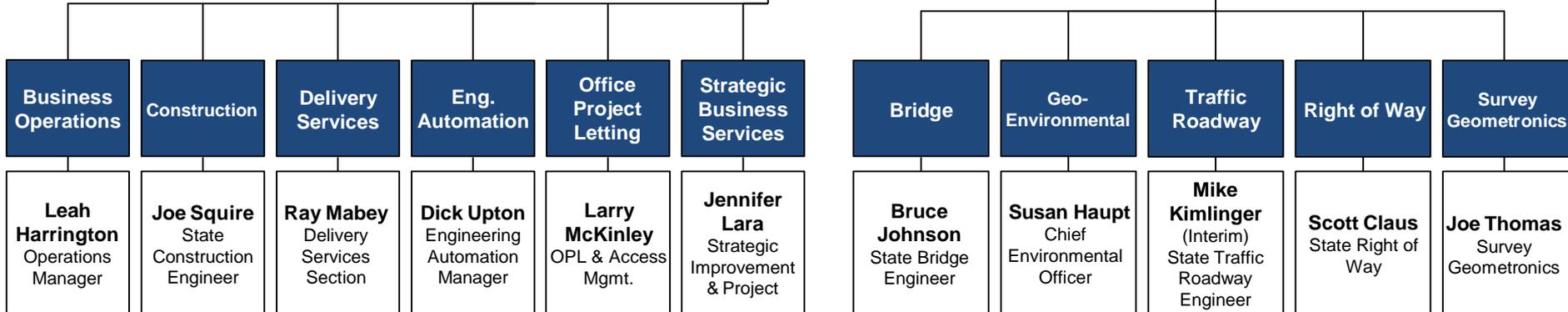


Draft

Paul Mather
Deputy Director

David Kim
Statewide Project
Delivery Manager
(SPDM)

Steve Cooley
Chief Engineer





Priorities for Project Delivery

Improving and Capitalizing on Region Project Delivery

- Project scope, schedule, and budget
- Community and stakeholder involvement
- Area Commission on Transportation (ACT) outreach

Strengthening Headquartered Governance and Support

- Statewide Project Delivery Manager
 - Project Controls, Stage-gates
 - Performance Measures
 - Quality Control / Quality Assurance
 - Innovative Delivery Methods
 - Continuous Improvement
 - Resource Leveling / Workload Sharing / Outsourcing
 - Americans with Disabilities Act compliance
 - HB2017 Projects
- Technical Services Functions
 - Quality, Competency, Expertise
 - Standards, Manuals, Training



THANK YOU!!

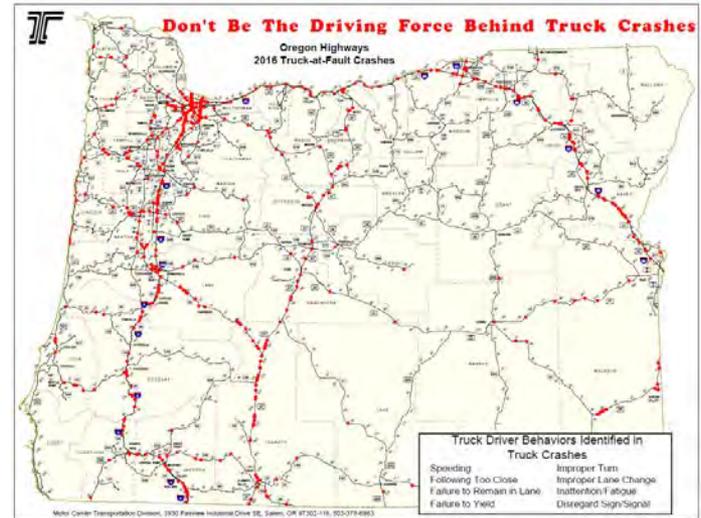




Summary of Oregon Truck Safety and Guide to the 2018 Oregon Commercial Motor Vehicle Safety Plan



Oregon Department of Transportation
Motor Carrier Transportation Division





Summary of Oregon Truck Crashes

Truck Crashes in Oregon

There were a total of 1,693 truck crashes in 2017, 181 more than in 2016 - a 12% increase. It was determined that the truck was at-fault in 946 of the crashes. The truck driver was at-fault in 904 of those crashes and truck mechanical problems caused just 42 crashes.

A total of 628 people were injured in truck crashes in 2017, 49 more than in 2016. A total of 51 people were killed, which is 1 more death than in 2016.

Truck crash totals include every incident involving a fatality, injury, or damage requiring that any vehicle be towed away (the definition of an accident in 49 CFR Part 390.5 and Oregon Administrative Rule 740-100-0020). Truck-at-fault figures are unique to Oregon as no other state or federal agency analyzes crashes to assign fault.



Crash History					
	2013	2014	2015	2016	2017
Truck Crashes	1,309	1,418	1,336	1,512	1,693
Injuries	478	567	536	579	628
Deaths	33	34	55	50	51
Hazmat Crashes	21	38	28	36	33
Hazmat Spill/Release	3	6	4	11	7
Other Load Spills	47	79	66	59	72
Oregon Carrier Crashes	709	733	710	817	850
Foreign Carrier Crashes	600	685	626	695	843
Single-Vehicle Crashes	380	356	337	391	470
At-Fault in Crashes					
Truck Driver At-Fault	676	715	684	739	904
Truck Mechanical Fault	24	42	28	32	42
Other Driver At-Fault	522	579	537	652	639
Non Driver At-Fault	87	82	87	85	108
Fatal Crashes	29	28	48	45	47
Truck Driver At-Fault	8	9	17	14	16
Truck Mechanical Fault	1	0	0	0	1
Other Driver At-Fault	17	16	26	30	25
Non Driver At-Fault	4	2	5	1	5



Crashes by Configuration — 2017

Configuration	Crashes	Injuries / Deaths
Tractor / Semi-Trailer	1097	380 / 31
Truck	281	115 / 16
Tractor / Double Trailer	153	68 / 1
Truck and Trailer	135	51 / 2
Tractor / Triple Trailers	6	2 / 0
Bus	10	6 / 1
Bobtail	9	6 / 0
Sole Trailer	1	0 / 0
Saddlemount	1	0 / 0
Total	1693	628 / 51

At-Fault in Truck Crashes — 2017

Determined to be At-Fault	Crashes	Percent
Commercial Vehicle Driver	870	51.38%
Other Auto Driver	639	37.74%
Commercial Vehicle Mechanical	42	2.48%
Both Drivers	34	2.01%
Other Driver - Unknown	18	1.07%
Pedestrian	11	.65%
Auto Mechanical	1	.06%
Bicycle	3	.18%
Other	75	4.43%
Total	1693	100 %



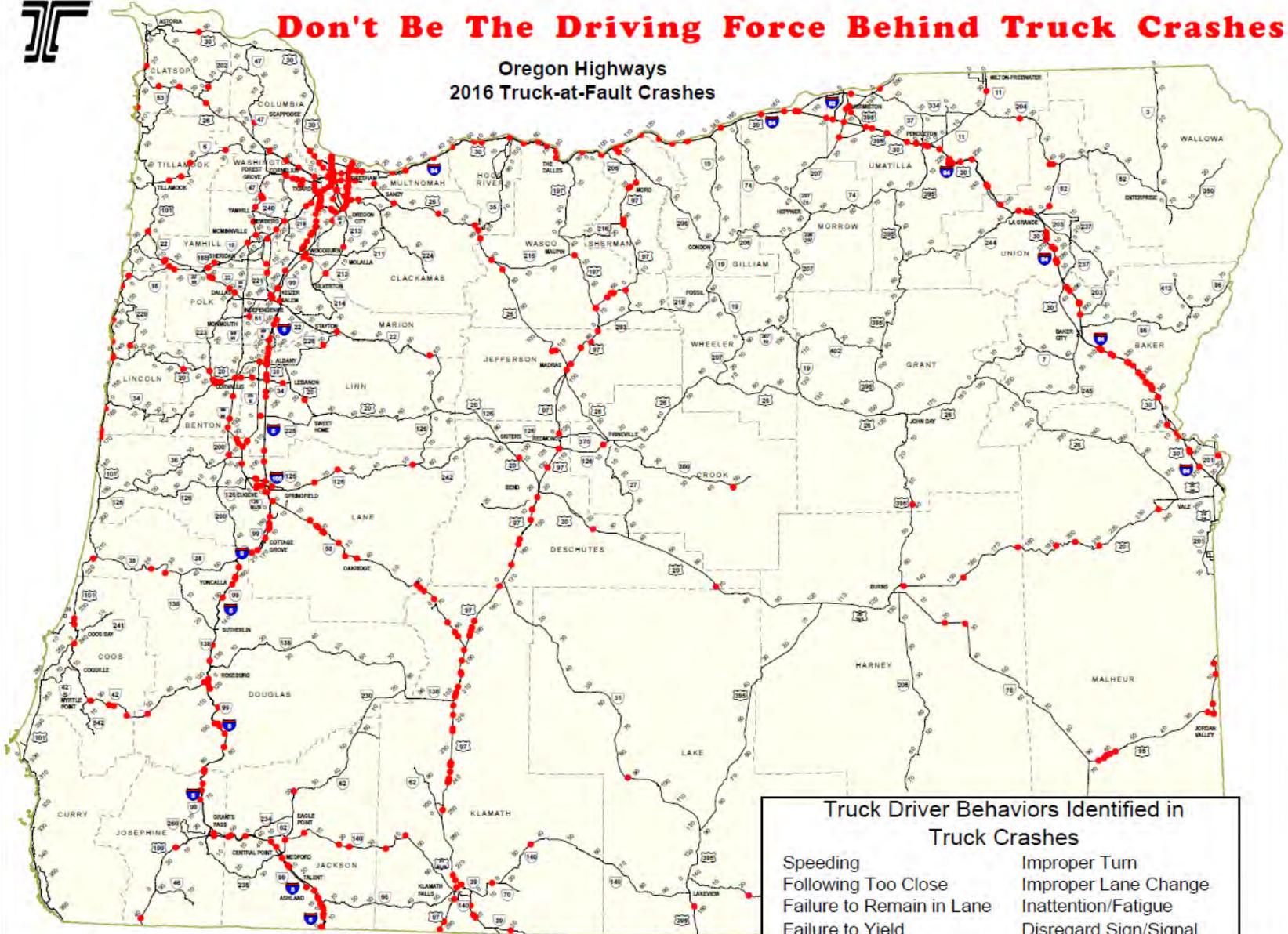
Cause of Truck-at-Fault Crashes

Cause	Both Drivers	Truck Driver	Truck Mechanical	Totals
Speed	11	265	0	276
Follow too close	3	153	0	156
Fail to remain in lane	2	140	0	142
Improper lane change	1	47	0	48
Improper turn	2	39	0	41
Inattention	0	55	0	55
Disregard sign/signal	1	21	0	22
Fail to yield	7	61	0	68
Sleep / Fatigue	0	29	0	29
Load securement	0	2	0	2
Tire failure	0	0	13	13
Brakes	0	0	12	12
Improper backing	1	9	0	10
Other mechanical	0	0	7	7
Improper pass	2	8	0	10
Improper park	3	3	0	6
Fail maintain control	0	12	0	12
Drinking - alcohol	0	3	0	3
Driver error	0	2	0	2
Steering	0	0	5	5
Coupling	0	2	2	4
Suspension	0	0	0	0
No traction device	0	0	0	0
Other various causes	1	19	3	23
Total	34	870	42	946



Don't Be The Driving Force Behind Truck Crashes

Oregon Highways 2016 Truck-at-Fault Crashes



- Truck Driver Behaviors Identified in Truck Crashes**
- Speeding
 - Following Too Close
 - Failure to Remain in Lane
 - Failure to Yield
 - Improper Turn
 - Improper Lane Change
 - Inattention/Fatigue
 - Disregard Sign/Signal

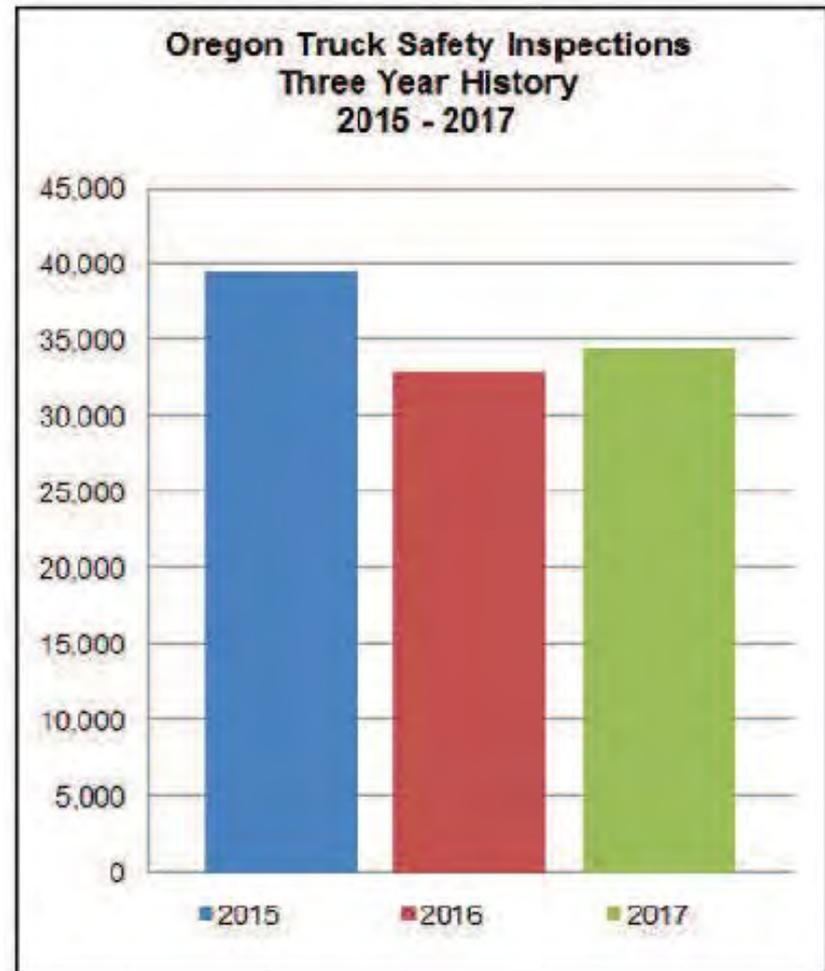


CY 2017 Truck Inspection Summary

Oregon Truck Safety Inspections conducted in 2017

Oregon inspectors conducted 34,398 inspections in 2017, checking trucks and drivers at a rate of 1 every fifteen minutes. Motor Carrier Transportation Division staff conducted 22,333 or 65% of all inspections and law enforcement officers conducted 12,065 or 35%.

A majority of the inspections (24,395 or 71%) were recorded using Aspen software on lap tops and desktop computers. Collecting data this way allows for speedy upload of error-free records to the national SafetyNet databank.





Oregon Safety Inspection Stats for 2017

Number of inspections conducted:34,398

Average safety violations per inspection of..... 1.2

Most common mechanical problem
found in inspections:brakes-- 5,333 violations

Second most common mechanical problem
found.....lighting -- 4,207 violations

Vehicles inspected in OR that were placed out-of-
service for a critical violation:7,308 or 30.5%

Current national rate for placing vehicles
out-of-service: 20.07%

Drivers inspected in Oregon that were placed out-
of-service for a critical violation: ... 4,959 or 14.6%

Current national rate for placing drivers
out-of-service: 5.5%

Number of truck drivers caught falsifying
logbooks or keeping inaccurate logs: 5,778

Number of drivers caught with alcohol or drugs: .. 35

Inspections conducted with no violations..... 14,458



Summary of Oregon Truck Safety Inspections

Oregon Law and Rule Regarding Inspector Certification

Oregon Revised Statute – [ORS 810.560](#) –
Certification and training of commercial vehicle
inspectors. Before an enforcement official may
conduct inspections of commercial vehicles, drivers or
cargoes for purposes of enforcing rules adopted under
ORS 825.252 and 825.258, the official shall be trained
and certified as a commercial vehicle inspector by the
Department of Transportation.



Oregon Inspection Level Breakdown

The total 34,398 inspections conducted in 2017 break down as:

Level 1 - 5,873 = 17.07 %

Level 2 - 17,765 = 51.65 %

Level 3 - 10,420 = 30.03 %

Level 5 - 340 = .99 %

ODOT staff conducted 22,333 inspections.

Law enforcement agencies conducted 12,065 inspections.





Oregon State Police Partner Activity

Oregon State Police (OSP) inspected 8,157 trucks and drivers in 2017. They found critical violations that warranted placing 412 drivers and 486 vehicles out-of-service. Almost all of the inspections 7,848 or 96% were Level 2, which are walk around checks, initiated after a probable cause traffic stop. This type of inspection is aimed at changing driver behavior. The majority of Truck at Fault crashes are the result of driver failure not equipment.



City, County and Municipal Partner Activity

The city, county and municipal partner agencies conducted 3,908 inspections in 2017.

City Police — Ashland, Beaverton, Canby, Coburg, Gresham, Oregon City, Philomath, Phoenix, Portland, Reedsport, Salem, Scappoose, Stanfield, Toledo, Umatilla, West Linn and Woodburn.

County Sheriffs — Clackamas, Columbia, Gilliam, Linn, Marion, Multnomah, Washington, and Wheeler.

Weighmasters — Clackamas Co., DOT, Jackson Co., Lane Co., Public Works and Marion Co., Public Works.



Vehicle Selection for Inspection



Inspection Selection System

File Help

DOT Number: ICC Number:

Carrier Name:

Inspection Value: **80 -- Optional**

Expert:
History of violations involving: **brakes, wheels or tires, traffic laws.**

User Remarks:

Main Inspect Details Violation Details



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%



Ramp Sorter – 42%



Static Weigh – 16%



Oregon Department of Transportation



6 4

7 7

11



6 6

8 8

12



15 16

14 15

11



10 10

10 11

10





Ramp Safety [X]

ISS Greater than 95

Veh OOS Greater than 20

DRV OOS Greater than 10

OK Cancel



9/11/2013 5:00:18
YCBZ218OR

INSPECTION

6 6 7 7 12

← 65 →

Type 11
Class 11
Speed 27 mph
GVW 37587
Max GVW 80000
% Over 47



Trucking Online



Oregon Motor Carrier Transportation Division

Oregon Trucking Online

Free, Secure, 24/7

- Manage your account.
- Pay Taxes.
- Get permits.
- Renew plates.
- ...and much more



Trucking Online

Home
Oregon Department of Transportation
Search



[TOL Main Admin Menu](#)

[Logout](#)

[View Cart](#)

[WIM Codes](#)

For help, call
503-378-6699

Account No.: 000012

04/11/2017
08:47 AM
Pacific Time

000012 - [REDACTED]

OSCAR: Analyst Selection Options

Retrieve a carrier's records for a given month:

1 Please disable any pop-ups blockers while using this application!

Carrier's ODOT Account No.: 000012
 Month (from previous 6): 4/2017

----- or -----

Retrieve a truck's records for the last 8 days:

[More Info](#) Base Plate (eg YABC123)
 State or Prov: (select)

2 Choose record types to retrieve:

Weighings [Scale Locations](#)
 Citations
 Warnings

3 Choose report format:

[More Info](#)
[Free Excel Viewer](#)
[Free PDF Viewer](#)

Web Browser Page
 Spreadsheet Format
 PDF Format

4

Oregon Trucking Online
 Motor Carrier Transportation Division 3930 FAIRVIEW INDUSTRIAL DR SE
 SALEM, OR 97302-1166 Salem Headquarters - (503) 378-6699



Trucking Online

Home Oregon Department of Transportation **Search**

000012 - [REDACTED]

OSCAR: Selection Results

This window displays WEIGHINGS which you can save as an HTML document by using the "FILE" then "SAVE AS" commands from the toolbar above. Weights entered by the License Plate Reader (lpr) have truck images available by selecting the [link](#) in the plate column.

[More Info on Vehicle Codes, Commodity Types, or Scale Locations](#)

Weighings Information:

Date-Time	Day	Time Zone	Scale Location	Scale	Plate	State	Name	Authority Number	Unit	Gross	Type	Axles	Commodity	WM	Reason	Wgt_1	Wgt_2	Wgt_3	Wgt_4	Wgt_5	Wgt_6	Wgt_7	Wgt_8	Wgt_9
01-Apr-17 05:43:57 AM	Saturday	PT	Umatilla POE	3006	YAFG782	OR	[REDACTED]	000012	27298	350	5	9	2	c73	NONE	94	89	61	56	50	0	0	0	0
01-Apr-17 06:37:15 AM	Saturday	PT	Umatilla POE	3006	YAHZ917	OR	[REDACTED]	000012	27336	938	8	8	2	000545830103	OBYPAS	108	135	138	114	106	166	85	86	0
01-Apr-17 08:12:55 AM	Saturday	PT	Cascade Locks POE	1404	YAFE971	OR	[REDACTED]	000012	27279	1058	5	9	2	c39	NONE	100	255	263	200	240	0	0	0	0
01-Apr-17 08:13:22 AM	Saturday	PT	Cascade Locks POE	1404	YARL060	OR	[REDACTED]	000012	19258	944	8	8	2	000545829928	OBYPAS	114	81	168	163	132	78	100	108	0
01-Apr-17 08:59:06 AM	Saturday	PT	Woodburn POE	2409	YAJA334	OR	[REDACTED]	000012	27342	992	8	9	2	lpr	NONE	102	127	127	105	154	76	93	90	116
01-Apr-17 11:01:42 AM	Saturday	PT	Cascade Locks POE	1404	YARL059	OR	[REDACTED]	000012	19257	933	8	8	2	000545830288	OBYPAS	108	90	170	166	133	71	87	108	0
01-Apr-17 11:26:32 AM	Saturday	PT	Cascade Locks POE	1404	YAHZ917	OR	[REDACTED]	000012	27336	478	8	8	2	000545830103	OBYPAS	93	92	88	48	32	64	35	26	0
01-Apr-17			Cascade				[REDACTED]																	

LPR Event

(A red arrow points from the text 'LPR Event' to the 'lpr' entry in the 'WM' column of the 5th row in the table.)

-
- [TOL Main Admin Menu](#)
- [Logout](#)
-
- [View Cart](#)
- [WIM Codes](#)
- For help, call 503-378-6699
- Account No.: 000012
- 04/11/2017 08:47 AM Pacific Time



Trucking Online



[View Cart](#)

For help, call
503-378-6699

Account No.: 000012

04/11/2017
08:50 AM
Pacific Time



Not your truck?
[click here](#)



Trucking Online

[Home](#)
Oregon Department of Transportation
[Search](#)

000012 - XXXXXXXXXX

On rare occasions, the license plate reader will incorrectly identify letters or numbers and the weigh record will be falsely assigned to a different plate. We strive to retain accurate records and your help is needed and appreciated. If you find a misread plate assigned to your account, please add comments in the text box below and submit to Motor Carrier for correction. Please allow at least one business day to make this change.



[TOL Main Admin Menu](#)

[Logout](#)

[View Cart](#)

For help, call
503-378-6699

Account No.: 000012

04/11/2017
08:51 AM
Pacific Time



[Logout](#)

[View Cart](#)

Account No.:
session.authNo

04/11/2017
08:51 AM
Pacific Time

Carrier: 000012
Plate: YAIA334
State: OR
Day: 2017-04-01
Time: 08:59:06

Comments:

Optional:

Name

Phone

Email



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>
<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=C16184&state=NE&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=B71914H&state=WA&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=2290498&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=WP62617&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=119103&state=NE&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=YAIL304&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=B41806G&state=WA&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=P835172&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=PA08078&state=MT&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=19014RP&state=WA&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=P832255&state=IL&type=LPR>



LPR Logic

File Edit View Favorites Tools Help

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



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
Start	04/10/2017
End	04/10/2017

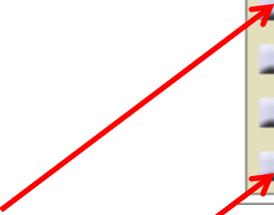


Edit Delete



Trucking Online

Inquiries			Hide
<input type="checkbox"/>	Get Tax Account Status	More Info	No Fee
<input type="checkbox"/>	Verify Weight-Mile Tax Reports filed with ODOT/MCTD (Includes Flat Fees Reports)	More Info	No Fee
<input type="checkbox"/>	Verify Insurance on file with ODOT/MCTD	More Info	No Fee
<input type="checkbox"/>	Verify Bond on file with ODOT/MCTD	More Info	No Fee
<input type="checkbox"/>	Look up a Vehicle	More Info	No Fee
<input type="checkbox"/>	Query OSCAR	More Info	No Fee
<input type="checkbox"/>	Query OSCAR for Audit		No Fee
<input type="checkbox"/>	Temporary Pass / Trip Permit Inquiry	More Info	No Fee
<input type="checkbox"/>	Driver/Vehicle Inspections	More Info	No Fee





Driver/Vehicle Inspections Inquiry - All Oregon Inspections

CERT code: T=To be returned; C=Returned & Certified; N=Not required
(You may sort by Driver Name or by Insp. Date by clicking on the column name)

Report No.	CERT	Driver Name	Insp. Date ▾	Hwy	Mile Post
ORAALA006247	C		06/15/2015	I5	274.18
ORAANY000057	C		07/16/2015	I-5	281
OR000S709784	N		08/05/2015	US20	19
OR000S620576	N		08/12/2015	OR6	
ORAASQ006022	C		08/18/2015	730	193.28
ORAABP000748	C		09/10/2015	I5	274.18
OR000S702810	N		09/17/2015	US30	73
ORAAAT001868	C		10/07/2015	26	36.51
OR000S730267	C		10/16/2015	I84	81
ORAABK002233	N		11/05/2015	US97	145.5
ORAAHZ008139	N		11/30/2015	30	16.5
OR000S714788	C		12/03/2015	I5	274.18

Trucking Online

April 16, 2018



PO BOX 699

COPY

Listed below is information from the Oregon Department of Transportation Driver Vehicle Inspection Report issued to one of your drivers.

Inspection #: ORAALA006247 State File #: 000012 USDOT #: 00113777
Date: 6/15/2015 Time: 9:06:AM Driver: [Redacted]

Unit	Make	Company #	License #	State
1	KW	52798	YAF1358	OR
2	TRLK	73888	HS60941	OR

Unit	Out of Service?	Violation Code	Description
2	Yes	393.130	Articulated bucket & spare bucket chain loose.

If you have questions or if all violations cannot be corrected within the time provided, please call the Motor Carrier Transportation Division at (503) 373-0982.



Commercial Vehicle Safety Plan 2018

National Safety Program of Activities & Objectives

The Oregon Commercial Vehicle Safety Plan addresses the five National Program Elements listed in the Federal Motor Carrier Safety regulations, 49 CFR 350.109:

1. Driver/Vehicle Inspections
2. Traffic Enforcement with Inspection
3. Compliance Reviews
4. Public Education and Awareness
5. Safety Data Collection



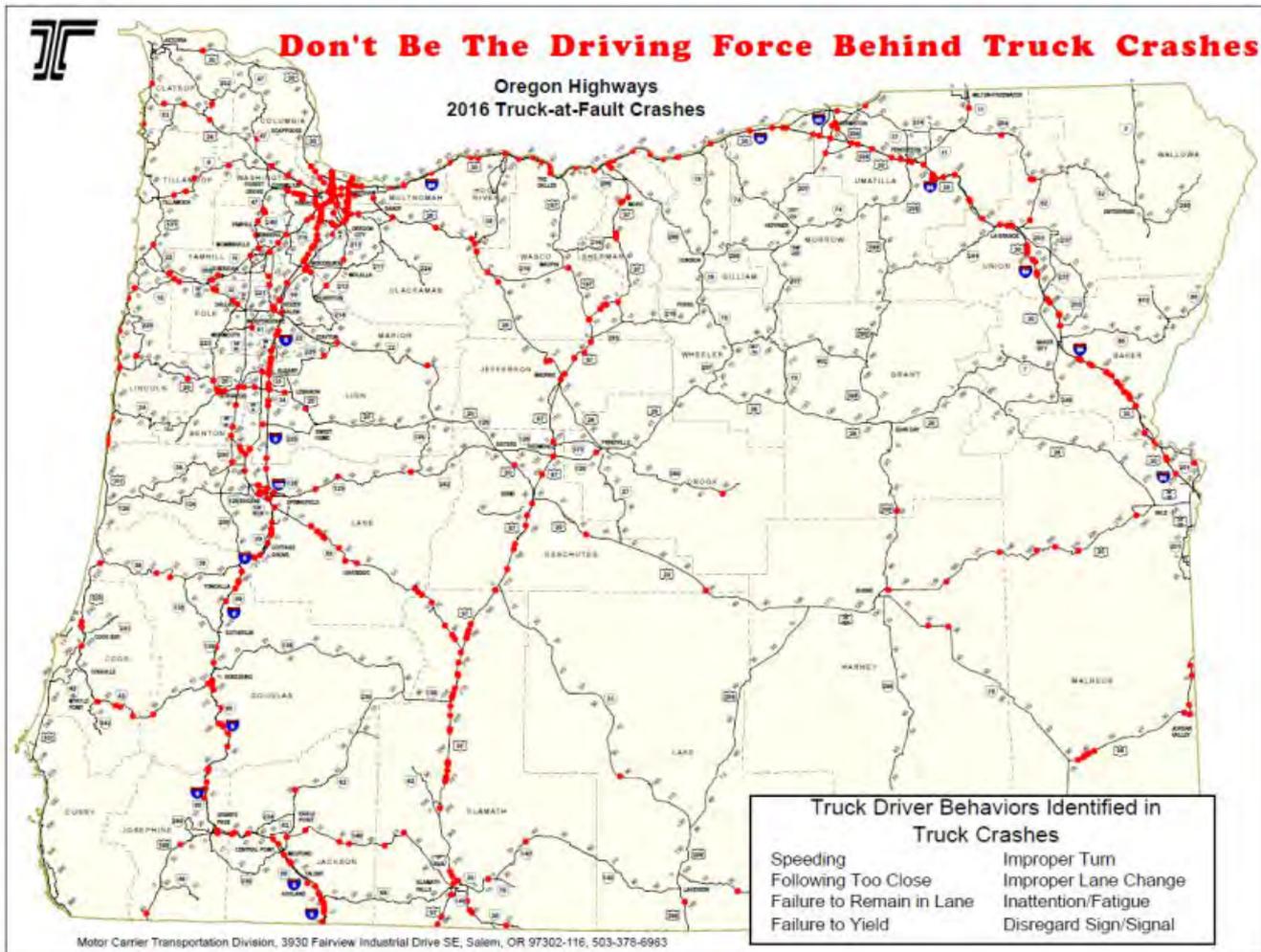
State-Specific Detail of Key Problems & Objectives

The following series of state-specific and national program objectives represent the heart of Oregon's Commercial Vehicle Safety Plan for 2018. This section describes problems and solutions used to impact commercial vehicle safety. Oregon enforcement staff focus on objectives that seek to reduce the five-year average crash total by 5%.





1 Problem: Address unsafe CMV driver behaviors that cause truck crashes in high crash locations.





2 Problem: Address the number of hazardous material (HM) incidents and truck-at-fault crashes

Crash History

	2013	2014	2015	2016	2017
Truck Crashes	1,309	1,418	1,336	1,512	1,693
Injuries	478	567	536	579	628
Deaths	33	34	55	50	51
Hazmat Crashes	21	38	28	36	33
Hazmat Spill/Release	3	6	4	11	7
Other Load Spills	47	79	66	59	72
Oregon Carrier Crashes	709	733	710	817	850
Foreign Carrier Crashes	600	685	626	695	843
Single-Vehicle Crashes	380	356	337	391	470



Hazardous Materials Transportation



3 Address that passenger-carrying vehicles are safe

Your bus passed an inspection. That's important.

The vehicle you are on and its driver just passed an ODOT inspection. This means:

- Your driver has been verified as qualified to drive.
- Your driver is operating within the hours limitations set by the FMCSA.
- The company's paperwork, registration, licensing, insurance and authority is in order.

Look for the CVSA Decal

A CVSA decal means your bus has passed a full ODOT mechanical inspection and that no major violations were found. You can also tell when your coach was last inspected. The number indicates the year: A "3" means the vehicle was inspected in 2013. The color indicates in which quarter the bus was inspected.

- GREEN: 1st quarter
- YELLOW: 2nd quarter
- ORANGE: 3rd quarter
- WHITE: 4th quarter



Use the SaferBus app to check the safety record of the carrier you are choosing

There's more to consider than just price and convenience. If you are purchasing a bus ticket or hiring a bus company for your group's travel, safety should be the top priority. Don't risk your life or the lives of others by making an uninformed decision.

Now, with the free SaferBus app, users can easily access a bus company's safety performance record; file a complaint and more from a mobile device.



The Federal Motor Carrier Safety Administration (FMCSA) has developed the SaferBus mobile application to provide 24/7 access to important safety information that you should verify before you select a USDOT registered bus company to transport you or members of your group.

Don't take a chance. Look before you book!



Destination BUS Inspections





4 Problem: Maintain Oregon's rating on Requests for Data Review

Based On : Date entered Selected Dates : 1/1/2017 to 12/31/2017 Assigned To : Oregon Dept. of Transportation Request Type : Crash

Request Type	Total RDRs	Closed Requests			
		Closed RDRs No Data Correction Made/	Percent Closed RDRs No Data Correction	Closed RDRs Data Correction Made/	Percent Closed RDRs Data Correction
Crash Event	40	19	47.5%	21	52.5%
Crash - Assigned to Wrong Carrier	13	4	30.8%	9	69.2%
Crash - Assigned to Wrong Driver	1	0	0.0%	1	100.0%
Crash - Not Reportable	14	9	64.3%	5	35.7%
Crash - Duplicate Record	4	1	25.0%	3	75.0%
Crash - Incorrect Information	8	5	62.5%	3	37.5%
Total	40	19	47.5%	21	52.5%

Based On : Date entered Selected Dates : 1/1/2017 to 12/31/2017 Assigned To : Oregon Dept. of Transportation Request Type : Inspection -

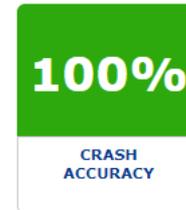
Request Type	Total RDRs	Closed Requests			
		Closed RDRs No Data Correction Made/	Percent Closed RDRs No Data Correction	Closed RDRs Data Correction Made/	Percent Closed RDRs Data Correction
Inspection Event	490	258	52.7%	232	47.3%
Inspection - Incorrect Violation	222	139	62.6%	83	37.4%
Inspection - Assigned to Wrong Carrier	87	49	56.3%	38	43.7%
Inspection - Assigned to Wrong Driver	4	4	100.0%	0	0.0%
Inspection - Missing Record	8	8	100.0%	0	0.0%
Inspection - Duplicate Record	1	0	0.0%	1	100.0%
Inspection - Incorrect Information	83	34	41.0%	49	59.0%
Inspection - Citation with Associated Violation	85	24	28.2%	61	71.8%
Total	490	258	52.7%	232	47.3%



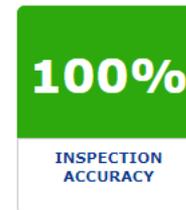
5 Problem: Maintain Oregon's rating for Truck Inspection and Crash Reporting



CRASH MEASURES



INSPECTION MEASURES







June 5-7, 2018

Largest targeted enforcement program on commercial motor vehicles in the world, with nearly 15 trucks or buses inspected, on average, every minute across North America during a 72-hour period.

OR 123





Train law enforcement and inspectors to :

Understand human trafficking and ways it overlaps with prostitution.

Recognize trafficking indicators at inspection and traffic stops.

Emphasize critical observations/behaviors/red flag indicators from law enforcement case studies which resulted in human trafficking cases.





FMCSA

Federal Motor Carrier Safety Administration

ELD Enforcement Beginning April 1, 2018

1. The carrier will be cited for failing to have the proper record of duty status.
2. The driver will be placed out-of- service (OOS) for 10 hours
3. At the end of the 10 hours, the driver will be permitted to continue the trip to their final destination, provided the driver has documented their duty status using paper logs and has a copy of the inspection report and/or citation.
4. The driver may not be dispatched again until they are equipped with a compliant ELD.
5. If the same driver is stopped following the next dispatch and found to still not be equipped with a compliant device, the driver will again be placed out of service for 10 hours, then permitted to continue using paper logs, as outlined above.
6. Violations will be counted against a carrier's SCA scores.



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.





[Crash Preventability Determinations](#)

FMCSA will review Requests for Data Reviews (RDRs) submitted into the Crash Preventability Demonstration Program in the order received. If FMCSA reviews a crash and determines it to be not preventable, the Agency will post a notification of the preliminary determination on [DataQs](#) for 30 days. During this time, anyone with documentation or data to refute the preliminary determination may go to [DataQs](#) and submit documentation that should be considered before a final determination is made.

FMCSA's [Safety Measurement System \(SMS\)](#) will display the final determinations of reviewed crashes.

- **Not Preventable:** The crash will appear on the public display of [SMS](#) with a notation that reads "FMCSA reviewed this crash and determined that it was not preventable."
 - The Crash Indicator BASIC on the motor carrier and enforcement views of [SMS](#) will display calculations with and without the not preventable crashes.
- **Preventable:** The crash will appear on the public display of [SMS](#) with a notation that reads "FMCSA reviewed this crash and determined that it was preventable."
- **Undecided:** If the documentation provided with the RDR does not allow for a conclusive determination, the crash will appear on the public display of [SMS](#) with a notation that reads "FMCSA reviewed this crash and could not make a preventability determination based on the evidence provided."

Determinations made during the Crash Preventability Demonstration Program will not impact FMCSA's other systems.

For more information on the Crash Preventability Demonstration Program, please visit:

- [Crash Preventability Demonstration Program Overview](#)
- [How to Participate in the Crash Preventability Demonstration Program](#)
- [Crash Preventability Demonstration Program Fact Sheet](#)

Updated: Wednesday, February 7, 2018



[Participate in the Crash Preventability Demonstration Program](#)

Beginning on August 1, 2017, if you have an eligible crash that occurred on or after June 1, 2017, visit [DataQs](#) to submit a Request for Data Review (RDR) with supporting documents, photos, or videos.

The following crash types are eligible for participation in the program:

- When the commercial motor vehicle (CMV) was struck by a motorist driving under the influence (or related offense);
- When the CMV was struck by a motorist driving the wrong direction;
- When the CMV was struck in the rear;
- When the CMV was struck while legally stopped or parked, including when the vehicle was unattended;
- When the CMV was struck by an individual committing or attempting to commit suicide by stepping or driving in front of the CMV;
- When the CMV sustained disabling damage after striking an animal in the roadway;
- When the crash was a result of an infrastructure failure, falling trees, rocks, or other debris; or
- When the CMV was struck by cargo or equipment from another vehicle.

For more information on the Crash Preventability Demonstration Program, please visit:

- [Crash Preventability Demonstration Program Overview](#)
- [Crash Preventability Determinations](#)

Updated: Wednesday, February 7, 2018

Related Links

- [Crash Preventability Demonstration Program Presentation](#)
- [Crash Preventability Demonstration Program FAQs](#)
- [Crash Preventability Demonstration Program Fact Sheet](#)
- [Crash Preventability Demonstration Program Video](#)
- [Crash Preventability Demonstration Program Federal Register Notices](#)

[Submit Feedback >](#)



IRP Proposed Ballots

2018

Motor Carrier Transportation Division

Audrey Lawson

ODOT

May 10, 2018



2018.01 Reciprocity for Non-AppORTioned Commercial Vehicles

History

- Formerly known as International Non-AppORTioned Commercial Vehicle Agreement (INCVA)
- IRP Board established working group in May 2010
- Most jurisdictions supported concept but none became a signatory



2018.01 Reciprocity for Non-Appportioned Commercial Vehicles

535 RECIPROCITY FOR NON-APPORTIONABLE VEHICLES

A non-Appportionable Vehicle which is a properly registered vehicle shall be granted full and free reciprocity in accordance with the exclusion, limit or condition filed by a Member Jurisdiction.



2018.01 Reciprocity for Non-Appportioned Commercial Vehicles

Official Commentary

A Member Jurisdiction may choose not to grant Reciprocity for intrajurisdictional movement for non-Appportionable vehicles or may place limits or conditions on its grants of Reciprocity of non-Appportioned Vehicles for intrajurisdictional movement.



2018.01 Reciprocity for Non-AppORTioned Commercial Vehicles

1220 ANNUAL REPORT OF ACTIVITY

Each Member Jurisdiction shall submit to the Repository by January 1 of each year the Member Jurisdiction's exclusions, limits and conditions. This information shall be maintained in Appendix D. An exclusion, limit or condition filed by a Member Jurisdiction shall become effective 30 days after it is filed, withdrawn, or at such later date as the Member Jurisdiction may specify.



2018.02 Registrant from Non-Member Jurisdiction

Summary

- Makes the Plan a real reciprocity agreement
- Authorizes a member jurisdiction to accept or reject an application that is not based in a member jurisdiction
- Makes Section 310 consistent with the language in the International Fuel Tax Agreement (IFTA); then repeals Section 310 on January 1, 2022



2018.02 Registrant from Non-Member Jurisdiction

Member Jurisdictions with Section 310 Registrants*

Member Jurisdiction	Registrant's Jurisdiction (Non-Member)	Number of Registrants	Number of Vehicles
British Columbia	Yukon	1	15
Idaho	Alaska	3	3
Minnesota	Alaska	1	1
Oregon	Alaska	5	7
Washington	Alaska	6	38
TOTAL		16	64

* Based on the member jurisdictions that responded to the Texas survey of the northern jurisdictions and the United States Border States as of 4/12/18.



Wait there's more...



FTPBP #01-2018 Requirement to upload full demographics data on a daily basis for each business day

Intent

To amend the IFTA Articles of Agreement to clarify that an upload of full demographic data is completed daily for each business day.



FTPBP #02-2018 Change reference to be used if a conversion from Canadian to US dollars is required for transmittal reports

Intent

To amend the IFTA procedures to align with the Bank of Canada's new procedure in publishing exchange rates each business day by 4:30PM EST.



FTPBP #03-2018 Base Jurisdiction for IFTA Accounts

Intent

To amend the IFTA Articles of Agreement to provide authority for a jurisdiction to issue an IFTA license to an applicant in their jurisdiction provided the applicant meets the established place of business or residency requirements of that jurisdiction.



FTPBP #04-2018 Establishing a firm cutoff date for tax rate change

Intent

To establish a firm cut-off date for tax rate changes to ensure consistency between the tax rates a carrier uses, the tax rates each jurisdiction sends to their carriers, and those posted on the IFTA Tax Rate Matrix.



The End





OAR Updates: Emergency Moves of Oversize Loads

Audrey Lawson

Motor Carrier Transportation Division
May 10, 2018



Proposed New Rules

Emergency Movement for the Oregon Department of Forestry (ODF).

Cleaning up rules around travel time restrictions, in response to an emergency.





Emergency Moves for ODF

- (1) Movement allowed 24/7/365 for support of fire suppression operations. Return trips allowed.
- (2) Pilot vehicle requirements, allowing an exception.
- (3) Pilot vehicle exception: no pilots up to 10' wide on Map 2 purple routes, with emergency lighting.
- (4) ODF responsible to check road and bridge restrictions.





Emergency Moves for ODF

Why?

- MCTD staff have issued this permit for many years, with no known issues.
- Now is a good time to memorialize the requirements.





Emergency Conflagration Act

Proposed new rule OAR 734-082-0021 (2):

- Allow equipment to be moved to or from a fire.
- Allow movement during times normally restricted (summer weekends and holidays).





Cleaning up Travel Time Restrictions

Update OAR 734-082-0021 (1) to allow for travel time outside of those allowed on Attachment H for:

- ODF operations as described in the proposed new rule.
- Responding to a fire under the Emergency Conflagration Act.
- Verbal authorizations in response to an emergency, when OD Permits office is closed.
- When authorized by a road authority.





Implementation Plan

Develop a new class code for the ODF permit.

For the Emergency Conflagration Act:

- Develop new annual permit that can be used in conjunction with other annual permits, authorizing the new travel times.
- Issue single-trip permits as needed, authorizing the new travel times.
- Continue the current practice of 2 pilot vehicles required when operating outside of what is normally allowed on Attachment H.
 - Example: 13' wide on Interstates; 11' wide on Map 2 red routes.

