Motor Carrier Transportation Advisory Committee Agenda

3930 Fairview Industrial Drive SE Salem, OR 97302
Room 230 Ashland Conference Room
Thursday, May 9, 2019 8:30am-11:30am

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

Time		Topic	Action	Lead
8:30-8:35	5mins	Welcome & Minutes Approval	Decision	All
8:35-8:45	10mins	Rule Updates - Division 78 (PGE)	Discussion	Anthony Barghini
8:45-9:05	20mins	Construction Overview	Informational	Joe Squire
9:05-9:25	20mins	Mobility Update	Informational	Katie Scott & Christy Jordan
9:25-9:40	15mins	Fast Act Update (EVs)	Informational	Bert Hartman
9:40-10:00	20mins	Transportation Safety Update	Informational	Troy Costales
10:00-10:15	15mins	Legislative Update	Informational	Amy Joyce
10:15-10:25	10mins	Agenda Build	Discussion	All

Action Items/Notes:

MINUTES
MOTOR CARRIER TRANPORTATION ADVISORY COMMITTEE MEETING
May 9, 2019

Attendees:

Howard Russell – ODOT/MCTD
David McKane – ODOT/MCTD
Dave Gray – Glostone
John Friton – PGE
Christy Jordan – ODOT/MCTD
Katie Scott – ODOT/MCTD
Bert Hartman – ODOT/Bridge
Tara Caton – ODOT/MCTD
Rick Kokel – May Trucking Company
Andrea Comer – ODOT/MCTD
Sven Johnson – ODOT/MCTD
Anthony Barghini – ODOT/MCTD
Carla Phelps – ODOT/MCTD
Hannah Wilson – ODOT/MCTD
Joe Squire – ODOT
Jason Lawrence – ODOT/MCTD
Donny Callahan – Gerlock Towing/OTTA
Waylon Buchan – OTA
Soona Lee – EROAD
Yasi Alemzadeh – EROAD
Troy Costales – ODOT Safety Division
Amy Ramsdell – ODOT/MCTD
Amy Joyce – ODOT Government Relations
Jon Reimer – ODOT/MCAD

Phone:

Kristan Mitchell – ORRA

March MCTAC Minutes

Dave Gray motioned to approve the March 14, 2019 minutes and Anthony Barghini seconded the motion. The minutes were approved unanimously.

Rule Update OAR 734-078-0015 . . . Anthony Barghini

(See Attachment A)

Revision to OAR 734-078-0015, Types of Vehicle Combinations Authorized, updated language in section (1) (b) to: Log truck **or motor truck or truck-tractor** and independently operated manually or mechanically steered trailer. The revision was initially requested by PGE. After posting in the June Oregon Bulletin, the revised rule will go to the Oregon Transportation Commission for final approval.

Work Zone Safety & 2019 Construction Overview . . . Joe Squire

(See Attachment B)

85% of paving projects occur at night because it minimizes the impact to the travelling public and the lighter traffic flow makes construction employees safer overall; however, decreased visibility makes it more difficult to see workers. Please slow down in construction zones and watch out for workers. ODOT wants everyone to make it home safely. There is less pavement going down this year than last, but if HB 2020 passes, it could have significant impact and increase paving.

To download a copy of the 2019 construction projects map or to learn more about projects in your area, please navigate to the 2019 Summer Projects page: https://www.oregon.gov/ODOT/Pages/ConstructionMap.aspx.

Joe also asked the group for input related to bridge joint repair. Part of the construction process includes scheduling staggered dates as we work through repairing joints. If the project moves faster than anticipated, would industry prefer that we stick to the schedule, or could we jump ahead in order to finish the overall project faster? He asked the group to think about it. Joe.SQUIRE@odot.state.or.us

Mobility Update . . . Katie Scott

(See Attachment C)

The Mobility Unit separated from MCTD's Over-Dimension Permit Unit; however, the two units still work closely together. The Mobility staff review and analyze project plans for mobility and work zone safety impacts, review and approve Highway Restriction Notices, Facilitate Mobility Meetings, and provide training on mobility policies and procedures. Mobility meeting agendas and documents are available at https://www.oregon.gov/ODOT/MCT/Pages/MobilityRecords.aspx.

If you have questions, you can also contact the MCTD Mobility Team via email at MCTDMOBILITYTEAM@odot.state.or.us.

Waylon noted that OTA appreciates Mobility's assistance.

Fast Act Update (EVs) . . . Bert Hartman

(See Attachment D)

Load Posting Update for Emergency Vehicles – EV (Interstate) load ratings are expected to be complete by December 2021. All future load ratings will have EV's. EV load rating procedures were recently provided. The load rating focus is on SHV Category 1 bridges. This is a good population to also concentrate for EV's. We can't use the permit system on the interstate system for EV's per the FAST Act; signage must be used instead.

Six-hundred and sixteen Load Ratings are currently being negotiated. Next steps include continued coordination between MCTD and Bridge for using a permit for non-Interstate routes, begin outreach efforts with Fire Chiefs, negotiate load rating dates with FHWA, and finalizing the load rating plan.

Transportation Safety Update . . . Troy Costales

(See Attachment E)

Troy shared the Preliminary Analysis of Speed Limit Changes in Eastern Oregon report from Portland State University's Civil and Environmental Engineering department, which was provided to the Oregon Transportation Commission in January. The safety analysis is preliminary and there were some limitations to the study. We have one year of data related to the speed changes at this time. The study is at the request of the OTC and the data will be reviewed again at the three-year mark, ost likely starting in 18 months.

Overall, there was an increase in average speeds and more vehicles were traveling at higher speeds (i.e.>75mph). In the area where speeds were raised to 70/65 mph for cars and trucks, there was an increase in the total crashes, but no apparent change in the number of fatal and injury A crashes. In the area where speeds were increased to 65/60 mph for cars and trucks, total crashes increased, fatal and injury A crashes increased, truck-involved crashes increased, and truck-involved fatal and injury a crashes increased.

Legislative Update . . . Amy Joyce

Amy focused on bills that impact the Motor Carrier Transportation Division.

SB56 – MCTD's bill to eliminate the paper Oregon Weight Receipt and Tax Identifier as well as the corresponding $8 fee. It was well received by the committee and will safe industry approximately 8 million dollars per biennium with potentially an additional 8M in administrative fee savings. Thank you to industry members for providing your administrative costs when this data was compiled.

HB2007 – The dirty diesel bill; this is still being heavily worked within the legislature. Engine age phase out or retrofit is a major component. The date of the engine is under negotiation and there would be a phased in approach.

Waylon noted that 2006 is engine age of the current proposed amendment.

HB2020 – The carbon bill (cap in trade)

SB411 – Allows added weight for electric trucks

There are continuing discussions around Weight/Mile, although there is no official bill at this time.

The ODOT transportation package clean-up bill is scheduled to be worked next week.

The revenue forecast for the state is expected to be next Wednesday.

Administrator Update . . . Amy Ramsdell

There is an opportunity to provide public comment and become involved in the selection of the next ODOT Director. For the most current information on the recruitment, please check out the web site: https://www.oregon.gov/ODOT/Get-Involved/Pages/Director-recruitment-2019.aspx

Amy thanked Waylon for allowing MCTD to participate in the OTA's Safety Conference. The information sharing opportunity sparked some good conversation around emergencies and the industry's desire for text communications.

Agenda Build

The group will not meet in June. **The next scheduled meeting of the Motor Carrier Transportation Advisory Committee will be July 11, 2019**. Suggested items for the July meeting include:

- Legislative Recap
- Possible OAR related to Sugar Beets
- Work Zone Safety – multiple pilot projects
- Superload Harmonization
- Tow meeting update
- Load securement for members of the hay industry
- FMCSA update on agricultural commodities definition, personal conveyance, rule makings, etc.

Meeting adjourned 10:20

Attachment

A

Chapter 734
Department of Transportation, Highway Division

734-078-0015
Types of Vehicle Combinations Authorized

(1) Permits may be issued only for the following types of vehicle combinations:

(a) Log truck and pole trailer coupled together by stinger and reach. The stinger is to be at least five feet in length;

(b) Log truck **or motor truck or truck-tractor** and independently operated manually or mechanically steered trailer;

(c) Truck tractor semitrailer and trailer combination. The trailers shall be coupled together by stinger and reach and the distance from the front of the first trailer to the rear of the second trailer shall not exceed 68 feet;

(d) Truck and trailer coupled together by means of a stinger and the trailer tongue. The stinger is to be at least five feet in length;

(e) Truck transporting a pole by means of a pole dolly and pole drawbar device that is attached to the leading end of the pole and attached to the towing vehicle by means of a pintle hook;

(f) An auxiliary axle may be authorized for the purpose of distributing the weight of the load; and

(g) The Chief Engineer may designate other types of vehicle combinations, which in the Chief Engineer's determination fit the scope and purpose of these rules.

(2) A stinger is measured longitudinally from a point located opposite the back of the tread of the tires of the last axle on the truck to the point of coupling.

Statutory/Other Authority: ORS 184.616, 184.619, 818.220
Statutes/Other Implemented: ORS 818.220

Attachment

B

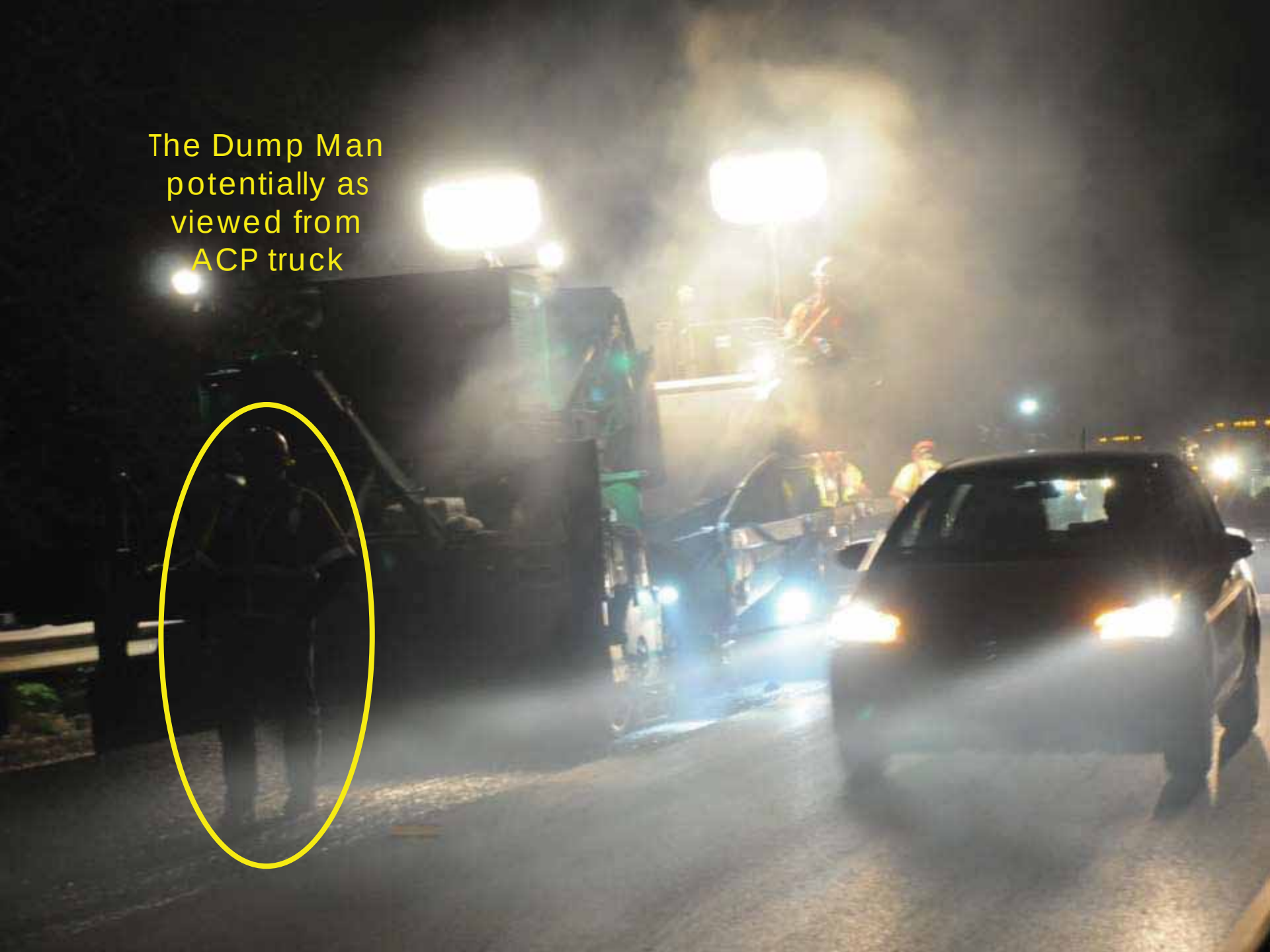
Motor Carrier's Transportation Advisory Committee

2019 Construction Projects

Oregon Department of Transportation

Joe Squire, PE
State Construction and Materials Engineer
Construction Section, Statewide Project Delivery Branch
May 2019

> 85% paving projects occur at night

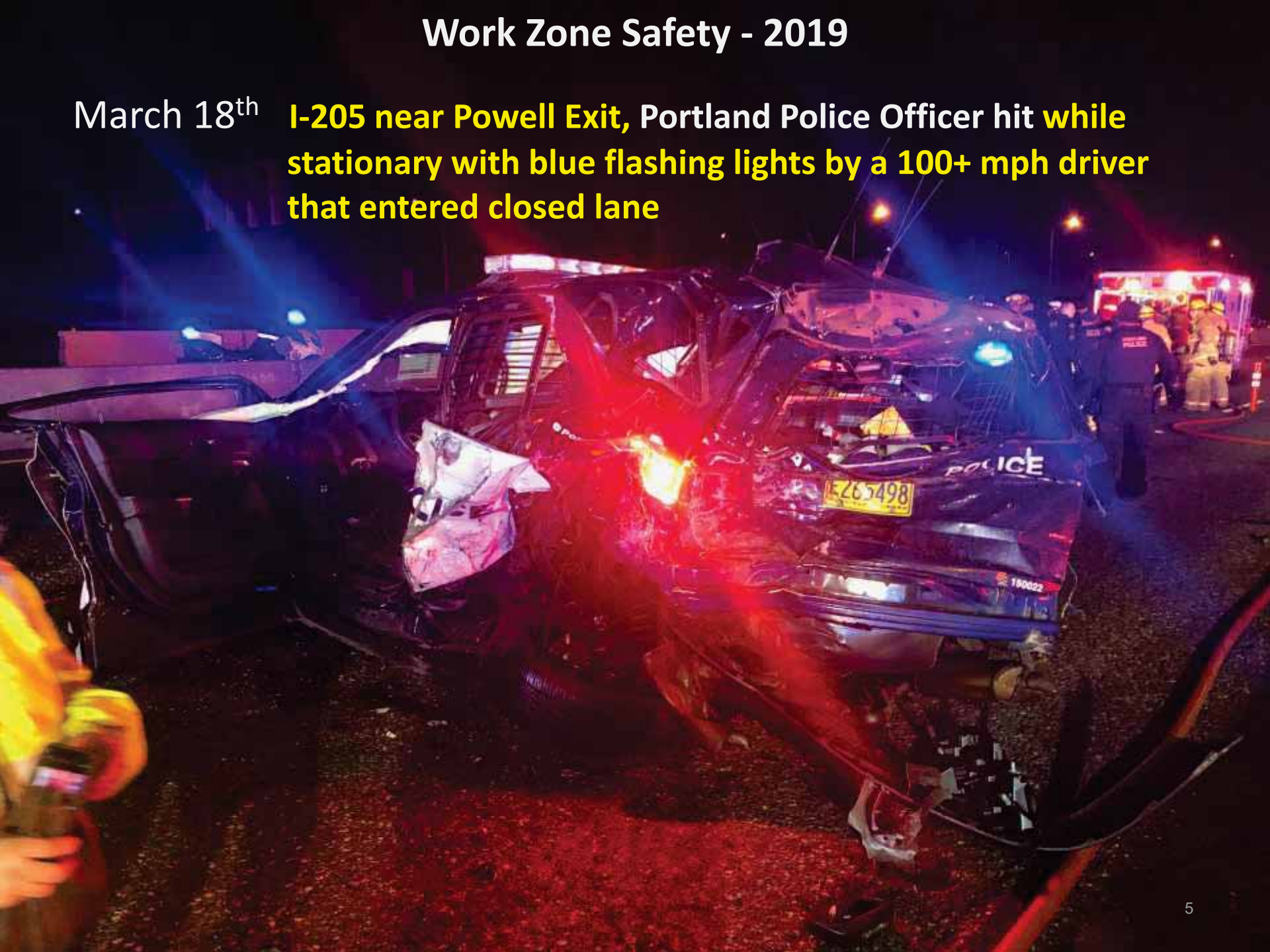

The Dump Man potentially as viewed from ACP truck

Work Zone Safety - 2018

June 1st	**I–84 Pendleton, contractor employee hit, drunk driver**
July 26th	**La Pine Area, flagger hit, driver speeds away, later caught**
August 16th	**Monmouth, 99W, flagger hit, driver attempted to pass vehicle que**
August 29th	**Eugene, 126W, flagger escaped without injury, Drunk driver crashes into 3 cars stopped in traffic que**

Work Zone Safety - 2019

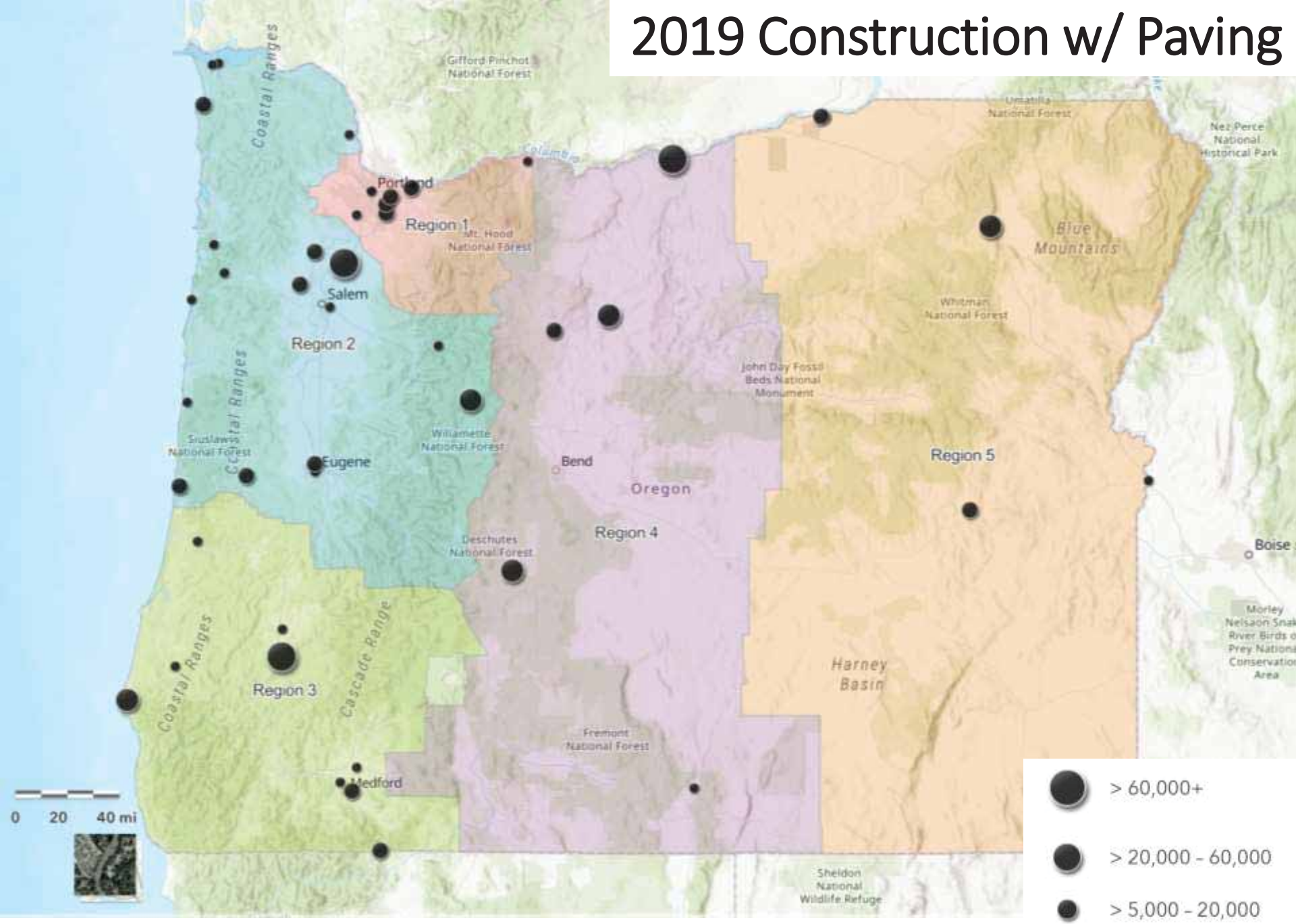
March 18th **I-205 near Powell Exit, Portland Police Officer hit while stationary with blue flashing lights by a 100+ mph driver that entered closed lane**



August 15, 2018

OR11 near Athena in Umatilla County, Flagger Killed

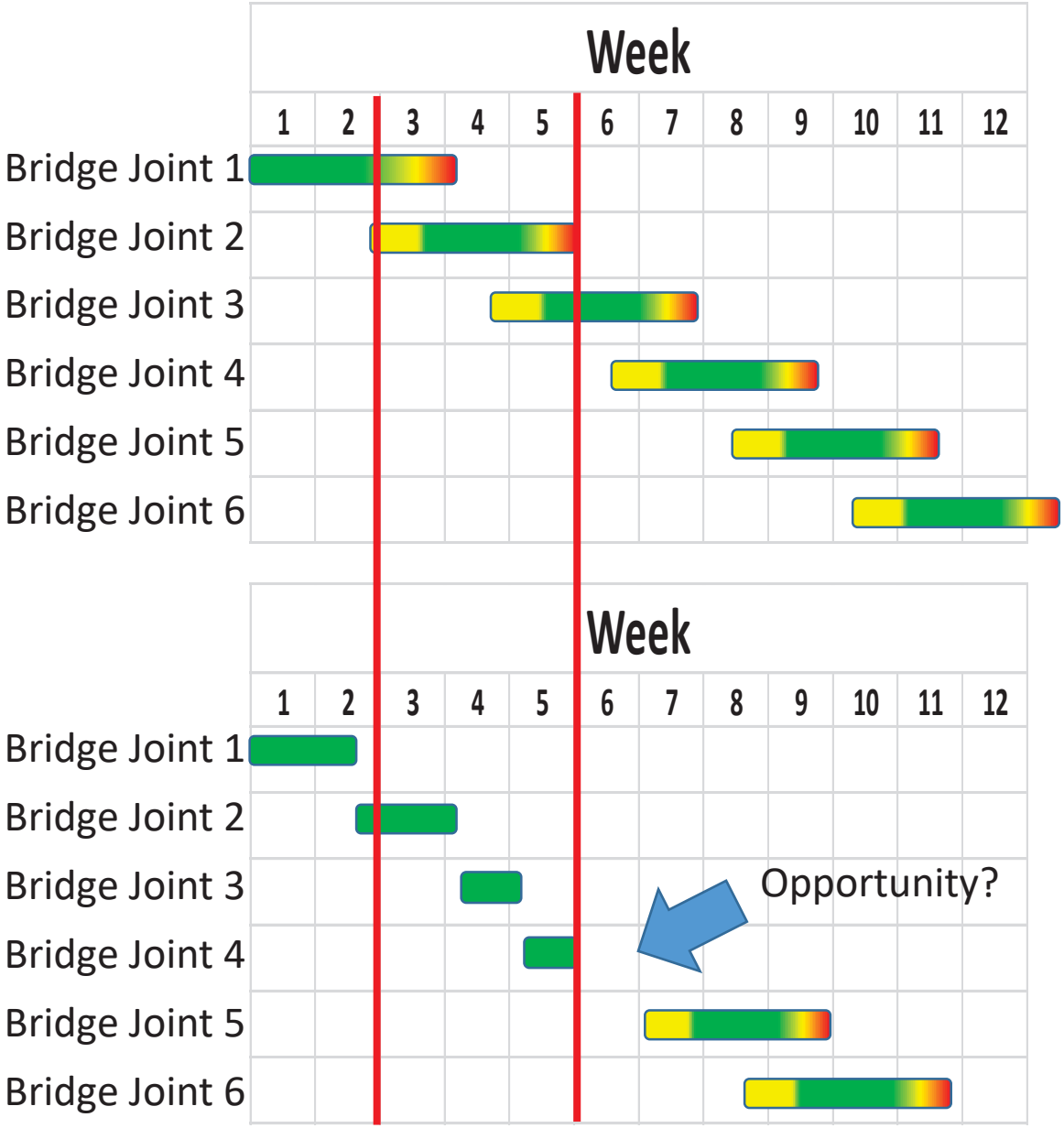
2019 Construction w/ Paving



Link to the map properties including some project information: https://arcg.is/1HvqiO

Guidance Desired

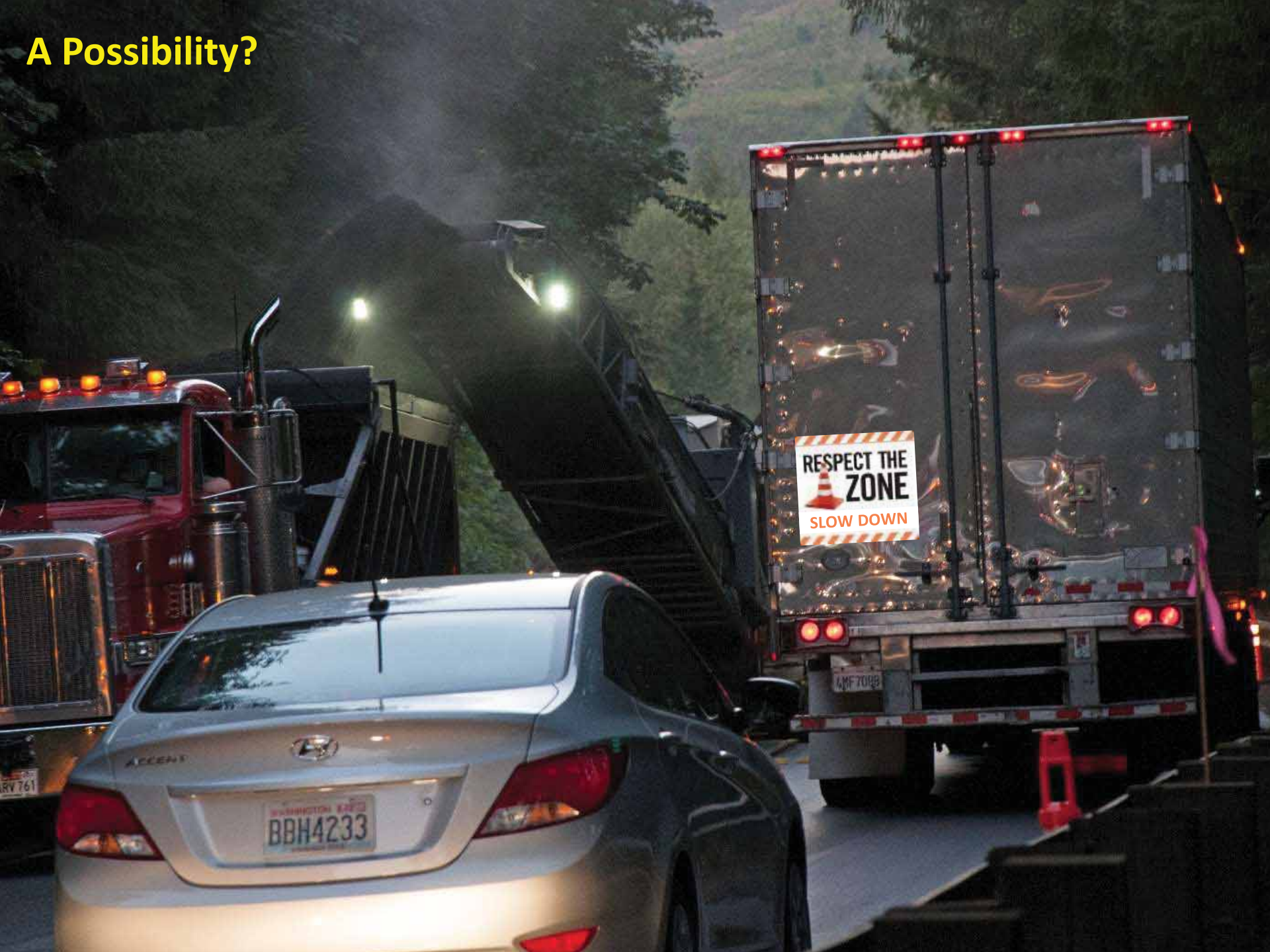
An example of advancing notification



An Active Day Shift Work Zone – About 25,000 ADT
Lesson potential from video recording ourselves

OR569, Eugene, OR
Hard Barrier Separation
Summer 2018

A Possibility?



Thank you

for your engagement.

Questions & comments?

Attachment

C

Statewide Mobility Program Updates

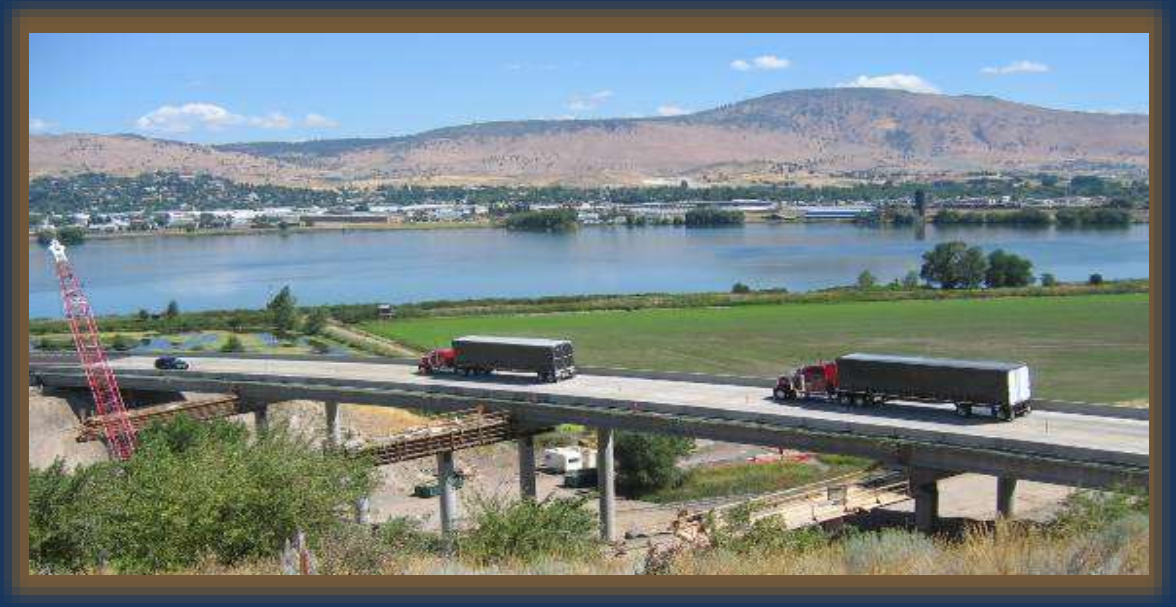
MCTAC - May 9, 2019

Presented By: Katie Scott

Mobility is important to ODOT, the trucking industry, contractors, and the traveling public.

Mobility can be defined as the ease with which people and goods are moved throughout their community, state and the world.

Transportation's most essential function is to provide safe mobility for people and goods.



MCTD's Statewide Mobility Program:

- Review and analyze project plans for mobility and work zone safety impacts;
- Review and approve Highway Restriction Notices
- Facilitate Mobility Meetings
- Provide training on mobility policies and procedures

New/Updated Mobility Resources & Tools

- New Mobility Project Tracker
  - Mobility Project & Highway Restriction Notice Reports
  - 113 projects reviewed since September 2018
  - 229 New Highway Restriction Notices
- Updated Highway Restriction Notice Form
- Updated Mobility Consideration Checklist

How these changes impact the Industry

Communication

Sign Up Today!

The MCTD Mobility Team is available to answer your questions and provide any additional information

Team email:
MCTDMOBILITYTEAM@odot.state.or.us

Attachment

D

Load Posting Update For Emergency Vehicles

Overview

- Load Rating Efforts
- Communication Efforts
- Next Steps

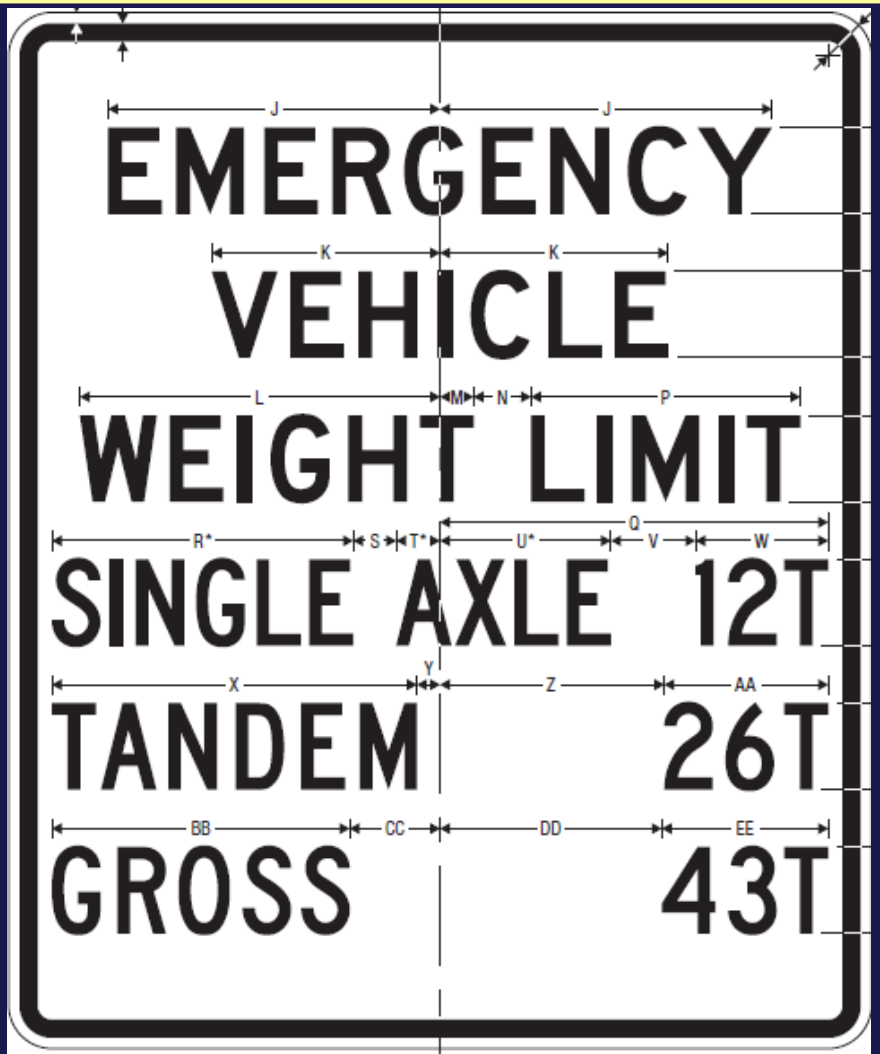
Load Rating Efforts

- Bridges with no load rating
  - Culverts Sept 2019
- SHV Category 1 March 2021
- SHV Category 2 Dec 2026
- EV (Interstate) Dec 2021

Fixing America's Surface Transportation Act (FAST)

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

MUTCD Sign


J
J
EMERGENCY
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K
VEHICLE
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WEIGHT LIMIT
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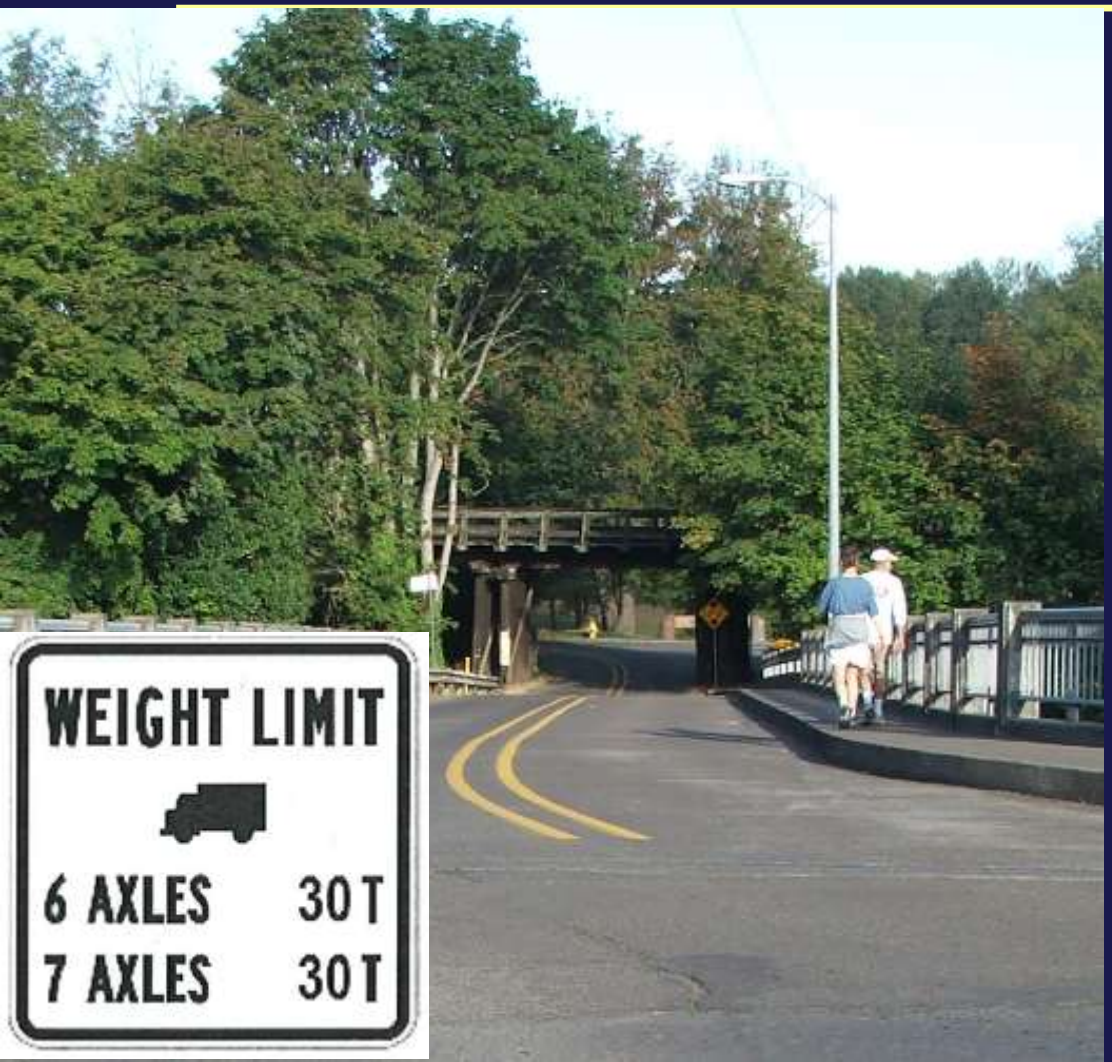
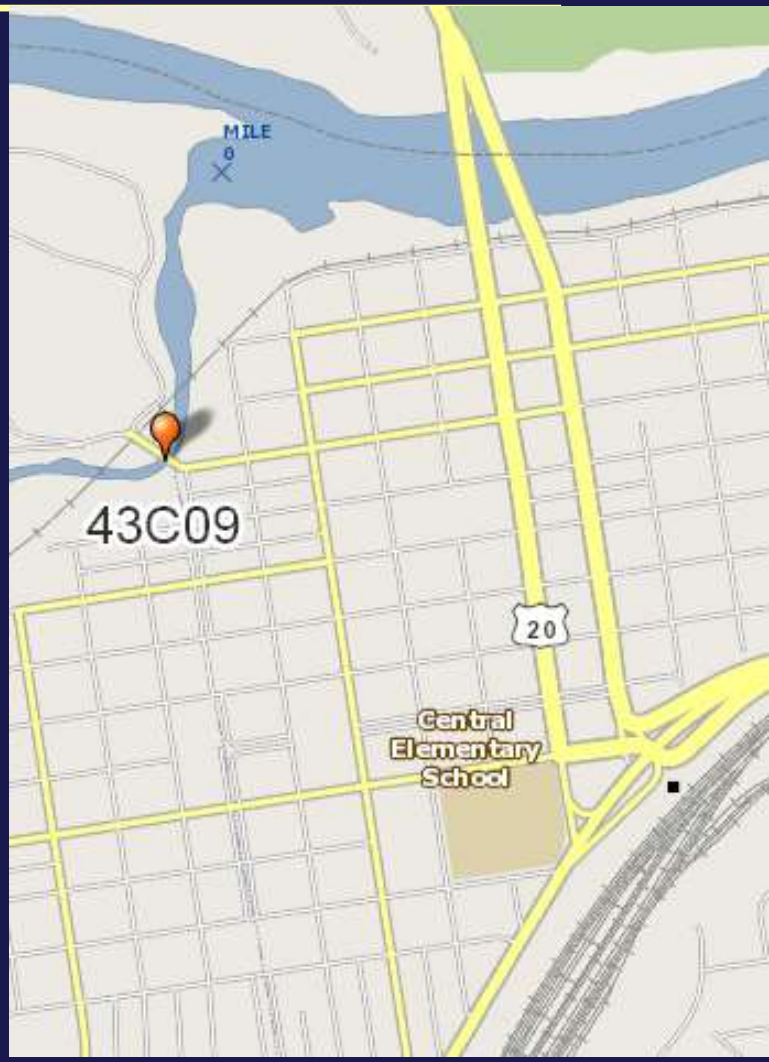
U*
V
W
SINGLE AXLE 12T
X
Y
Z
AA
TANDEM 26T
BB
CC
DD
EE
GROSS 43T

All Future Load Ratings Will Have EV's

- 616 Load Ratings being negotiated
- Start Date – July 2019
- Deteriorated Timber
- SHV Category 1
- SHV Category 1
  - Rating factor < 1.3 for SU-7

Calapooia River, Albany





Procedures

NCHRP Project 20-07/Task 410

Load Rating for the Fast Act Emergency Vehicles Ev-2 and Ev-3

REVISED FINAL REPORT

Factors, Alongside Vehicle, Lane Load

Communication Efforts

ODOT TransGIS
Oregon Department of Transportation

The layer is being developed

1194 Bridges

Internal ODOT Coordination

Planning Level Cost Estimate

Bridge Strengthening Needs

Liz Hunt, PE	Bert Hartman, PE
Bridge Planner	Bridge Program Manager

This estimate is based on the OTIA program and is currently under review

Next Steps

- Continued Coordination between MCTD and Bridge for using a permit for non-Interstate routes
- Begin outreach with Fire Chiefs
- Negotiate load rating dates with FHWA
- Finalize the load rating plan

Summary

- All future load ratings will include EV's
- EV load rating procedures were recently provided
- The load rating focus is on SHV Category 1 bridges. This is a good population to also concentrate for EV's
- More internal coordination is needed
- Communication will start with the Fire Chiefs and will include the EV Bridge Layer in TransGIS

The End!

Attachment

E

Preliminary Analysis of Speed Limit Changes in Eastern Oregon

Portland State
Civil & Environmental Engineering

Chris Monsere, Ph.D., P.E.
Professor and Chair
Department of Civil and Environmental Engineering
Portland State University

Oregon Transportation Commission Meeting

1/17/2019

Method

Compare changes in speed and safety on segments with increased speed limits to control locations.

Control

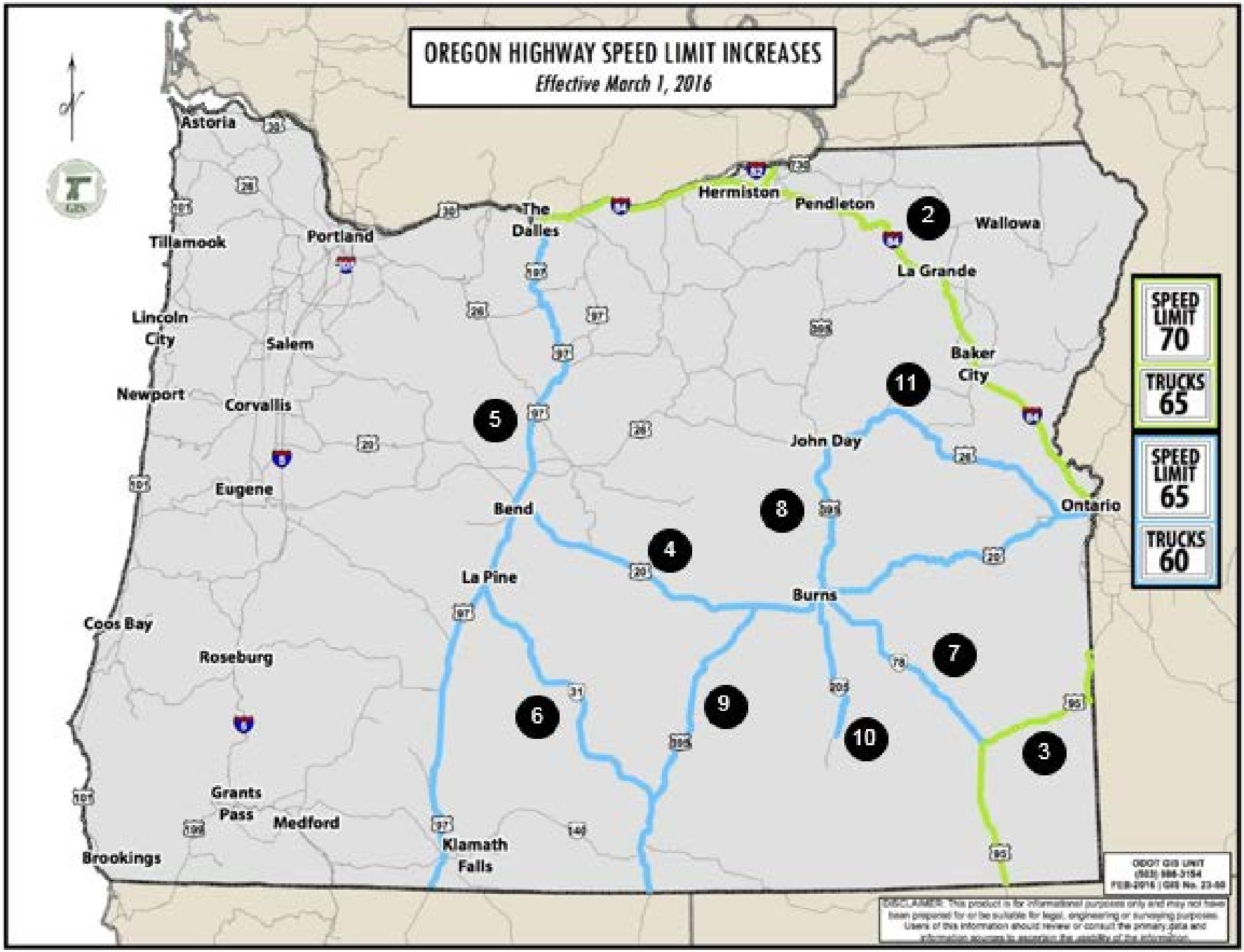
65 mph segments
- 151 miles
- 5 speed stations
- I-5 and I-84 freeway

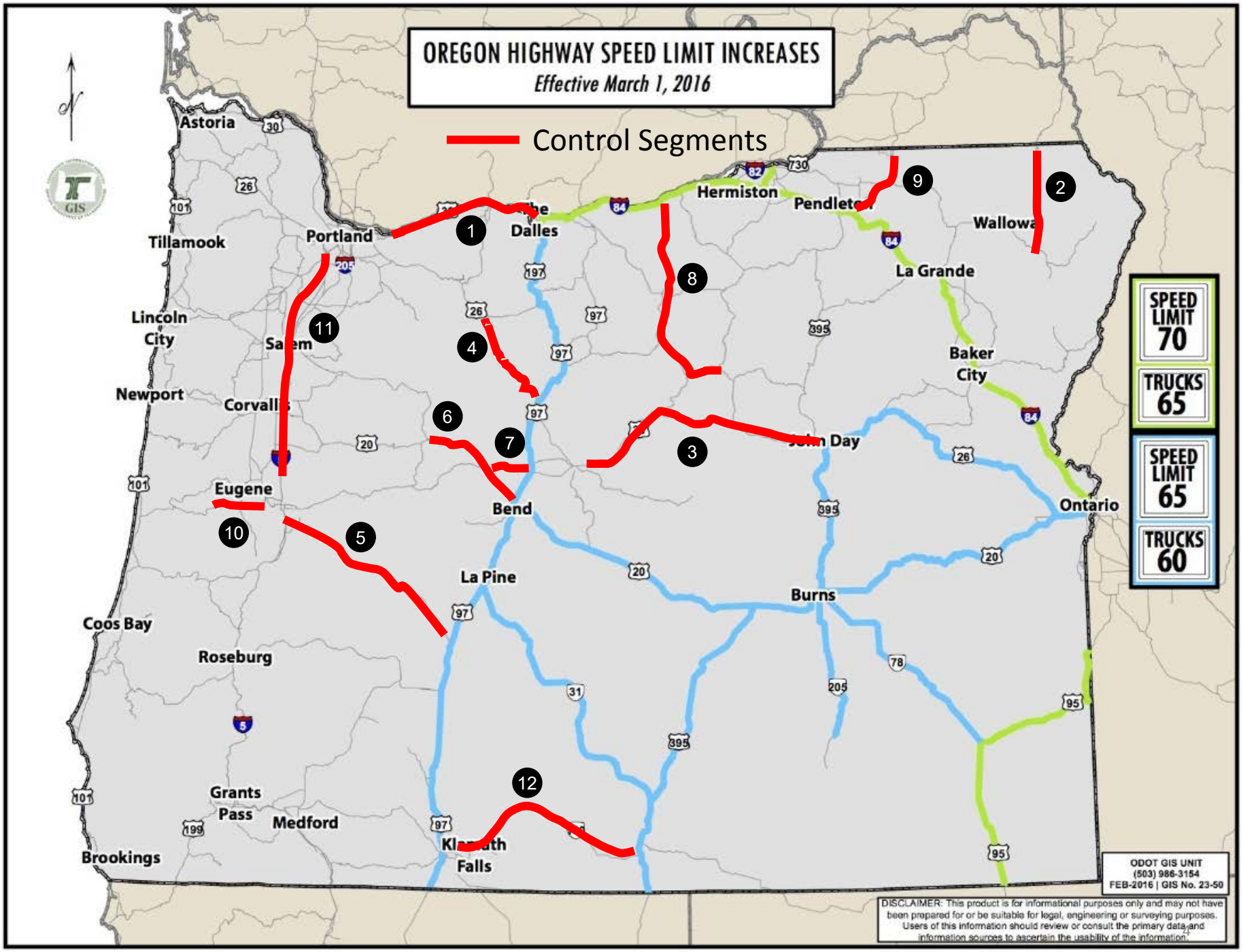
55 mph segments
- 539 miles
- 10 speed stations
- Some in Eastern Oregon, others in Valley/Coast

Increased Posted Speed

65 → 70 mph segments
- 417 miles
- 6 speed stations
- I-84, I-82 and US-395 (a 2- lane segment)

55 → 65 mph segments
- 1,009 miles
- 11 speed stations
- Mostly 2-lane segments in Eastern Oregon


OREGON HIGHWAY SPEED LIMIT INCREASES
Effective March 1, 2016
Astoria
Tillamook
Portland
The Dalles
Hermiston
Pendleton
Wallowa
La Grande
Lincoln City
Salem
Baker City
Newport
Corvallis
John Day
Eugene
Bend
Ontario
La Pine
Burns
Coos Bay
Roseburg
Grants Pass
Medford
Klamath Falls
Brookings
2
5
11
8
4
7
6
9
10
3
SPEED LIMIT 70
TRUCKS 65
SPEED LIMIT 65
TRUCKS 60
ODOT GIS UNIT
(503) 986-3154
FEB-2016 | GIS Rev. 23-00
DISCLAIMER: This product is for informational purposes only and may not have been prepared for or be suitable for legal, engineering or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.


OREGON HIGHWAY SPEED LIMIT INCREASES
Effective March 1, 2016
Control Segments
SPEED LIMIT 70
TRUCKS 65
SPEED LIMIT 65
TRUCKS 60
Astoria
Tillamook
Portland
Dalles
Hermiston
Pendleton
Wallowa
La Grande
Lincoln City
Salem
Newport
Corvallis
Baker City
John Day
Eugene
Bend
Ontario
La Pine
Burns
Coos Bay
Roseburg
Grants Pass
Medford
Klamath Falls
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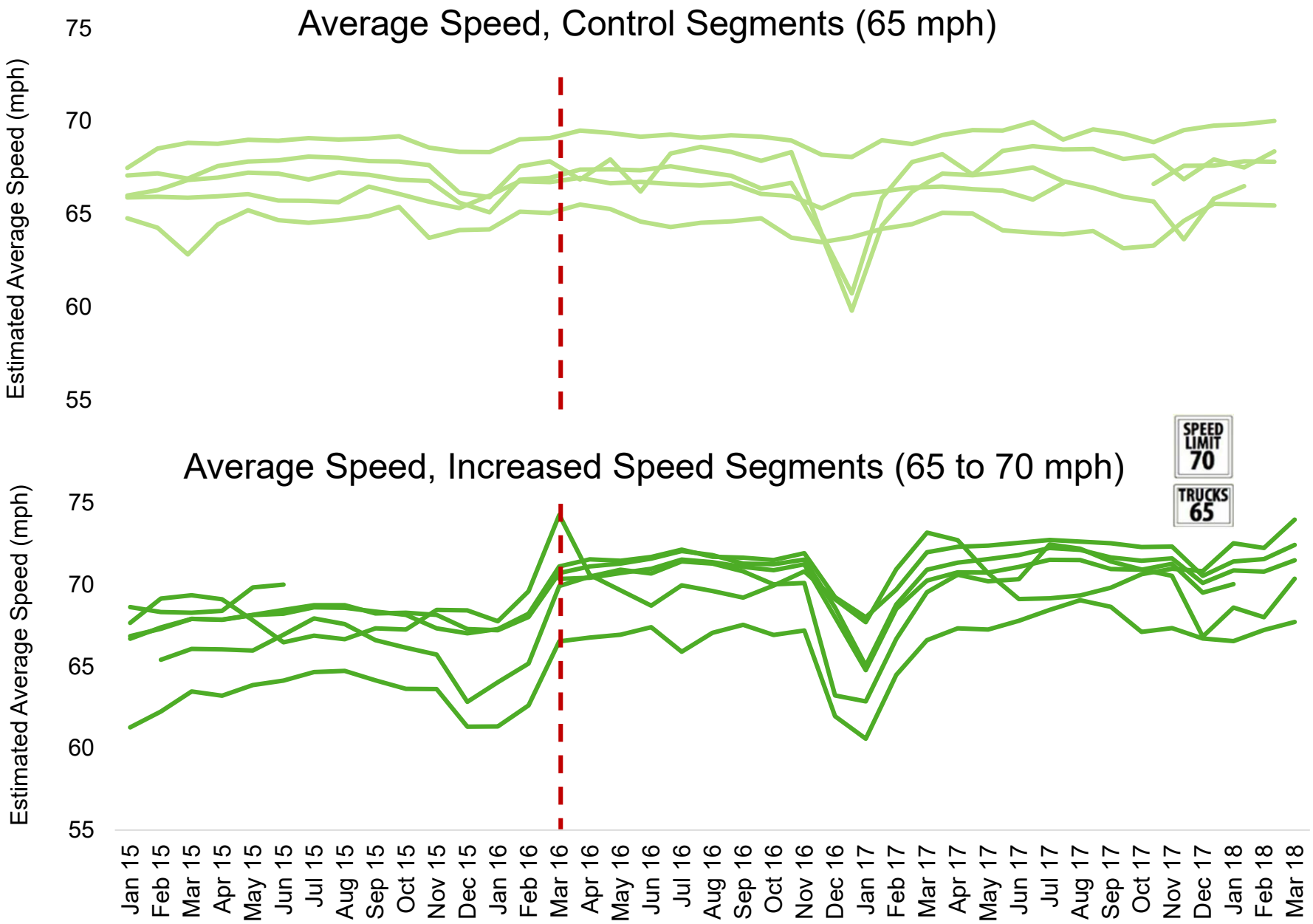
ODOT GIS UNIT
(503) 986-3154
FEB-2016 | GIS No. 23-50
DISCLAIMER: This product is for informational purposes only and may not have been prepared for or be suitable for legal, engineering or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

Speed Comparisons

- Source
  - Automatic Traffic Recorders (ATR) – all vehicles by month
  - *HERENow, as proof of concept*
- Comparison Periods
  - Data from January 2015 to March 2018
  - *May to October months only (without snow/ice)*
  - *December to February months only (winter months)*
- Measures (all vehicles, by month)
  - Estimated average speed
  - Percent of vehicles exceeding 65 mph, 75 mph and 85 mph
- Statistical Tests
  - T-test of means (unequal variance)
  - Paired t-test of means (2015 to 2018)


Average Speed, Control Segments (65 mph)
Estimated Average Speed (mph)
75
70
65
60
55
Average Speed, Increased Speed Segments (65 to 70 mph)
SPEED LIMIT 70
TRUCKS 65
Estimated Average Speed (mph)
75
70
65
60
55
Jan 15
Feb 15
Mar 15
Apr 15
May 15
Jun 15
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Dec 15
Jan 16
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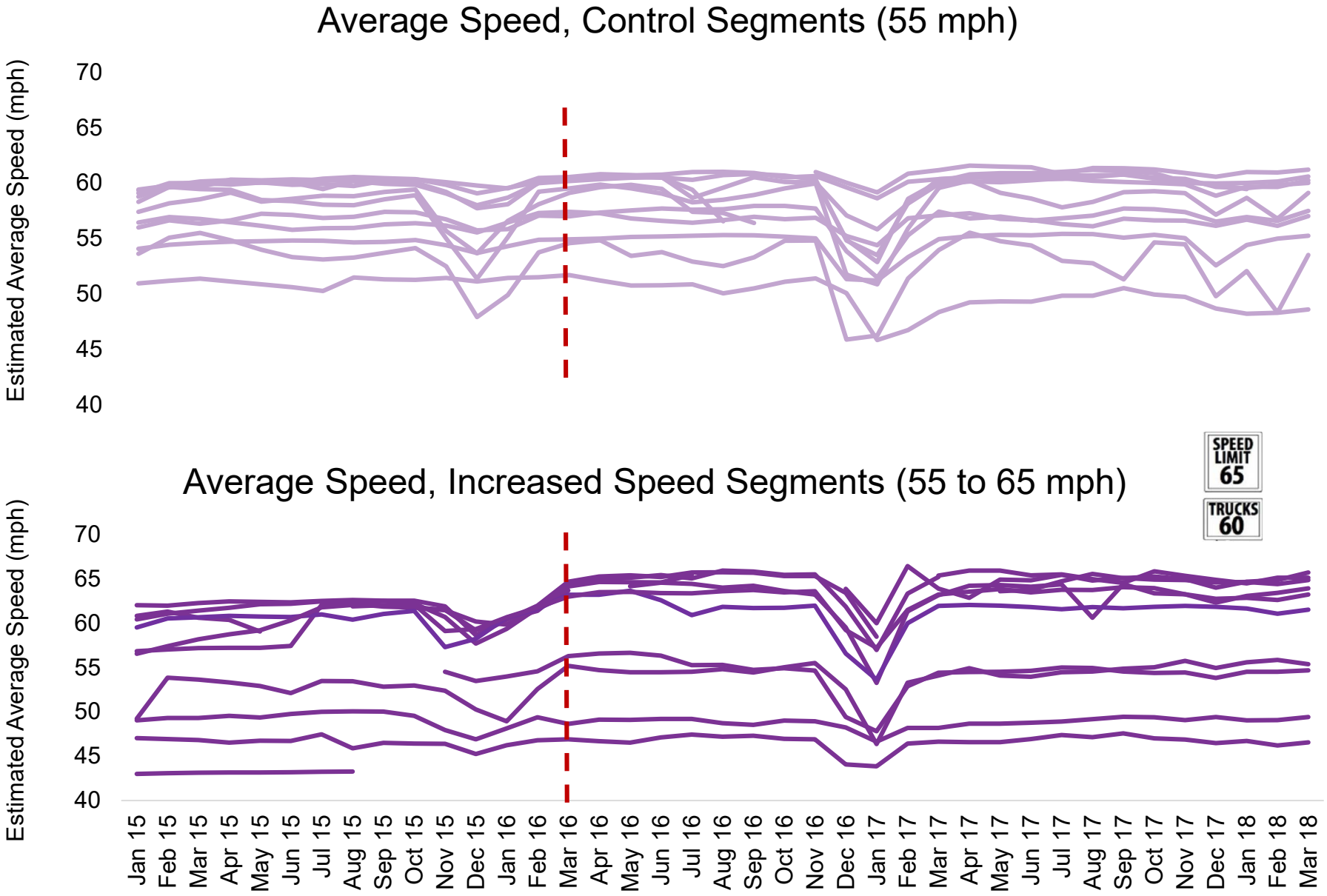
Average Speed, Control Segments (55 mph)
Estimated Average Speed (mph)
70
65
60
55
50
45
40
Average Speed, Increased Speed Segments (55 to 65 mph)
SPEED LIMIT 65
TRUCKS 60
Estimated Average Speed (mph)
70
65
60
55
50
45
40
Jan 15
Feb 15
Mar 15
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Nov 15
Dec 15
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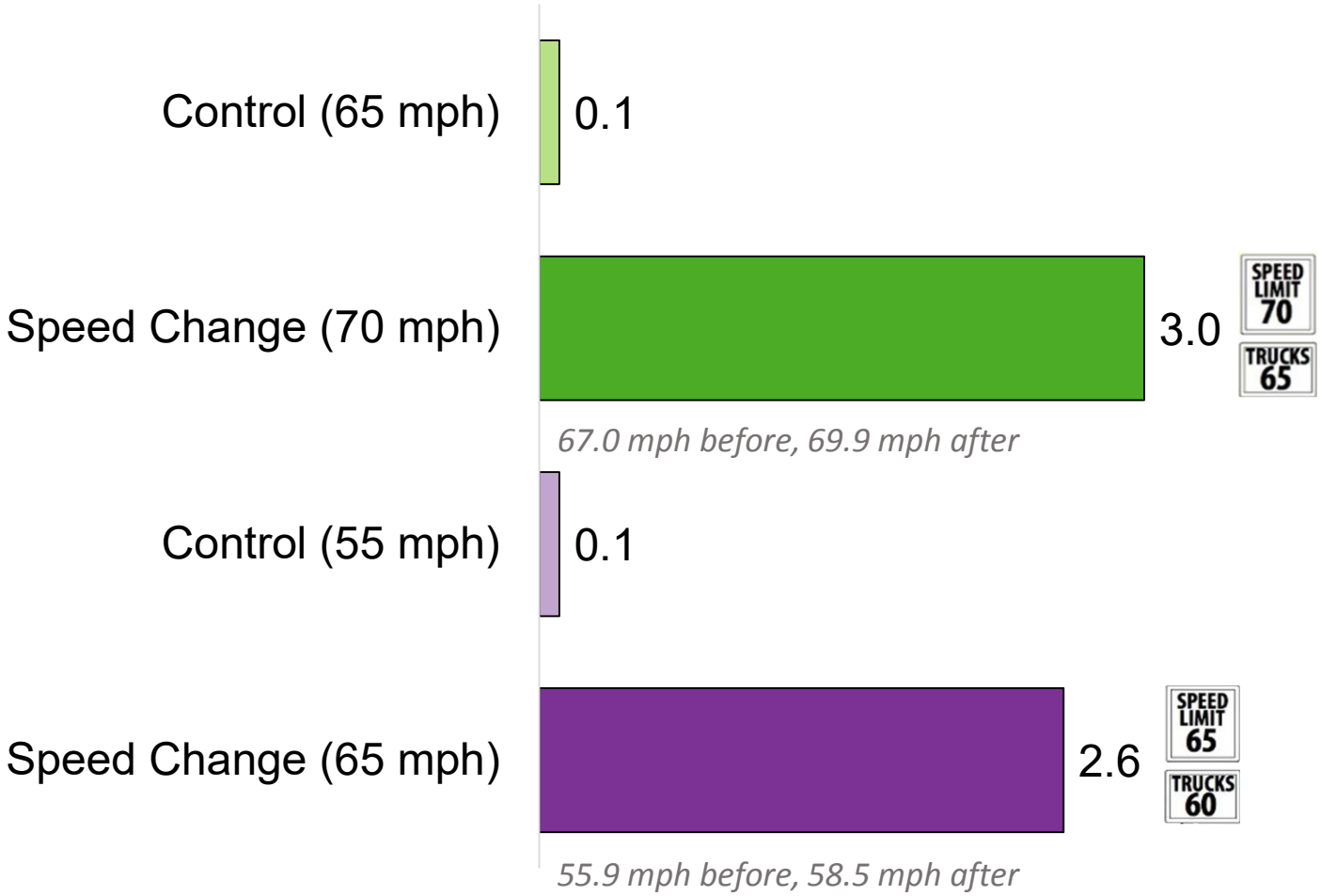
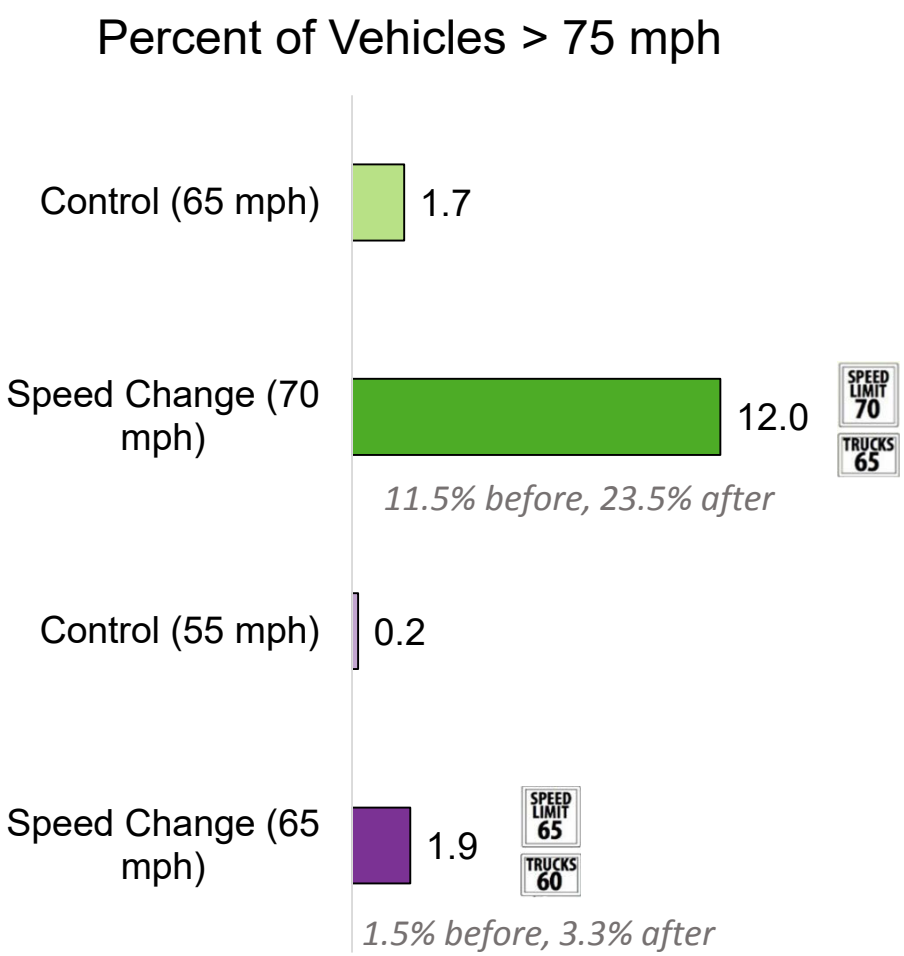
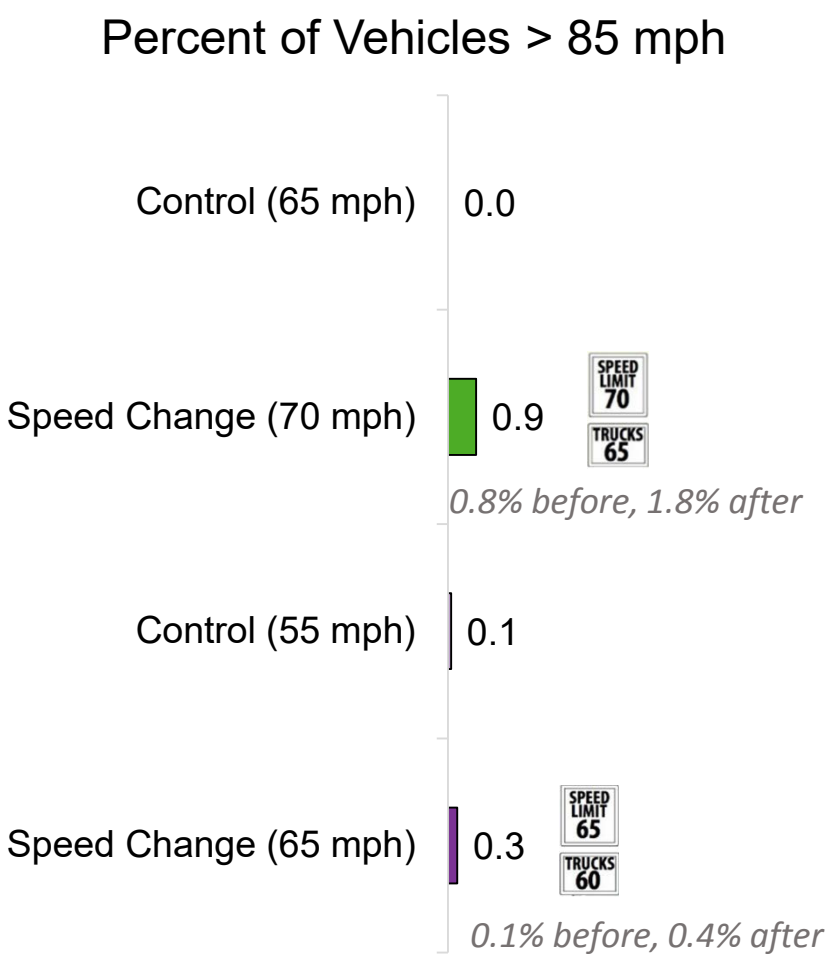
Nov 17
Dec 17
Jan 18
Feb 18
Mar 18

Change in Average Speed Change (mph)



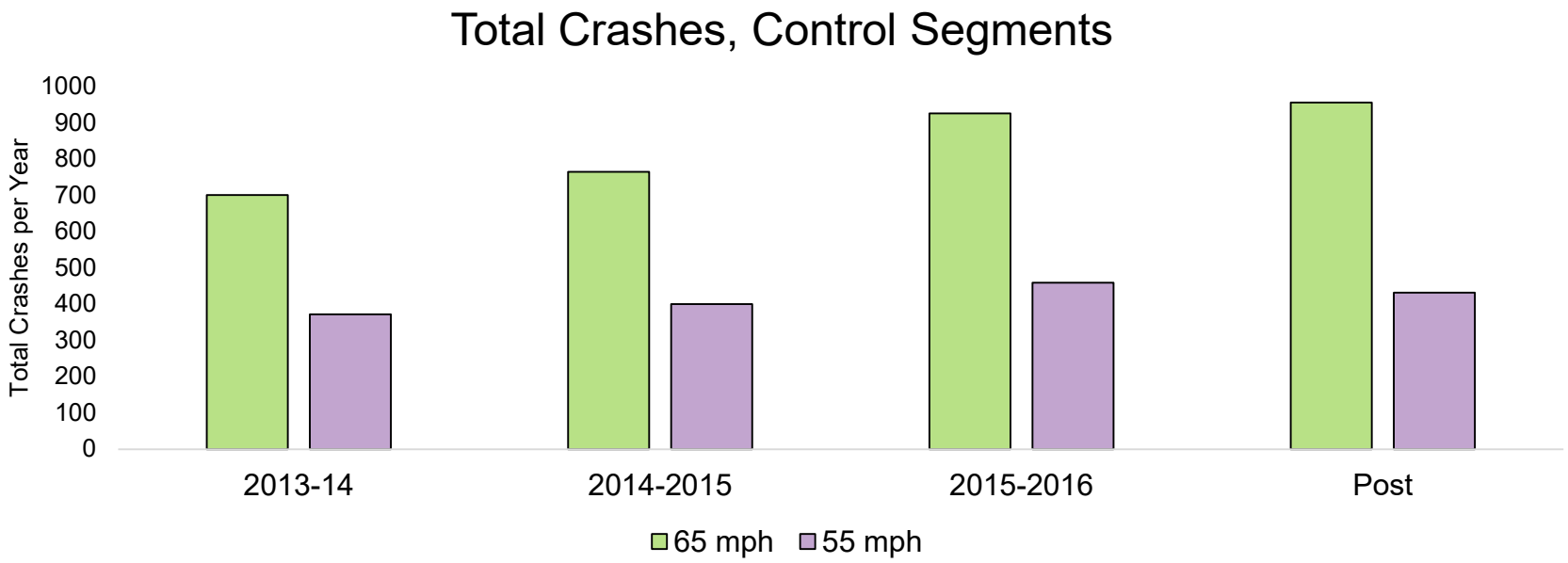
Change in Percent Exceeding

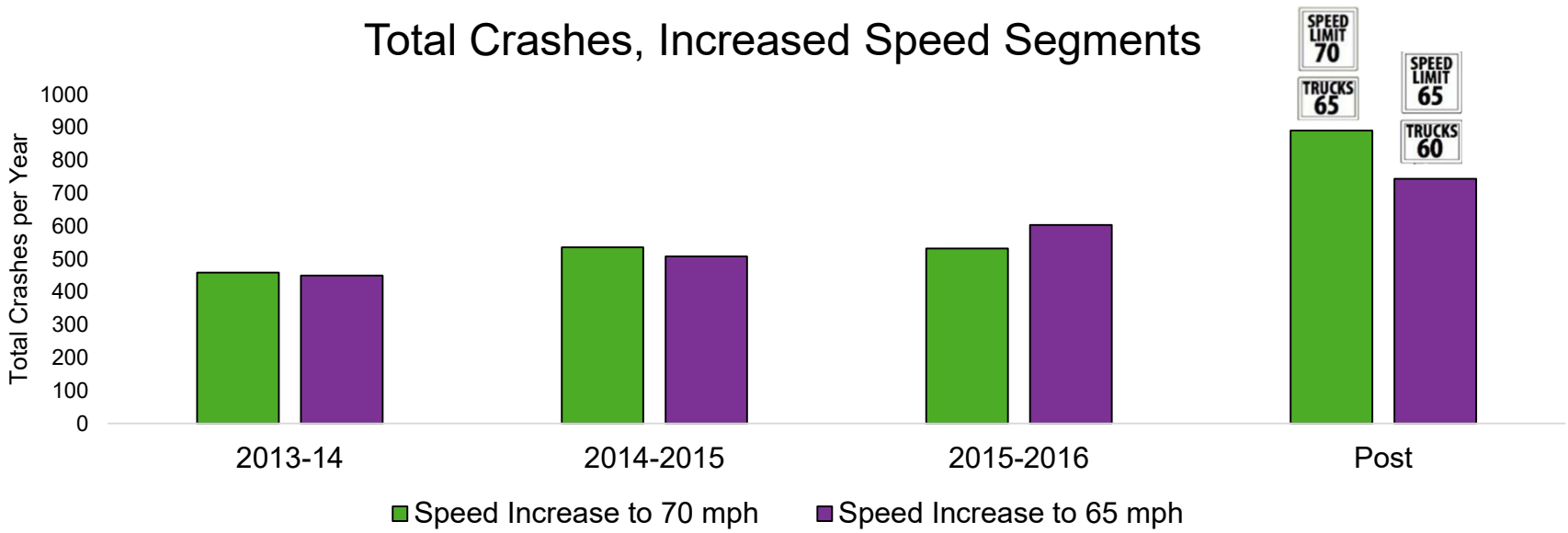


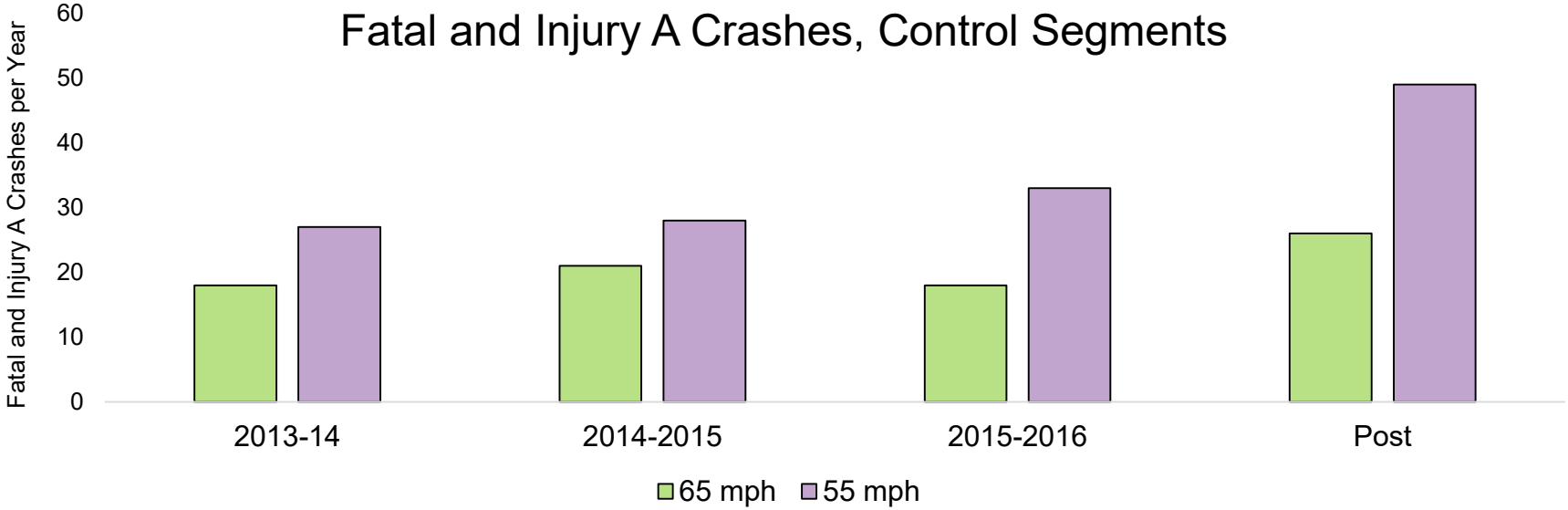


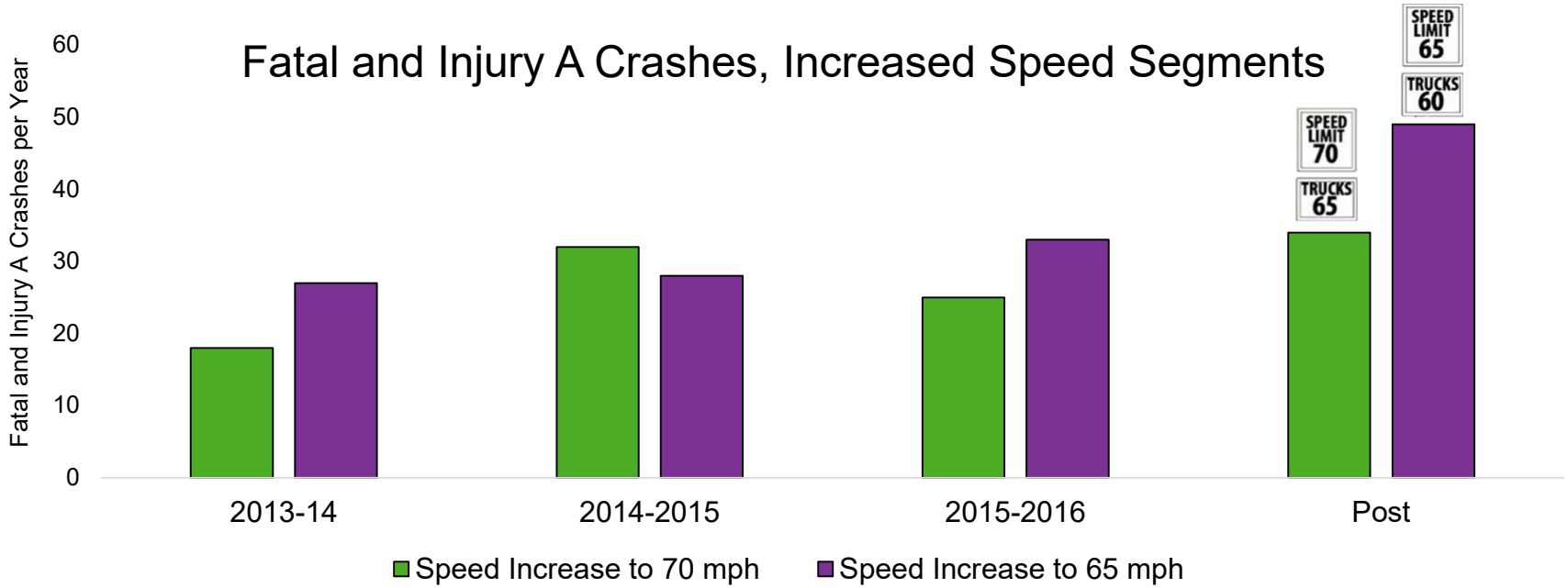
Crash Comparisons

- Measures
  - All vehicle traffic volume
  - All vehicles: 1) Total crashes 2) Fatal + Injury A crashes
  - Truck-involved: 1) Total crashes 2) Fatal + Injury A crashes
  - *Proportions by Crash Types*
- Comparison Periods
  - Data from March 2013 to February 2017
  - Year is March to February
  - *March to October*
- Index (> 1.0 is increase in crashes)
  - Index = $\frac{Crashes\ in\ the\ post\ 1\ year\ period}{Average\ crashes\ per\ year\ in\ the\ 3\ year\ pre-period}$
  - also calculated index for 1 year prior, not shown in this PPT

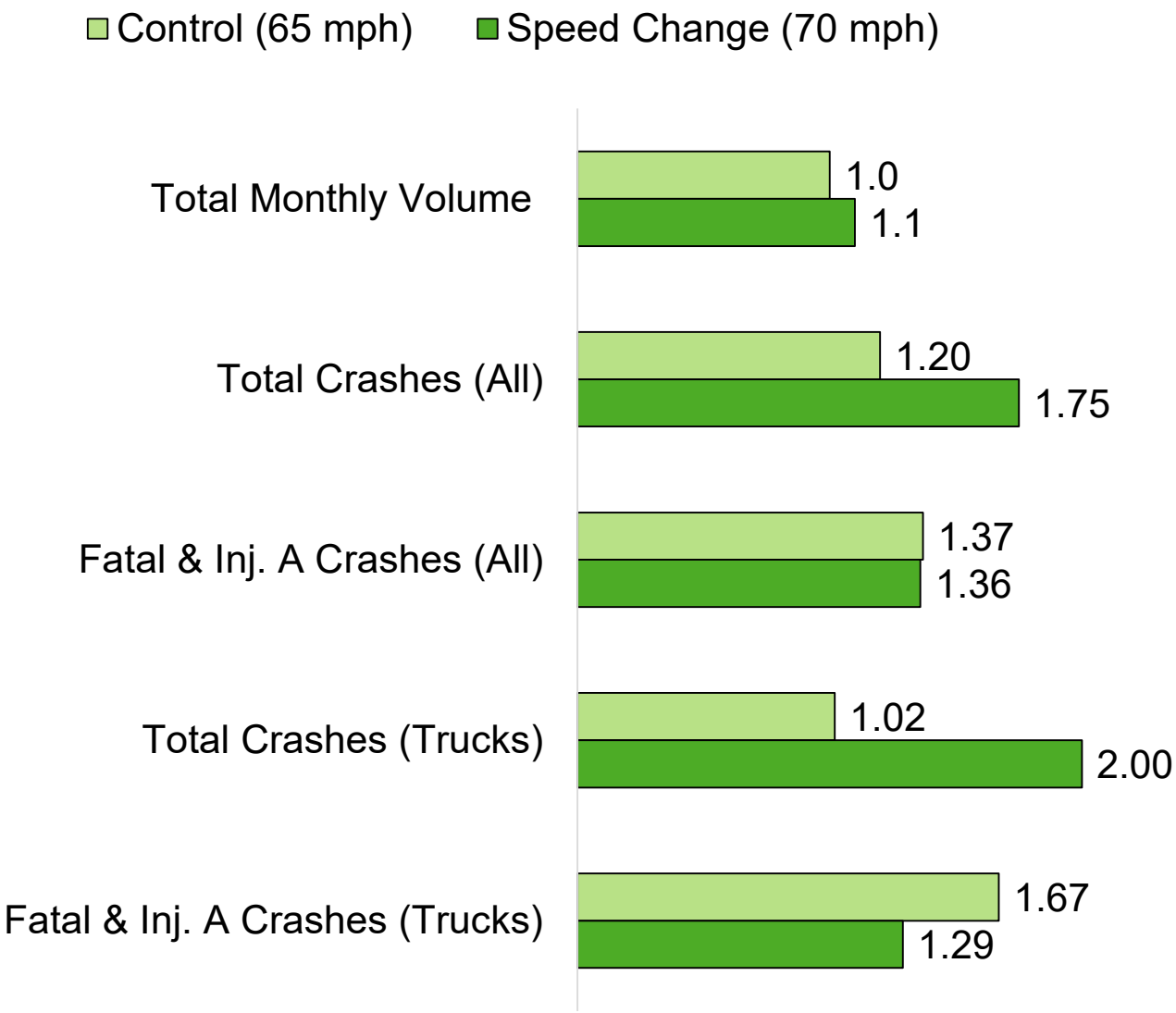

Total Crashes, Control Segments
Total Crashes per Year
1000
900
800
700
600
500
400
300
200
100
0
2013-14
2014-2015
2015-2016
Post
65 mph
55 mph


Total Crashes, Increased Speed Segments
SPEED LIMIT 70
TRUCKS 65
SPEED LIMIT 65
TRUCKS 60
Total Crashes per Year
1000
900
800
700
600
500
400
300
200
100
0
2013-14
2014-2015
2015-2016
Post
Speed Increase to 70 mph
Speed Increase to 65 mph

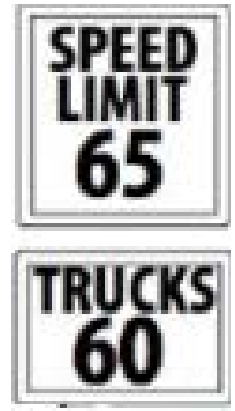

Fatal and Injury A Crashes, Control Segments
Fatal and Injury A Crashes per Year
60
50
40
30
20
10
0
2013-14
2014-2015
2015-2016
Post
65 mph
55 mph

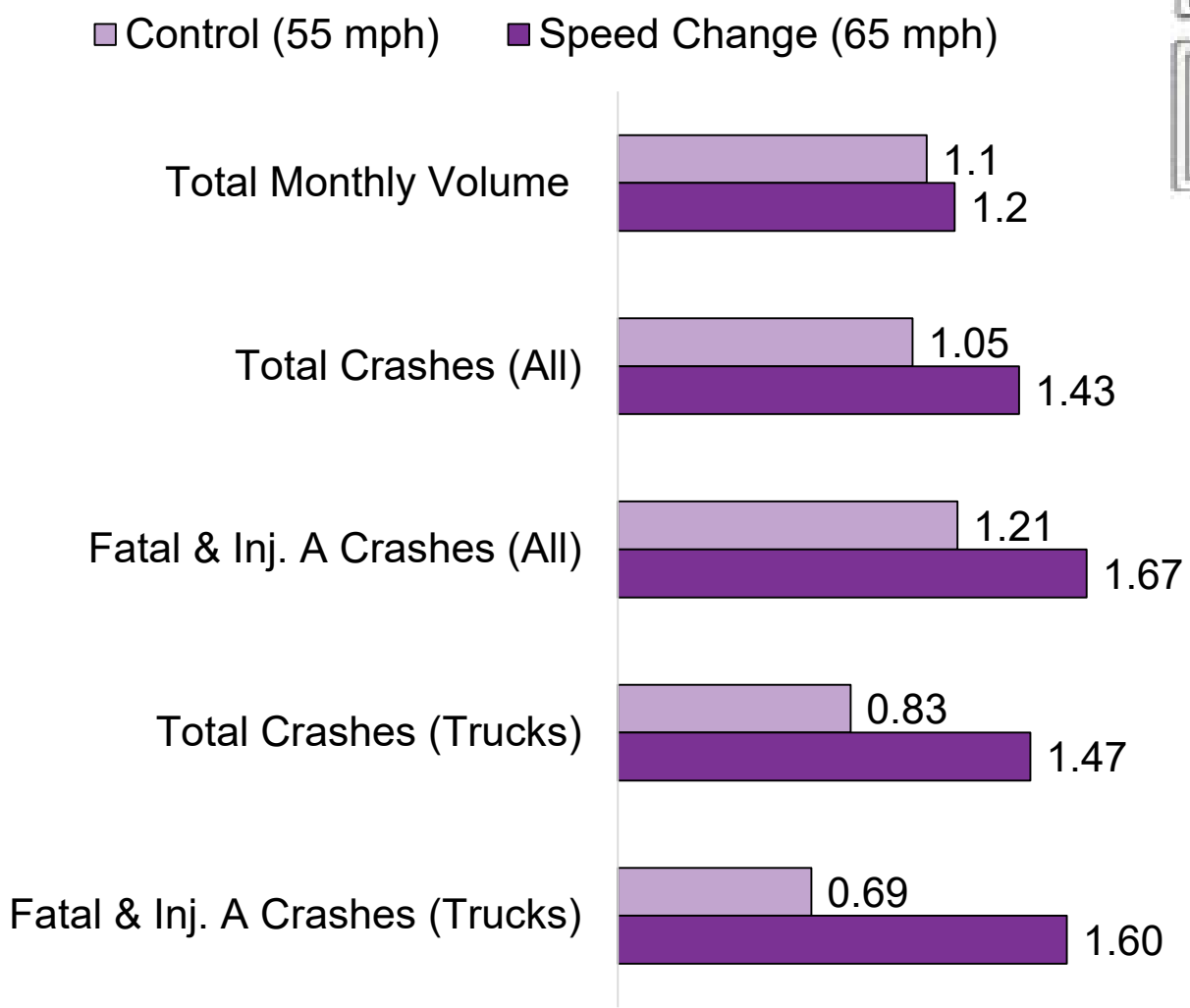

Fatal and Injury A Crashes, Increased Speed Segments
Fatal and Injury A Crashes per Year
60
50
40
30
20
10
0
SPEED LIMIT 65
TRUCKS 60
SPEED LIMIT 70
TRUCKS 65
2013-14
2014-2015
2015-2016
Post
Speed Increase to 70 mph
Speed Increase to 65 mph

Changes in Crash and Volumes (Index)



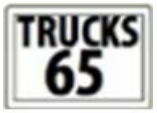
Changes in Crash and Volumes (Index)



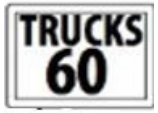


Preliminary Observations

- Speeds
  - ↑ Increase in average speeds (*+ 3 mph*)
  - More vehicles traveling at higher speeds (i.e. >75 mph)
- Crashes – Speeds raised to 70 mph cars / 65 mph trucks
  - ↑ Increase in total crashes (*~+382 cr/yr*)
  - No apparent change in fatal and injury A crashes
  - ↑ Increase in truck-involved crashes (*~+140 cr/yr*)
  - A possible decrease in truck-involved fatal injury A crashes



- Crashes – Speeds raised to 65 mph cars / 60 mph trucks
  - ↑ Increase in total crashes (*~+223 cr/yr*)
  - ↑ Increase in fatal and injury A crashes (*~+20 cr/yr*)
  - ↑ Increase in truck-involved crashes (*~+37 cr/yr*)
  - ↑ Increase in truck-involved fatal and injury A crashes (*~+3 cr/yr*)



Limitations of Study

- Speed analysis
  - ATR speed data includes trucks and some ATRs have heavy truck volumes
  - ATR coverage is somewhat sparse for 2-lane segments in Eastern Oregon
  - Did not look at speed differences between cars/trucks
- Safety analysis is preliminary
  - Method is basic and is not statistically rigorous
  - Control highways not ideally matched
  - 2017 crash data is preliminary and subject to change
  - Post year includes Jan 2017 and Feb 2017 (winter weather conditions)

Questions

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