

MINUTES
MOTOR CARRIER TRANSPORTATION ADVISORY COMMITTEE MEETING
September 12, 2019

Attendees:

Zion Richardson – May Trucking Co.
Andrew Eno – FMCSA
Dave Gray – Glostone Trucking Solutions
Matt Briggs – NSP
Carter Garlic – NSP
Andrea Comer – ODOT/MCTD
Phil Grant – ODOT/MCTD
Audrey Lawson – ODOT/MCTD
Howard Russell – ODOT/MCTD
Anthony Barghini – ODOT/MCTD
Bert Hartman – ODOT/Bridge
Dave Gaffney – Pape Group
Ryan Sinks – ODOT/MCTD
Kimberly Caldwell – Marion County
Tara L. Caton – ODOT/MCTD
Amy Ramsdell – ODOT/MCTD
Hannah Wilson – ODOT/MCTD
Jason Lawrence – ODOT/MCTD
Jon Reimer – ODOT/MCAD

Phone:

Kristen Mitchell - ORRA
Trevor Sleeman – ODOT/Director's Office

July MCTAC Minutes

Dave Gray requested a change to his comment in the IRP Annual Meeting Update section of the July minutes. With that change, Dave motioned to approve the July minutes and Matt Briggs seconded the motion. The minutes were unanimously approved.

Rule Updates . . . Audrey Lawson

Audrey discussed the various rules the Motor Carrier Transportation Division (MCTD) is updating to refer to vehicle enrollment in the weight-mile tax program rather than to the former Oregon Weight Receipt and Tax Identifier document. MCTD will be submitting temporary rules now with permanent rule updates to follow at a later date.

FMCSA Update . . . Andy Eno

Veneer Load Securement – The alternate method for securing veneer identified by Oregon drivers does not meet current federal regulation requirements. Industry needs to show that their change is equal to, or provides greater safety than, the methods currently approved for interstate commerce. It is a long-term process, which includes applying for a federal exemption, and could take several years to complete. Hay and straw haulers recently went through this process. FMCSA needs to know what the transportation safety effects are. The application process probably could and should have been started several years ago when the alternate method was new, but the advantage of the delay is that the Oregon veneer securement process

has been sufficiently tested to show that it works. Now it is up to Industry to start the federal exemption application process.

Drug and Alcohol Clearinghouse – Andy reminded the group that the Clearinghouse goes live on January 6, 2020. Three years after implementation, the system will stand alone and companies will no longer have to query other sources to have a complete three-year history of drivers. Queries on the clearinghouse database will cost \$1.25 each and will be done by the driver's CDL number. You can sign up for [email notices](#) related to FMCSA updates.

Hours of Service Proposed Changes – located on Docket Number [FMCSA-2018-0248](#)

1. Short Haul Exception – FMCSA is proposing to change the short haul exception time period from 12 to 14 hours and extending the distance the driver may operate from 100 air miles to 150 air miles.
2. Adverse Driving Conditions Exception – proposal to extend the duty day by 2 hours when adverse driving conditions are encountered. This is in addition to the additional 2 hours of driving time already allowed, and would apply for both property-carrying and passenger-carrying operators.
3. 30-Minute Break Rule – proposal to change the by allowing the requirement to be satisfied by an on-duty break (in addition to an off-duty break). The requirement for property carrying drivers would be applicable in situations where a driver has driven for a period of 8 hours without at least a 30-minute interruption.
4. Split Sleeper-Berth Exception – proposal to change the exception so that neither part of the split would count against the 14 hour driving window. Drivers would be able to utilize a 7/3 (or 8/2) split break.
5. Split Duty Provision – proposal to allow one off-duty break of 30 minutes up to a maximum of 3 hours, that would pause a driver's 14 hour driving window, provided the driver takes 10 consecutive hours off duty at the end of the work shift.

If you would like to comment on any of the proposed changes, please go to the docket. There, you can view the full Notice of Proposed Rule Making (NPRM), submit a comment, and view comments from others.

Bridge Restriction Update . . . Bert Hartman

(See Attachment A)

Bert shared information on two bridge restrictions near Mosier on the Historic Columbia River Highway affecting 5-7 axle SHVs.

1. Rock Creek, MP 57.28 (historic bridge built in 1918, National Historic Landmark.)
2. Mosier Creek, MP 57.84 (historic bridge build in 1920, National Historic Landmark).

Kristan Mitchell with ORRA will send an update to her members in that area.

OTA Safety Conference Update. . . Andrea Comer

The group discussed chain enforcement issues, communication lag time, and using emergency text message notifications during inclement weather events. Records indicate that the majority of companies cited for failure to carry or use chains were out-of-state carriers. To help address the identified concerns, MCTD will be piloting an emergency text message notification process. The SMS/Text Message notifications will be for Motor Carrier emergency alerts, including incidents such as fires, severe weather, and other types of emergencies that can affect motor carriers. Please **see Attachment B** for information on the [enrollment](#) process. Anyone can sign up to receive the emergency text alerts.

ODOT also has social media accounts and tweets information on road closures.

Another suggestion is to check into having information posted as a header on Truck Stop Electronic Load Boards.

MCTD also has a 12 question [communication survey](#) out now, which takes about 3 minutes to complete. The Survey will also be available in the October Motor Carrier [Newsletter](#). So far, we have received approximately 500 responses.

Outreach Plan for Elimination of the Weight Mile Tax Credential . . .

Jason Lawrence and Audrey Lawson

Eliminating the paper Weight Mile Tax Credential has been a multi-level process. In addition to updating the language in Rule, we have been communicating extensively with staff, cities, counties, law enforcement agencies, and fuel tax groups. We are working through staff training to help our employees communicate process changes to customers. In the next few days, we will be sending out high-level communication to fuel sellers, which will be followed up with more in-depth information.

The first communication of the changes was sent via GovDelivery on Monday this week. Renewal packets with updates will go out in early October and will include a special edition of the Motor Carrier Newsletter. We will add Brokers to this communication list as well.

The next Open House is coming up in La Grande, followed by one in Klamath Falls in October. We have been communicating the changes at open house meetings throughout the state.

Dave Gray suggested getting the message to drivers directly by adding information at truck stops and fueling stations to target them.

We are already working with the fuel sellers and have an FAQ sheet set up for drivers too.

Over Dimension Permits & SIPP Updates . . . Anthony Barghini

We have had several requests for enhancements to the Self Issue Permits Program (SIPP). The requests and responses are included in **Attachment C**.

Although we've received requests to allow Weight Table 5 weights in the program, the highest non-compliance in the SIPP is with weight tables. As a result, we are not ready to approve adding Weight Table 5 to the SIPP at this time.

We are making some headway in our harmonization efforts with the counties. Currently we can email 20 counties for approval, but 16 others require a phone call. Marion County has been added to the group that accepts emails. They have also added additional approvers to assist in getting us quick responses to permit requests. We have had conversations with Yamhill County about switching strictly to email.

We currently have carriers that request permits with routes that start/end at the points where county/city roads meet state regulated routes. They do not want or need county road permits. We will be looking into adding an option for carriers to 'opt out' of county permits, leaving the responsibility of contacting the appropriate jurisdiction for authorization to those carriers in the event that they do decide to operate on a county road. We do not currently have the technical staff available to take any action on this before 2020.

To address the high call volumes and permitting delay experienced earlier in the year, the Over Dimension Permits Unit staff have been working mandatory overtime as needed since the end of July. Any permit in the queue for 4 hours without being assigned triggers mandatory overtime.

Overall, permit requests have been increasing and superloads have been increasing exponentially. Superloads take the most time to permit due to their complexity and size. We will be pursuing an Automated Routing System to assist with the volume and complexity we continue to experience.

ELD Requirements and Federal Compliance . . . Amy Ramsdell

We are starting to look for input. Oregon initially adopted the ELD mandate as it applied to interstate carriers, but delayed enforcing the mandate for intrastate carriers at the request of industry representatives. In order to comply with Federal Motor Carrier Safety Regulations, and to qualify for FMCSA safety funding, we will need to talk about fully adopting the ELD mandate for all.

In late 2017, surveys were sent to 4,897 Oregon Intrastate Motor Carriers about Intrastate Compliance with the ELD Rule. The results from the 470 who responded were published in the January 12, 2018 MCTD Meeting Minutes and are also listed below.

Question 1: Are any of your drivers required to maintain a log book? Drivers required to maintain a log book will be required to utilize an electronic logging device beginning December 18, 2017.

A: Yes 38.1% (179 responses); No 54% (254 responses); Not Sure 7.9% (37 responses)

Question 2: If any of your drivers are required to maintain a log book, are you familiar with the Electronic Logging Device requirement that is effective December 18, 2017?

A: Yes 32.8% (154 responses); No 23.4% (110 responses); None of my drivers are required to maintain a log book 43.8% (206 responses).

Question 3: If your drivers will be required to use an Electronic Logging Device, have you begun to outfit your fleet with the required equipment?

A: Yes 21.9% (103 responses); No 30.6% (144 responses); None of my drivers are required to maintain a log book 47.4% (223 responses).

David Gray indicated that small carriers who are required to switch in December to ELDs from different types of devices are procrastinating.

Administrator's Report . . . Amy Ramsdell

We are continuing our outreach efforts by holding open house meetings to answer a variety of questions and provide updates on changes, including implementation of the changes relating to the elimination of the Weight Mile Tax Credential. Audrey will be attending the NATSA Conference in September. Media outreach and advertising are being utilized too. We are looking for more ways to try to make the road safe, and advocating for more communication with passenger carriers about sharing the road with trucks.

MCTD is actively working to rejoin the IRP Clearinghouse; we are working with partners at State Treasury on this effort.

The Oregon Transportation Commission has named a new ODOT Director. We expect confirmation of the appointment in November, and will invite the new Director to a future MCTAC meeting. OTA as a time slot on their annual conference agenda for the new Director as well.

We are have a marketing intern who will be helping promote our Green Light system.

The short legislative session will begin in January 2020.

Agenda Build

We will not be meeting in October. The next MCTAC meeting will be November 14, 2019. Suggested topics include:

- Summer construction summary.
- IRP Clearinghouse updates.

- HOS proposal results.
- DMV post-implementation update.
- Oregon Transportation Policy.
- CDL Brokerage hiring.
- Update on the Weight Mile Tax Evasion Study.

David Gaffney offered to have his company participate in a new awareness video partnering with ODOT similar to the one done several years ago showing vehicles maneuvering around trucks.

Ryan Sinks with MCTD Audit is working on updating MCTD recordkeeping requirements to align with IRP/IFTA requirements.

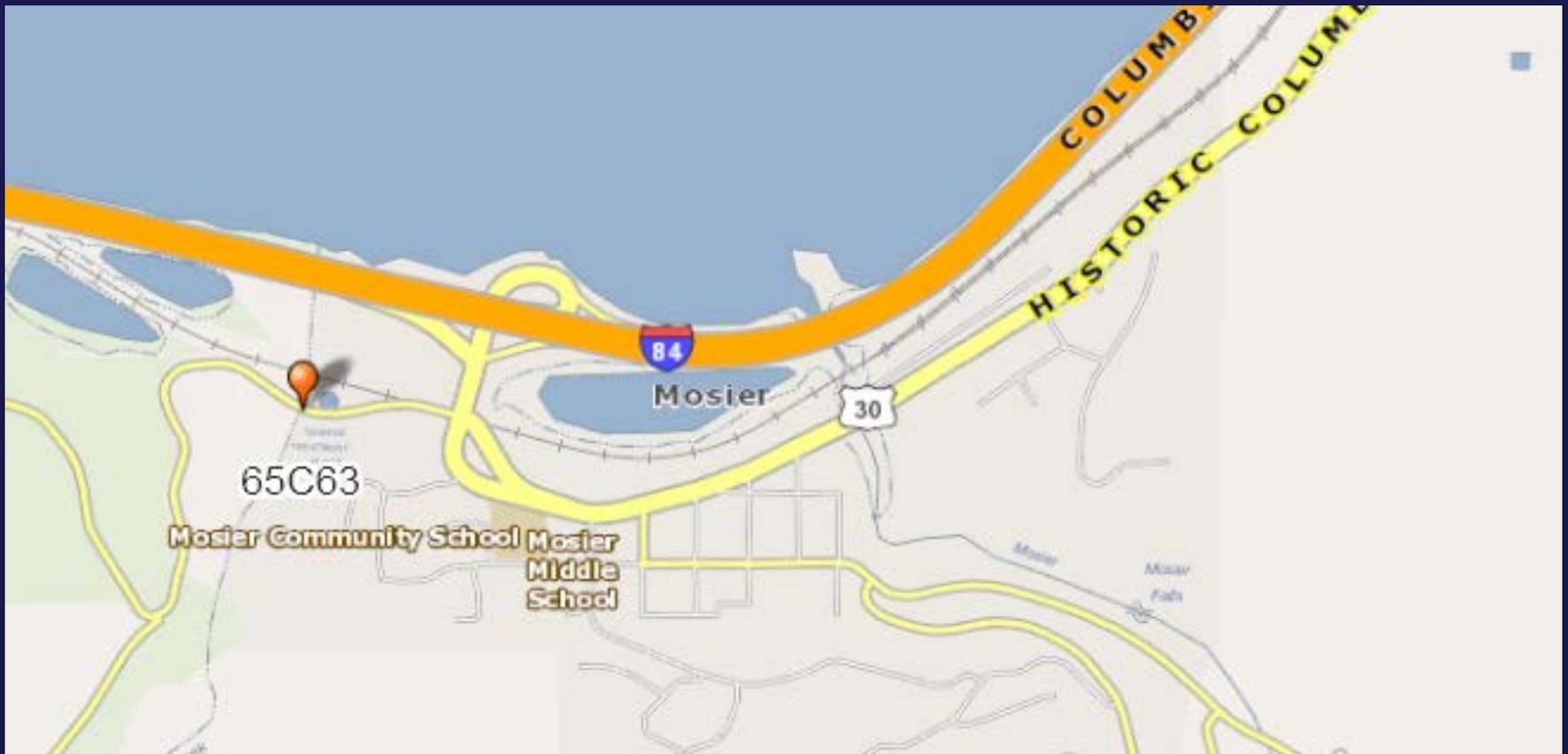
Meeting adjourned at 10:05

Attachment

A



Two Bridge Restrictions Near Mosier





SHV's





Historic Columbia River Highway

- Rock Creek, MP 57.28
 - Historic Bridge, Built 1918
 - National Historic Landmark



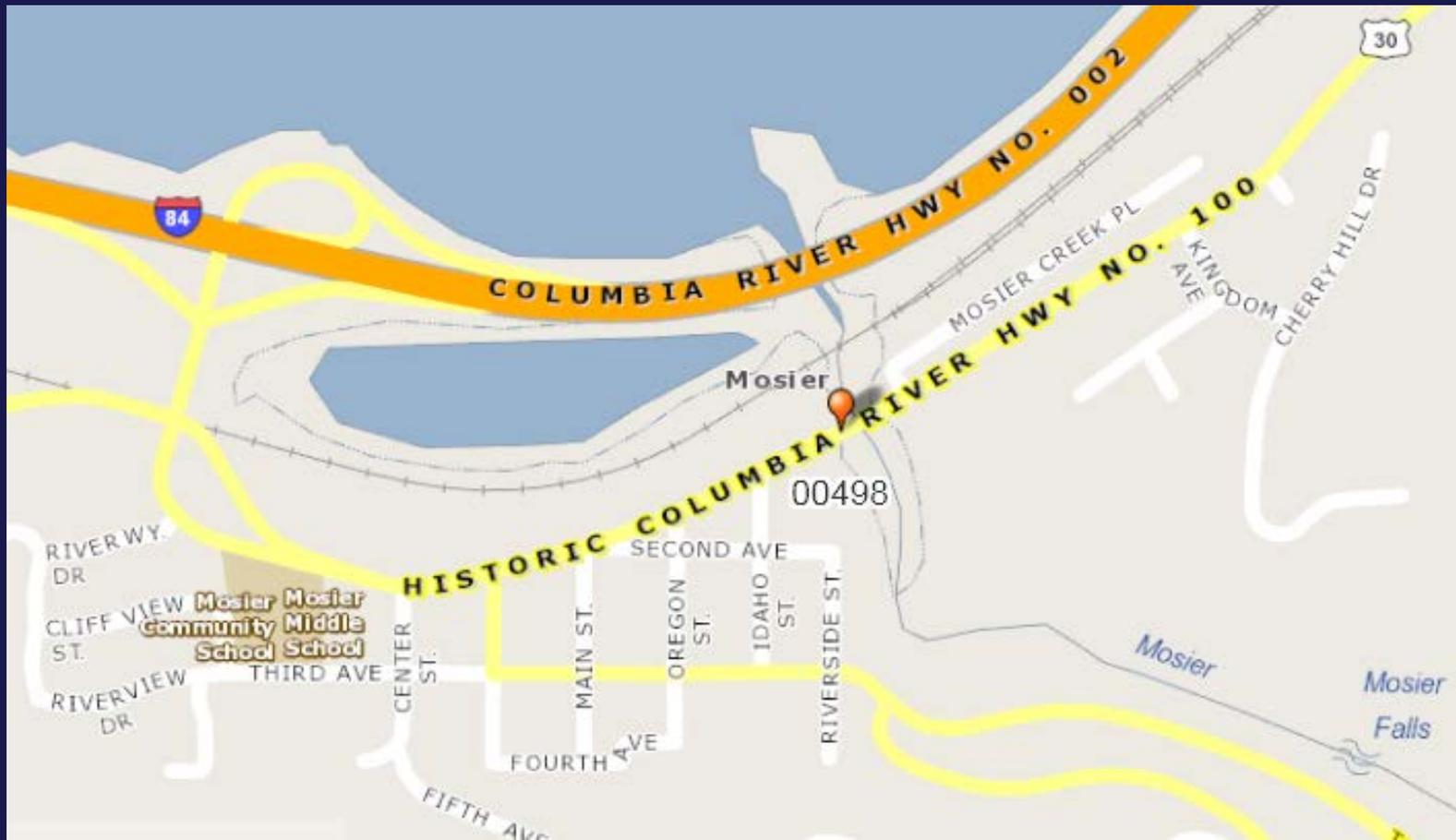


Historic Columbia River Highway

- Rock Creek, MP 57.28
 - Reinforced Concrete Bridge With No Plans
 - Restriction
 - SU5 = 25 Tons
 - SU6 = 31 Tons
 - SU7 = 34 Tons



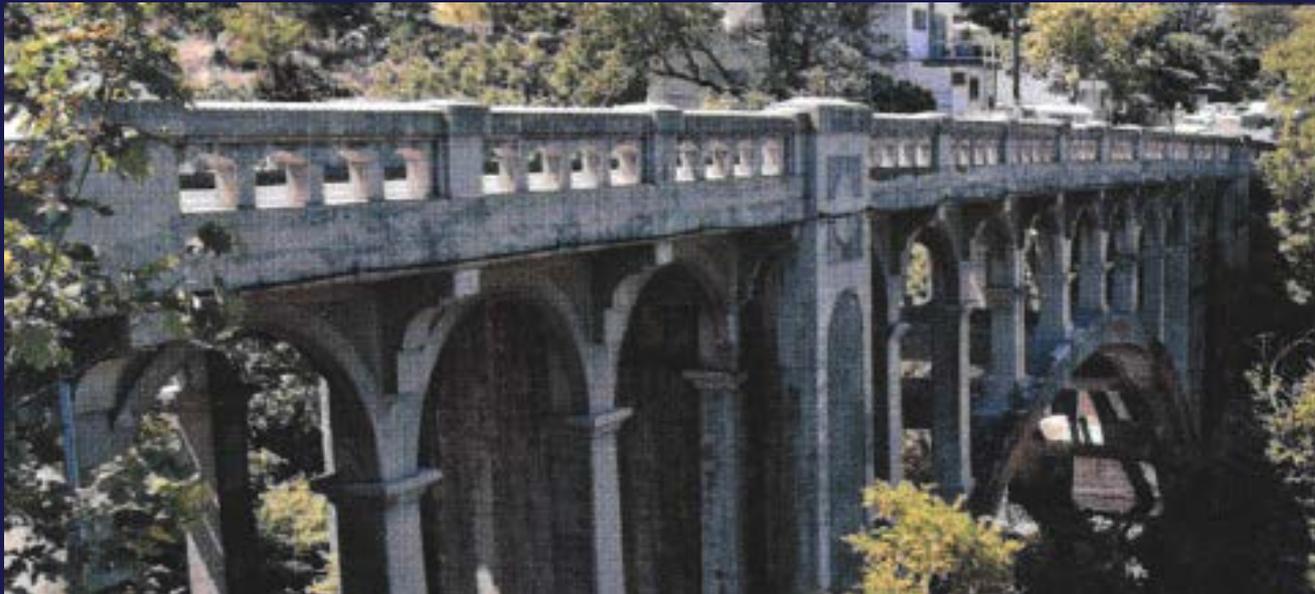
Next Bridge Restriction Near Mosier





Historic Columbia River Highway

- Mosier Creek, MP 57.84
 - Historic Bridge, Built 1920
 - National Historic Landmark





Historic Columbia River Highway

- Mosier Creek, MP 57.84
 - Concrete Strength Lower Than On The Plans
 - Restriction
 - SU6 = 30 Tons
 - SU7 = 32 Tons



The End



Attachment

B

SMS/Text Message Emergency Notifications

ODOT is now offering SMS/Text Message notifications for Motor Carrier emergency alerts. This type of alert will include incidents such as fires, severe weather, and other types of emergencies that can affect motor carriers.

This alert service will not be used for planned road closures, detours or maintenance/construction activities, or other unplanned events.

To enroll in the emergency updates, follow the instructions below.

1. [Go to the ODOT message sign-up page](#). Click the drop-down to select SMS/Text Message.
2. Enter your full mobile phone number and click submit.



Subscription Type: SMS/Text Message

Wireless Number: 1 (US) [input field]

SUBMIT CANCEL

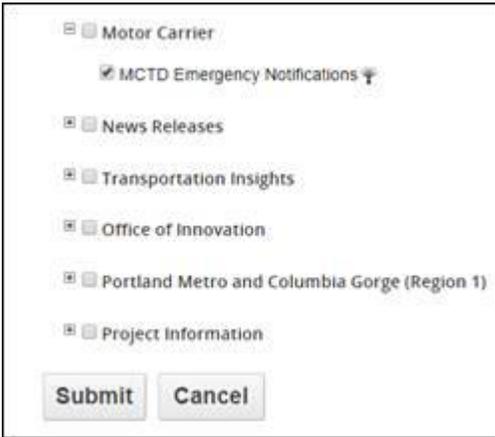
Your contact information is used to deliver requested updates or to access your subscriber preferences.

[Privacy Policy](#) | [Cookie Statement](#) | [Help](#)

3. Click on the plus box next to the Motor Carrier Transportation Division (MCTD) subscription topic.



4. Select MCTD Emergency Notifications by checking the box and click submit.



Motor Carrier

- MCTD Emergency Notifications

News Releases

Transportation Insights

Office of Innovation

Portland Metro and Columbia Gorge (Region 1)

Project Information

Submit Cancel

Attachment

C

Self-Issue Permits Program (SIPP) enhancement requests from OTA and stakeholders

TRAILER LENGTH

Request	Current Allowance	Response
65 foot trailer length allowed with flip axle deployed	65 foot trailer length allowed with flip axle deployed	This is allowed today
Stretch trailers must be reduced to equipment practical minimum length when unladen	Stretch trailers must be reduced to 53 feet or less in length when unladen	<p>Currently waiting on response from Traffic and Roadway. Once received we will evaluate to decide on next direction.</p> <p>This request has a broader reach than just SIPP and will require a review by the Chief Engineer.</p> <p>If approved, this would require changes to OAR 734-082-0045.</p>
Expanded trailers must be reduced to equipment practical minimum length when unladen.	<p>In truck tractor and semitrailer combinations, expanded trailers must be reduced to 53 feet or less when unladen, or a permitted unladen authorization is required.</p> <p>For heavy haul combinations, expanded trailers can be up to 65' in overall length when unladen.</p>	This is allowed today, as long as permitted properly.
125 foot trailer length for heavy haul combinations.	62 foot fixed trailer length for heavy haul combinations. 65 foot trailer length for heavy haul combinations if trailer is stretched, expanded, flip neck extension, flip axles, or pinned axles	This would require an overall length of 160+ feet. Doing this would also open up the program for superloads, which ODOT is not prepared to do.

OVERALL LENGTH

140 foot overall combination length	120 foot overall combination length.	We recently added a self-issue permit type, allowing 140 feet overall length for truck tractor and semitrailer combinations, with the trailer in float position. All other dimensions must be legal. We will be looking into this for other permits as well. It will require policy changes as well as systemic changes.
140 foot overall length for truck tractor and semitrailer combinations on two-lane highways.	95 foot overall length for truck tractor and semitrailer combinations on two-lane highways.	We will be looking into this. This requires a review with the chief engineer, as well as policy changes and systemic changes.
140 foot overall length for truck tractor and semitrailer combinations on multilane highways.	105 foot overall length for truck tractor and semitrailer combinations on multilane highways.	We will be looking into this. This requires a review with the chief engineer, as well as policy changes and systemic changes.

WEIGHT

Allow Weight Table 5 weights	Allow Weight Table 4 weights	Our highest non-compliance area in the SIPP program is with weight tables. ODOT would not be able to approve this at this time.
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OTHER INFORMATION

County Harmonization	Currently we can email for approvals to 20 counties. Currently we have 16 counties that require a call.	We recently added Marion County to our email group. They have also added additional approvers to assist in getting us quick responses.
Adding the option to "opt out" of county road permits	Permitting for all county and state roads requested.	We currently have carriers that request permits with routes that start/end at the points where county/city roads meet state regulated routes. We will be looking into adding an option for carriers to opt out of county permits, leaving themselves responsible to contact the appropriate jurisdiction for authorization.