



# MOTOR CARRIER NEWS

Quarterly Newsletter and Official Publication of the Oregon Department of Transportation  
Motor Carrier Transportation Division, 550 Capitol Street NE, Salem, OR 97301-2530

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December 2007

## Oregon puts drivers on notice about logbook checks

Oregon safety inspectors have thought up a number of advisories they'd like truck drivers to see on variable message signs around the state:

**OREGON CHECKS LOGBOOKS.  
IS YOURS ACCURATE?**

**TIRED DRIVERS = TRUCK CRASHES**

**LOGBOOKS ARE STRICTLY  
ENFORCED. WOULD YOURS PASS?**

**FALSE LOGS = OUT-OF-SERVICE**

Oregon is certainly getting the attention of drivers following a series of multi-day logbook and hours-of-service inspection checks this year. In a three-day exercise on I-84 in July, inspectors placed 93 of 301 drivers out-of-service (31%) for critical safety violations. Later that month in a five-day exercise on I-84 and I-82, inspectors placed 329 of 1,413 drivers out-of-service (23%). In another five-day exercise on I-5, US97, OR99, and OR58 in August, inspectors placed 446 of 1,638 drivers out-of-service (27%). In yet another five-day exercise on I-84 and US730 in October, inspectors placed 288 of 1,192 drivers out-of-service (24%).

Most driver violations involved false logs, logbooks not current or improperly done, driving after 14 hours, or driving more than 11 hours after 10 hours off.

The results are remarkable when compared with national averages. Currently, inspectors around the

country are placing truck drivers out-of-service for critical safety violations in 7% of inspections. Oregon's overall driver out-of-service percentage is running 13% so far this year.

According to Safety Program Manager David McKane, Oregon's aggressive activity is part of a redoubling of efforts to reduce truck-at-fault crashes. "In past years we conducted special exercises on a quarterly basis," McKane said. "Now we're doing them on a regular basis, periodically extending over five-day periods. We're increasing our interaction with drivers in terms of both enforcement and education."

Oregon has seen a steady increase in truck crashes and truck-at-fault crashes in recent years. While

total truck miles traveled increased 8% from 2001 through 2006, crashes involving trucks increased 23% and truck-at-fault crashes increased 22%. In 2006, there were 0.394 truck-at-fault crashes per million miles traveled in Oregon.

Far more truck-at-fault crashes are caused by truck driver actions than by mechanical problems with the truck. Regardless of who's at-fault, speed is commonly listed as the leading cause of crashes, along with following too closely and failing to remain in lane or improper lane change. One objective of logbook and hours-of-service checks is to find drivers subject to the effects of fatigue because that's a contributing cause of many crashes.

### Christmas 2007 and New Year's 2008 Holiday Closures

#### Counter Service

**Registration Offices in Salem, Portland Bridge, and  
Ports of Entry in Ashland, Farewell Bend, Umatilla**

#### Christmas

Close 5 pm Monday, December 24.  
Reopen 8 am Wednesday, December 26.

#### New Year's

Close 5 pm Monday, December 31.  
Reopen 8 am Wednesday, January 2, 2008.

#### DECEMBER 2007

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30	31					

**24-Hour Phone Service Center — 503-378-6699**

Same schedule shown above.

# Out-of-state carriers must renew Oregon Weight Receipt

Oregon is reminding motor carriers based in other states and Canada to meet the end-of-year deadline for renewing the paper credential they'll need for trucks operating in Oregon in 2008. Beginning January 1, anyone operating in Oregon who has not obtained the credential is subject to a \$427 citation and possible civil complaint action.

Oregon issues a Weight Receipt and Tax Identifier for each vehicle that is subject to the state's weight-mile tax. The credential assists in reporting the tax and tracking vehicle miles over Oregon highways.

Oregon enforcement officers do not require motor carriers to "display" the Weight Receipt and Tax Identifier credential for each truck. Federal legislation passed in 2005 (SAFETEA-LU) prohibits states from requiring the display of any form of commercial motor vehicle identification on or in the vehicle except the forms needed for the International Registration Plan and International Fuel Tax Agreement, or forms of identification approved by the U.S. DOT.

But motor carriers will find it practical to have the Oregon credential in the truck in case they purchase diesel fuel in Oregon. Carriers can buy tax-exempt fuel if they show the fuel provider a valid permanent or temporary Oregon credential. That way they don't pay both a fuel tax and a weight-mile tax for travel in Oregon.

## Q&A — Credentials grace period

**What's the deadline for Oregon-based carriers to renew their Commercial and Apportioned license plates?** Oregon carriers need to submit payment by Monday, December 31, 2007. The Motor Carrier Transportation Division started renewing credentials in September 2007 and most carriers have already completed the process and received new 2008 stickers for their plates.

**Word to the wise: Avoid the last minute crunch!**

**Any carrier planning to visit a Motor Carrier Registration Office for help with renewal must call ahead for an appointment.**

**Is there an enforcement grace period for Oregon-based carriers who are late renewing Commercial and Apportioned plates?** No. Beginning January 1, 2008, any Oregon carrier who hasn't submitted forms with payment and continues to operate in Oregon is subject to a \$427 citation and possible civil complaint action.

**Is there a grace period for carriers who completed forms and sent payment, but still haven't received 2008 stickers for their plates?**

Yes, a sticker display grace period is available to carriers who submit renewal forms with payment by December 31, 2007. They have until March 15, 2008, to put the new 2008 stickers on their Commercial and Apportioned plates.

**Is there a grace period for Oregon carriers who participate in the International Fuel Tax Agreement (IFTA)?** Yes, a decal grace period is available to carriers who submit renewal forms with payment by December 31, 2007. The 2008 IFTA license and IFTA decals must be displayed no later than March 1, 2008.

**What does an IFTA carrier need in order to travel through states and provinces in the first two months of 2008?** Carriers who haven't yet received their 2008 IFTA license and IFTA decals can travel through other states and provinces in the first two months of 2008 if they have one of the following: (1) A valid 2007 IFTA license AND 2007 IFTA decals, (2) A valid 2008 IFTA license AND 2008 IFTA decals, or Oregon 30-day Temporary Decal Permit, or (3) A valid Fuel Trip Permit issued by the jurisdiction in which they're operating.

**Note:** Oregon IFTA carriers who are not renewing their license for 2008 must cancel the license in writing by December 31, 2007. Otherwise, they must file a 1<sup>st</sup> Quarter 2008 IFTA Tax Return to show there were no operations during the grace period. To cancel the license, check the appropriate box on the IFTA renewal form, enter the effective date, and return the form by mail or fax.

**Similarly,** carriers who do not intend to renew the Oregon Weight Receipt and Tax Identifier for a particular truck must cancel that credential in writing, or use Trucking Online to cancel it, by December 31, 2007. Otherwise, they will be required to file weight-mile tax reports showing no operations for January, February, and perhaps even for the 1st quarter 2008, depending when the cancellation is executed.

# Companies often fail to follow driver-related regs

When Oregon safety specialists visit a motor carrier for a Safety Compliance Review, they know it's likely they'll find problems meeting the requirements related to driver qualifications (Title 49, Part 391). In Safety Compliance Reviews conducted in the past six years, 1,969 of 3,108 total reviews (63%) found motor carriers fell short in this aspect of regulations. Here's a checklist of the rules companies must follow for their CDL-holding truck drivers:

## — Before an Applicant Drives —

- Applicant completes an employment application that complies with requirements in CFR 391.21 (see sidebar about driver applications).
- Applicant completes a statement showing his on-duty time for the seven previous days.
- Applicant signs a Release of Information form allowing employer to conduct a three-year drug and alcohol background check.
- Applicant completes a statement indicating whether he or she has had a positive drug test, or refused to take a drug test, in the previous three years.
- Employer obtains a copy of the applicant's CDL.
- Employer obtains a copy of the applicant's medical card.
- Applicant submits to a DOT pre-employment drug test.
- Employer ensures that the applicant received a 'negative' drug test result before he or she starts driving.
- Employer puts driver in the pool for DOT random drug and alcohol testing program.

## — Within 30 Days of Putting a Driver Behind the Wheel —

- Employer completes a three-year drug and alcohol background check.
- Employer completes a three-year employment background check.
- Employer contacts DMVs in every state that the applicant held an operator's license or permit in the past three years to obtain a three-year driving record (employment and non-employment records).

## — To Complete the Driver's File —

- Employer includes in the driver's file the company's drug and alcohol policy and a signed receipt indicating the driver received a copy of that policy.

## — Once a Year for Each Driver —

- Employer completes an annual driving record review, including (a) the driver's statement of violations, (b) a DMV report of the driver's employment and non-employment driving record, and (c) a statement signed by the employer indicating he or she reviewed both the driver's statement and the DMV report.

## Driver application must contain key details

Among other basic information, CFR 391.21 requires that each truck driver application must contain the following:

- Addresses at which the applicant has resided in the preceding three years.
- The issuing State, number, and expiration date of each unexpired commercial vehicle operator's license or permit issued to the applicant.
- The nature and extent of the applicant's driving experience, including the type of equipment he or she has operated.
- The dates and nature of all crashes in which the applicant was involved in the preceding three years, including mention of any fatalities or personal injuries.
- All violations of motor vehicle laws or ordinances (other than violations for parking only) of which the applicant was convicted or forfeited bond or collateral in the preceding three years.
- The facts and circumstances of any denial, revocation, or suspension of a license, permit, or privilege to operate a motor vehicle, or a statement that no such denial, revocation, or suspension has occurred.
- The names and addresses of the applicant's employers in the preceding three years, with dates of employment, reason for leaving, indication whether applicant was subject to federal motor carrier safety regulations while employed and whether the job was designated as a safety sensitive function in any DOT-regulated mode subject to drug and alcohol testing.
- If applying to operate a commercial motor vehicle, the names and addresses of the applicant's employers in the preceding seven-year period, before the three years already listed, for which the applicant was an operator of a commercial motor vehicle, together with the dates of employment and the reasons for leaving such employment.
- A certification and signature line attesting that the application was completed by the applicant and that all entries on it and information in it are true and complete to the best of the applicant's knowledge.

# Unified Carrier Registration — Q & A

In October, the Oregon DOT's Motor Carrier Division helped the states that are participating in the Unified Carrier Registration Agreement (UCRA) by mailing a packet of information to Oregon-based motor carriers, brokers, freight forwarders, and leasing companies. The packet contained a cover letter, instruction sheet, registration form, and a list of Western states participating in the UCR for 2007. The mailing advised that fees for 2007 were due by November 14. Since Oregon is not participating as a base state for the program, it advised interstate operators to select another state as a base state and send registration paperwork to it or register directly through the UCRA online system.

Here are the most common questions about UCRA today:

**Does the UCRA have any affect on the IRP and IFTA programs?** No. The new UCRA program does not change anything about the International Registration Plan (IRP) or the International Fuel Tax Agreement (IFTA). IRP and IFTA requirements are separate from UCRA requirements.

**Who is subject to UCRA?** The new program affects all interstate motor carriers (for-hire, private, exempt, and even interstate farmers) — as well as brokers, freight forwarders, and leasing companies operating in interstate or international commerce. That includes many that were not subject to the former Single State Registration System (SSRS), including private carriers, exempt carriers, for-hire carriers that did not travel into SSRS states, and brokers, freight forwarders, and leasing companies. Canadian and Mexican carriers who operate in the U.S. are also subject to the UCRA.

**UCRA is a "base-state" program, but what does that really mean?** A motor carrier or other business subject to UCRA will register with and pay fees to its base state only, on behalf of all the other UCRA participating states. This is similar to the way fees were paid for the former SSRS.

**How does an interstate operator choose a base state?** An interstate operator chooses a base state on the

## UCRA

### FEES DUE FOR 2007

Fleet Size (Include Trailers)	Fee per Company
0 - 2	\$ 39
3 - 5	\$ 116
6 - 20	\$ 231
21 - 100	\$ 806
101 - 1,000	\$ 3,840
1,001 or more	\$ 37,500

Brokers, freight forwarders, and leasing companies that do not operate trucks of their own pay \$39.

UCRA fees may only be used for motor carrier safety programs, enforcement, or administration of the UCR Plan and UCR Agreement. Participating states are entitled to varying amounts. When a state collects fees in excess of what it's entitled, the difference is forwarded to a depository for distribution among participating states.

basis of where it has its principal place of business. If that's in Oregon, one of the following states may be selected as a base state: CO, ID, MT, ND, NM, SD, UT, or WA. Interstate operators have the choice of mailing or forwarding fees to their chosen base state or using a computer to pay directly through a Unified Carrier Registration online system — [www.ucr.in.gov](http://www.ucr.in.gov). The online system

accepts Visa, MasterCard, and electronic transfers, with a convenience fee added for the service.

**How does a business register in UCRA?** Registration can be accomplished in either of two ways. First, any business may register directly with its base state under the procedures set by that state. All participating states will accept mailed registrations and offer over-the-counter service for walk-in traffic. Some states may also offer online systems. Second, any business subject to UCRA, no matter what its base state may be, may register and pay its fees online through the national online registration system developed and maintained by the Indiana Department of Revenue on behalf of all the UCRA states. This is located at: [www.ucr.in.gov](http://www.ucr.in.gov).

**What does UCRA registration involve?** A business registers for UCRA by filling out a one-page UCRA application which calls for contact information, the entity's designation of its base state, and a statement of what fees it owes. Submission of this form with payment of fees either to the base state or through the national online system completes registration for the year. This program currently does not require a filing of federal financial responsibility (insurance coverage).

**How are registration fees paid?** The form of payment acceptable to a base state varies for each individual state. Many take cash, checks, credit cards, money orders, and certified funds. For those accessing the national system to register online, only Visa, MasterCard, and electronic transfers (e-Check) are accepted. The national system charges a convenience fee for that online service.

*(continued on page 5)*

**How are the UCRA fees computed?** UCRA fees are not computed on a per-vehicle basis; they're computed based on a carrier's fleet size. The UCRA fees do not depend on where a carrier's vehicles travel, either. Instead, whether an interstate carrier travels in a few states or many states, the amount of the fee is dependent on the number of commercial motor vehicles operated. For purposes of the UCRA program, the definition of a "commercial motor vehicle" is as follows:

A "commercial motor vehicle" is defined as a self-propelled or towed vehicle used on the highways in commerce principally to transport passengers or cargo, if the vehicle:

- (a) has a gross vehicle weight rating or gross vehicle weight of at least 10,001 pounds or more, whichever is greater;
- (b) is designed to transport 11 or more passengers (including the driver); or
- (c) is used in transporting hazardous materials in a quantity requiring placarding.

Please note that the definition of a "commercial motor vehicle" includes trailing equipment (e.g. trailers) as well as power units. For example, if a carrier operates 100 tractors and 200 semi-trailers, the number of vehicles for the purposes of calculating the UCRA fee would be 300. The total number of vehicles will in most cases be the same as that reported to the U.S. DOT on the latest MCS-150 form.

**Is there a UCRA credential?** Although most states will issue receipts for UCRA payments, no UCRA credential is required to be carried in vehicles.

**How will UCRA be enforced?** When a business pays its UCRA fees, the base state will convey that information to the Federal Motor Carrier Safety Administration so it can indicate in the Safety and Fitness Electronic Records (SAFER) system that the carrier has complied with the UCRA. Roadside enforcement will be able to access UCR information via SAFER, Query Central, and the Inspection Selection System to check if a carrier is current with its UCRA obligations. Although Oregon is not participating as a base state, it must enforce UCRA requirements. Oregon law, ORS 825.104, was changed in the 2007 legislative session to require interstate for-hire and private carriers to comply with the federal registration and financial responsibility requirements related to the program.

**Oregon interstate operators with questions about UCRA are asked to please contact one of the Western states participating in the program:**

### **Western States Participating in UCR in 2007**

#### **Colorado Public Utilities Commission**

1560 Broadway, Suite 250, Denver CO 80202

303-894-2000 select 4 FAX 303-894-2071

Pay by: Cash, Credit Card, Money Order, Certified Funds

#### **Idaho Transportation Department**

##### **Commercial Vehicle Services - Motor Carrier**

PO Box 7129, Boise ID 83707-1129

208-334-8611 FAX 208-334-2006

Pay by: Cash, Check, Credit Card, Money Order, Certified Funds

#### **Montana Department of Transportation**

PO Box 4639, Helena MT 59604-4639

406-444-2998 FAX 406-444-0800

Pay by: Cash, Check, Credit Card, Money Order, Certified Funds

#### **New Mexico Public Regulation**

##### **Commission/Transportation Division**

PO Box 1269, Sante Fe NM 87504-1269

505-827-4519 FAX 505-476-0324

Pay by: Cash, Money Order, Certified Funds

#### **North Dakota Department of Transportation**

##### **Motor Vehicle Division**

608 East Boulevard Avenue, Bismarck ND 58505-0780

701-328-2725, select 2 FAX 701-328-3500

Pay by: Cash, Check, Credit Card, Money Order, Certified Funds

#### **South Dakota Department of Revenue & Regulation**

##### **Division of Motor Vehicles — UCR Program**

445 East Capitol Avenue, Pierre SD 57501-3185

605-773-3314 FAX 605-773-4117

Pay by: Cash, Check, Credit Card, Money Order, Certified Funds

#### **Utah Department of Transportation**

##### **Motor Carrier Division**

4501 S. 2700 West, PO Box 148240, Salt Lake City UT 84114-8240

801-965-3871 FAX 801-965-4265

Pay by: Cash, Check, Credit Card, Money Order, Certified Funds

#### **Washington Utilities & Transportation Commission**

##### **Licensing Services**

PO Box 47250, Olympia WA 98504-7250

360-664-1222 FAX 360-586-1181

Pay by: Cash, Check, Credit Card, Money Order, Certified Funds

#### **Remaining 25 states participating in UCRA in 2007:**

Alabama, Arkansas, Connecticut, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Massachusetts, Michigan, Mississippi, Nebraska, New Hampshire, New York, Ohio, Oklahoma, Rhode Island, South Carolina, Tennessee, Texas, Virginia, West Virginia

# Hay haulers earn commodity-specific load securement rules

Three years after hay and straw haulers made their case for an exception to load securement rules, the Federal Motor Carrier Safety Administration (FMCSA) is officially recognizing the need for that. In a September 2007 memo to administrators and staff, the agency announced its approval of industry practices that use longitudinal ropes or tiedown assemblies, in conjunction with a loading pattern that interlocks square bales so they effectively act as a single unit (see sidebar with complete Technical Finding details).

The FMCSA reviewed tests conducted in September 2004 that checked (1) the friction coefficients for typical loads of square hay and straw bales, (2) strap tension, and (3) the performance of these securement systems under simulated accelerations. "The results demonstrate conclusively that the combination of longitudinal tiedown assemblies and a loading pattern that effectively unitizes the bales of hay and straw, along with the addition of one or two lateral cargo securement devices depending on vehicle length, provides a securement system that meets or exceeds the performance criteria established by the FMCSRs and does not result in any degradation in the level of safety during transport. Therefore, the adequacy of many of the longstanding industry practices concerning the securement of square bales of hay and straw should be considered as satisfying the performance criteria under 49 CFR 393.102."

Readers of the Oregon Motor Carrier News may recall that this issue was first discussed in a March 2004 article. At the time, hay and straw haulers were raising legitimate questions about new federal truck load securement rules that took effect January 2004. The rules require that cargo must not leak, blow or fall from the vehicle. Cargo must be contained, immobilized or secured to prevent any shifting that adversely affects the vehicle's maneuverability. The load securement system must withstand 0.8 g longitudinal deceleration, 0.5 g longitudinal acceleration, and 0.5 lateral acceleration when applied separately (Part 393.100(b),(c), and 393.102).

Under a strict interpretation of the rules, it was no longer enough for haulers to secure a load of hay or straw with longitudinal tiedowns from front to back. It appeared they needed many tiedowns securing the side of the load as well.

In response to the concerns, ODOT Motor Carrier Transportation Division officials met with a non-profit group of Oregon straw merchants, called the Agricultural Fiber Association, to discuss seeking a U.S. DOT ruling. The group needed a commodity-specific rule recognizing that interlocked groups of hay bales, called a hay squeeze or hay stack, are one article of cargo. This would eliminate the need for so many tiedowns.

Since any U.S. DOT ruling would have to be fact-based, the group obtained \$20,000 from the Oregon Department of Agriculture to hire a British Columbia testing firm, Innovative Vehicle Testing Ltd. (IVT).

In September 2004 at the Aurora facility of an Oregon straw exporter, Quality Trading Company, IVT confirmed that a trailer loaded with small bales can exceed the minimum standards set in 49 CFR 393.102. A loaded trailer secured with two straps longitudinal only was tilted sideways to 27.3 degrees before the load slid off, surpassing the lateral acceleration standard of 27 degrees, or 0.5 g. A loaded trailer was lifted longitudinally to 28.75 degrees without incident, surpassing the 0.5 g longitudinal acceleration standard. With straps reconfigured and placed at the rear of the load to simulate deceleration, the trailer lifted to 40.5 degrees without incident, surpassing the 0.8 g longitudinal deceleration standard.



From the Federal Motor Carrier Safety Administration **ACTION** memo, dated September 28, 2007:

## TECHNICAL FINDING

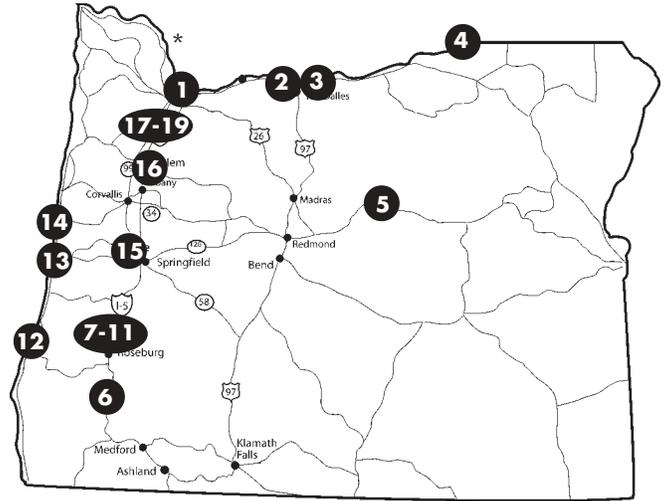
In consideration of the Agency's review of the testing performed by the industry, loads of square bales of hay or straw satisfy the "equivalent means of securement" requirements in 49 CFR 393.102(c) under the following conditions:

1. For square bales of hay or straw that are unitized using longitudinal ropes or tiedown assemblies:
  - a. Trucks or trailers 32 feet or less in length require the use of a minimum of one lateral tiedown placed in the approximate center of the length of the truck or trailer.
  - b. Trucks or trailers greater than 32 feet in length require the use of a minimum of two lateral tiedowns which must be positioned at approximately one-third and two-thirds of the length of the truck or trailer.
  - c. In both cases above, the aggregate working load limit requirements of 49 CFR 393.106(d) still apply.
2. For loads of square bales of hay or straw that are NOT unitized using longitudinal ropes or tiedown assemblies:
  - a. These loads must conform to the general cargo securement requirements of 49 CFR 393.100-114.

# Weight-Restricted Bridges on Major State Routes in Oregon

As of November 15, 2007, bridge inspectors had set weight restrictions on 19 bridges on major Oregon routes. There are also many restricted bridges on lesser routes throughout the state.

Questions about restricted bridges? Contact the Oregon DOT, Motor Carrier Division at 503-373-0000 or visit its Web site: [www.oregon.gov/ODOT/MCT/RESTRICT.shtml](http://www.oregon.gov/ODOT/MCT/RESTRICT.shtml)



Highway	Restriction	Bridge & Location
1. OR99E SB	SR2	Martin Luther King Jr. Viaduct, Portland
2. OR206	D	Deschutes River Bridge, MP 2.92
3. US97	SR1	Sam Hill Bridge, Biggs Junction over the Columbia River
4. US730	D/N	USRS Irrigation Canal Bridge, MP168.86, between Boardman and Irrigon
5. US26	D/N	Bridge Creek Bridge, MP65.63
6. US199	D/N	Applegate River, MP7, southwest of Grants Pass
7. I-5 Overpass	D/N	Riddle Road, MP103.95
8. I-5 Overpass	SR1	Chadwick Lane, MP104.85
9. I-5 NB	SR	Missouri Bottom Bridge, South Umpqua River, MP105.41
10. I-5 NB	D/N	Shady Bridge, MP120.57, between Myrtle Creek and Roseburg
11. I-5 NB	SR	Umpqua River, MP128.92, Roseburg
12. Coos River Hwy.	SR1	Isthmus Slough Bridge, Coos Bay, MP0.51, 1/2 mile off US101
13. US 101	D/N	Siuslaw River, MP190.98, Florence
14. US 101	D/N	Spencer Creek, MP133.86, ten miles south of Depoe Bay
15. OR126 Business WB	D/N	Willamette River, MP1.34, one mile east of I-5 in Springfield
16. Off OR22	D	First Avenue Bridge in Mill City, over Santiam River
17. OR18	D/N	Yamhill River, MP51.57, near Dayton
18. OR219	D/N	Willamette River, MP23.46, south of Newberg
19. OR99W S	D	Tualatin River Bridge, MP12.18, Tualatin

\* **SPECIAL NOTE:** The Lewis & Clark Bridge in Washington, off US30, is restricted to 21,500 pounds per axle, with no limit on gross vehicle weight.

## First Biggs Bridge closure begins January 2

The Washington State Department of Transportation plans to completely close the Biggs Rapids-Sam Hill Bridge over the Columbia River for two construction periods in 2008 so it can replace the bridge deck. The first stage of work requires closing the bridge from January 2 until sometime before Memorial Day, May 26. The second stage requires closing it after Labor Day, September 1, until work is finished. The bridge will be open to traffic next summer, from Memorial Day until Labor Day.

During the closures, truckers traveling north on US97 to Biggs will need to go 20 miles west on I-84 to the US197 Dalles Bridge and then take WA14 to return to US97.

For more information, call the WSDOT Columbia Gorge Office — 360-759-1310, or toll-free at 1-866-279-0730.



US97 Columbia River Biggs Rapids - Sam Hill Bridge

### Restriction Legend

**D/N = Restricted to Divisible and Non-Divisible Load Limits**

	Divisible Loads
Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wt.	105,500 lbs.

	Non-Divisible (Heavy Haul) Loads
Single Axle	21,500 lbs.
Tandem Axle	43,000 lbs.
Maximum Wt.	98,000 lbs.

**D = Restricted to Divisible Load Limits (no heavy haul loads)**

	Divisible Loads
Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wt.	105,500 lbs.

**SR = Special Restriction - All trucks over 80,000 lbs. must stay in right lane.**

**SR1 = Special Restriction - Single Axle - 20,000 lbs. Tandem Axle - 34,000 lbs. Max. Wgt. - 80,000 lbs.**

**SR2 = Special Restriction - No truck combinations, Max. Wgt. - 50,000 lbs.**

Weight restrictions shown here do not supersede restrictions posted on signs at each bridge location. Bridges are closely checked by inspectors. Restrictions may change on a daily basis, and other bridges may become restricted, as conditions warrant.

# Travel Info by Phone — 511

Oregon travel information is available by phone. Within Oregon, dial 511 or 1-800-977-ODOT (6368), to hear the same information that is displayed on the [TripCheck.com](http://TripCheck.com) Web site.

From outside Oregon, call 503-588-2941.

## Main Menu Options for Travel Information

1. Road Conditions by Highway
2. Road Conditions in Mountain Passes
3. Road Conditions in Major Cities
4. Commercial Vehicle Restrictions
5. Chain requirements
6. Road Condition Phone Numbers for Bordering States
7. Info about TripCheck Road Condition Phone System

## More info by mobile device

A compressed version of the Oregon TripCheck Web site is now available for cell phones and Personal Digital Assistants (PDAs). The compressed site, known as TripCheck Mobile, is accessed via either of two URLs:

[TripCheck.com](http://TripCheck.com) or [TripCheck.com/mobile](http://TripCheck.com/mobile)

Either address will identify the user as a mobile customer and automatically open the specially-formatted TripCheck Mobile pages. The site, which uses a simple menu structure for navigation by mobile key-pads, is designed for motorists making 'in route' travel decisions. It does not include certain TripCheck information, such as guides to Scenic Byways and Rest Areas, or FAQs. But the mobile site presents the same incidents and road condition information as the main TripCheck site. Users should note the following about the mobile site:

- Only those highways that have reported incidents are presented in the highway listing and they're shown by order of significance — Interstates first, followed by US highways, Oregon highways, and other highways.
- If cameras are available, a link is provided to any within three miles of an incident. Images are in two sizes to accommodate different mobile device screen sizes.
- TripCheck Mobile users have one Camera Favorites list that can be edited to add or delete cameras.
- Road Condition information is specific to winter driving conditions and is only reported from late Fall to early Spring. Any 'Severe' road condition is marked with an asterisk (\*) in front of the link to that individual report.
- Weather information from the National Weather Service is limited to Weather Warnings (blizzard, storm, etc.).
- Users should consult their mobile provider contract to check data charges that could accrue with use of a mobile device to access TripCheck Mobile.

# Oregon chain law

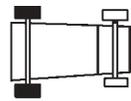
There are no specific dates in Oregon state law declaring when truck chain requirements start and end because no one knows when winter conditions will start and end for the varied climates throughout the state.

Chains are required in Oregon whenever winter conditions exist and SNOW ZONE signs are posted advising drivers to carry or use them. But regardless of whether road and weather conditions appear favorable at any moment, the Motor Carrier Transportation Division is advising drivers to always carry chains during the Fall and Winter months in Oregon. One can never be sure when conditions may suddenly change. Enforcement officers have the discretion to issue a \$115 citation for failure to carry chains.

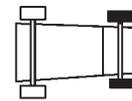
Visitors to ODOT's TripCheck Web site — [TripCheck.com/](http://TripCheck.com/) — can view information about each of the SNOW ZONES on state highways where chains or traction tires must be carried or used. The Detailed Information pop-up box for these SNOW ZONES changed this year so that now visitors always see the following message:

**Minimum Chain Restriction:** Carry chains or traction tires regardless of conditions.

## Light Duty Vehicles

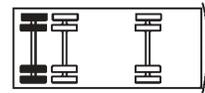
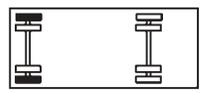


Rear Wheel Drive



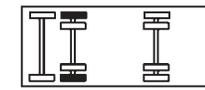
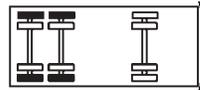
Front Wheel Drive

## Medium Duty Vehicles



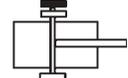
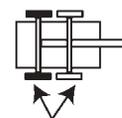
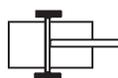
Two tires on each side of the primary drive axle.

OR



If both axles are powered by the drive line, one tire on each side of each drive axle.

## Trailers Towed by a Light or Medium Duty Vehicle (Applies to brake-equipped trailers only)



# Oregon Chain Law — Minimum Required

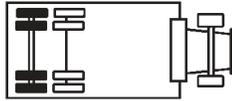
[http://arcweb.sos.state.or.us/rules/OARS\\_700/OAR\\_734/734\\_017.html](http://arcweb.sos.state.or.us/rules/OARS_700/OAR_734/734_017.html)

It is not the intent of these examples to portray or suggest mixing of different types of designs or tires on a single axle. Vehicles towing, being towed, or rated over 10,000 pounds GVW must use chains when "chains or traction tires" are required.

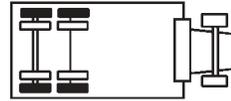
**LEGEND**

<p> Tire, without chain</p> <p> Chains may be placed on either axle</p>	<p> Tire, with chain</p> <p> Chains may be placed on either side</p>
---	--

## Solo Commercial Vehicles



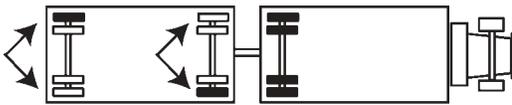
OR



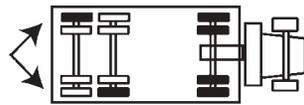
Two tires on each side of the primary drive axle.

If both axles are powered by the drive line, one tire on each side of each drive axle.

## Single Drive Axle with Trailer

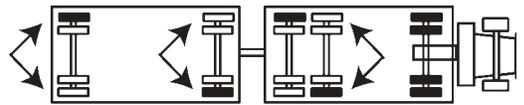


## Single Drive Axle with Semitrailer



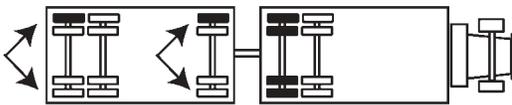
Two tires, one on each side of any axle.

## Single Drive Axle with both Semitrailer and a Trailer



Two tires, one on each side of any axle.

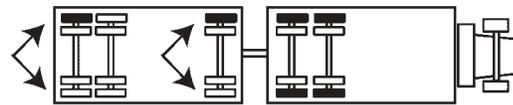
## Tandem Drive Axle with Trailer



One tire, either side, either axle.

Two tires on each side of the primary drive axle.

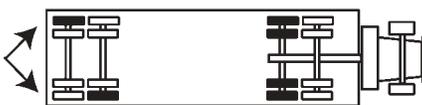
OR



One tire either side, either axle.

If both axles are powered by the drive line, one tire on each side of each drive axle.

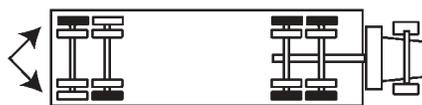
## Tandem Drive Axle with Semitrailer



Two tires, one on each side of any axle.

Two tires on each side of the primary drive axle.

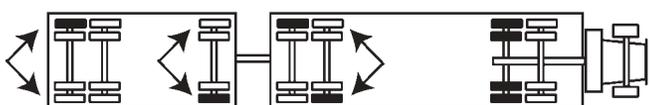
OR



Two tires, one on each side of any axle.

If both axles are powered by the drive line, one tire on each side of each drive axle.

## Tandem Drive Axle with both a Semitrailer and Trailer

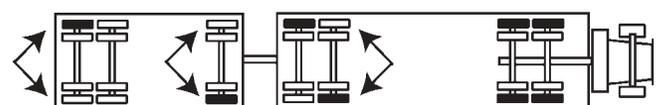


One tire either side, either axle.

Two tires, one on each side of any axle.

Two tires on each side of the primary drive axle.

OR

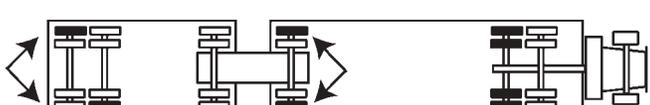


One tire either side, either axle.

Two tires, one on each side of any axle.

If both axles are powered by the drive line, one tire on each side of each drive axle.

## Tandem Drive Axle with two Semitrailers (B-train or C-train)

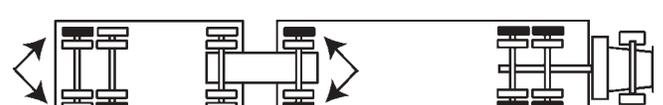


Two tires, one on each side of any axle.

Two tires, one on each side of any axle.

Two tires on each side of the primary drive axle.

OR



Two tires, one on each side of any axle.

Two tires, one on each side of any axle.

If both axles are powered by the drive line, one tire on each side of each drive axle.

# Fuel tax credits require good documentation

The Motor Carrier Transportation Division is advising carriers that it cannot process claims for diesel fuel tax credits unless the claim is supported by good documentation. An increasing number of claims are being submitted with receipts that do not allow the agency to confirm the fuel was purchased for a weight-mile tax-paying truck.

Most carriers don't pay state fuel tax when they fill up at Oregon truck stops because those fuel providers know to check for a valid weight-mile tax credential. Either a valid Commercial or Apportioned Oregon license plate or a paper Oregon Weight Receipt and Tax Identifier (permanent or temporary) is proof that the carrier pays the weight-mile tax and may buy tax-free diesel. If a carrier is charged fuel tax in Oregon, a separate entry showing state tax needs to appear on the fuel provider's receipt so the carrier can submit that for credit on the next Oregon Highway Use Tax Report.

Carriers can claim a credit if they paid Oregon state fuel tax on fuel purchased for a vehicle that is over 26,000 pounds and subject to weight-mile tax. The deduction must be for the reporting period that the fuel was used. Credits for previous reporting

periods are not granted until time of audit. But Oregon Administrative Rule 740-055-0110(2) requires that claims for fuel tax credits must be accompanied by copies of fuel invoices that contain the date and location of the purchase, who supplied the fuel, the kind of fuel and number of gallons purchased, the Oregon DOT license plate, receipt number, or pass number assigned to the vehicle, and the amount of Oregon state fuel tax paid.

Carriers who buy fuel in bulk may only claim credit for fuel pumped into a qualified vehicle during the reporting period. Those who buy fuel in bulk or buy fuel from a card lock station must keep invoices and maintain a daily

record indicating the vehicle number and the number of gallons pumped into each vehicle. These records must be filed with the carrier's tax report.

**NOTE:** When claiming a fuels tax credit on an Oregon Highway Use Tax Report, be sure to claim only OREGON state fuels tax paid and not FEDERAL tax, another state's fuel tax, or the price of the fuel. Review fuel receipts carefully and maintain copies of all records for three years. Penalties and interest are attached at time of audit if it's found that invalid fuels tax was claimed on Highway Use Tax Reports or if the fuel receipts do not contain all required information.

**SAFeway**  
WELCOME TO SAFEWAY!

PR GASOLINE DIESEL 146.99  
S+ 1556 FUEL DISCOUNT 5.04-  
GASOLINE DIESEL 50 3566852.819 P1  
\*\*\* TAX .00 BAL 141.95

VF VS XXXXXXXXXXXXXXXXXX 141.95  
CHANGE .00

NUMBER OF ITEMS = 1  
9/06/07 05:56 0521 45 0004 8428

Club Card Savings \$ 5.04  
Look for the # sign on your receipt  
for possible Health Care Flex Spending  
Account items for reimbursement.

LET US HEAR FROM YOU!  
1-877-723-3929 or visit SAFEWAY.COM

SAFeway STORE #0521  
20151 S.E. HIGHWAY 212  
BORING, OR 97009  
(503) 658-7000

EFT CREDIT SALE 09/06/07 05:56  
CARD # XXXXXXXXXXXXXXXXXX  
REF:0709060 AUTH:706068

PAYMENT AMOUNT 141.95

Now that Oregon stores like Safeway and Costco sell fuel at discounts to customers, an increasing number of weight-mile tax-paying motor carriers are buying diesel there and submitting the receipts for a fuels tax credit on an Oregon Highway Use Tax Report. But the receipts do not provide the documentation needed to claim the credit.

## BIG OIL CO. — FUEL SUMMARY REPORT DATES: 09/01/07 THRU 09/30/07

ACCOUNT NO: 02-0034567  
ACME TRUCKING  
12345 HWY99, EUGENE OR 97403

FUELING LOCATION	DATE	TIME	ODOM	MPG	PROD	QUANTITY	PRICE	AMOUNT	CARD ID	MISC	KBD
VEHICLE#: 501 YCCA123											
AN3 GSHN,OR	09/18/07	07:59A	97,085	5.14	ULS	66.20	2.9434	194.85	DICK WERTMAN		0003456
AIM-ALBY,OR	09/21/07	11:24P	97,424	4.47	ULS	75.91	2.9855	236.63	DONALD MARTIN		0006890
VEHICLE#: 6030 YCBB456											
AHH-EUGN,OR	09/03/07	08:22P	407,102	5.43	ULS	101.92	2.8799	293.52	BILL JONES		0009980
AIM-ALBY,OR	09/22/07	03:14P	408,179	6.72	ULS	36.18	3.0024	108.63	LINDA WILLIAMS		0003443
AN3 GSHN,OR	09/27/07	01:55P	408,992	7.82	ULS	67.04	2.9822	199.93	MIKE ANDREWS		0004677
VEHICLE#: 344 YCAB789											
K1-KFALL,OR	09/13/07	01:33P	96,231	7.73	ULS	35.32	2.9321	103.56	TERRENCE AMORY		0008889
VEHICLE TOTALS:											
PRODUCT	TOTAL QUANTITY	AVERAGE PRICE	SALE AMOUNT	STATE TAX	FEDERAL TAX	LOCAL TAX					
ULSD	382.57	2.9533	1,137.12	91.82	47.56	0.00					

This Fuel Summary Report provides the documentation a motor carrier needs to claim a fuels tax credit on an Oregon Highway Use Tax Report. It shows the date and location of purchase, from whom the fuel was purchased, the kind of fuel and number of gallons, the truck's Oregon plate number (Oregon Receipt or Pass No. would also work), and the amount of Oregon fuel tax paid.

## Enforcement

### 3rd Quarter 2007

From July through September 2007, the Motor Carrier Division finalized 85 civil enforcement actions, in addition to 89 actions related to inspection follow-up violations. The number next to each name indicates violations confirmed in the process.

- \*\* Denotes second complaint within five years.  
 \*\*\* Denotes third complaint within one year of second.  
 \*\*\*\* Denotes fourth complaint within one year of third.

### Safety Violations

A total of 65 enforcement actions established violations related to problems found during safety compliance reviews, or driver violations related to waiver of physical disqualification.

Aqua Trucking 3  
 Banks Rock Products, Inc. 3  
 Bernal Ranch 3  
 Jesse R Bounds 1\*\*  
 Karl R Braun 1  
 Michael Caley Trucking, Inc. 4  
 Carlos Trucking 31\*\*  
 Cascade Pacific Transportation, Inc. 71\*\*  
 Cavalier Express 3  
 Coast Sweeping Service, Inc. 9\*\*\*  
 Coast to Coast Auto Transport 8  
 Cutting Edge Construction LLC 13\*\*  
 D G Express (Boardman OR) 3  
 Gregory L De Brueler 1  
 Doug's Septic Service 5\*\*\*  
 Duck Express, Inc. 1

Thomas M Duggins 1  
 Eberhard Creamery, Inc. 8\*\*\*  
 Foley Roads, Inc. 2  
 Richard M Frazier 1  
 Free Way Logistics 25\*\*\*  
 Vern Garrett 253\*\*  
 George's Shop & Rock, Inc. 6\*\*\*  
 Gjino's Masonry Supply 18\*\*\*  
 Gomez Trucking (Salem OR) 73\*\*  
 Charles A Grabeel 1  
 G T S Xpress LLC 4  
 Gully Trucking, Inc. 4  
 Hank's Trucking 9  
 Gary Henderson Trucking, Inc. 7  
 J & S Excavating LLC 3  
 Jakard Plus 6  
 Jake's Transport 1  
 Sonny Jenkins 32\*\*\*  
 Johnny Cat, Inc. 13\*\*  
 Marvin E Karlsen 1  
 Kylo Brothers Construction LLC 4  
 Kim Lemons 2\*\*  
 Paul Lindsey Trucking & Excavating 7  
 Michele Matthews 3  
 Jack D McCoy 4  
 Cindy Meredith 2  
 Dallon Miles Excavation 2\*\*  
 Keith Moll Trucking 23\*\*  
 MR Equipment Works 6\*\*\*\*  
 Mt. Hood Land Development, Inc. 54\*\*\*  
 B M Nedry, Inc. 4  
 Panther Crushing Co., Inc. 20\*\*\*  
 Peewee, Inc. 7\*\*  
 Quicksilver Heavy Hauling, Inc. 3  
 Efen Ramirez 39\*\*\*  
 Doyel Reed Trucking, Inc. 8\*\*  
 S L G Transportation Service LLC 36  
 G Sanchez Trucking (Woodburn OR) 27\*\*  
 Robert Shelton Trucking 3\*\*  
 Siret Express 6  
 Arthur Soria 1  
 Star Garbage 3  
 Todd A Stebbeds 1  
 United Construction, Inc. 3  
 Corey John Van Houten 1\*\*  
 Vandebake Trucking, Inc. 1\*\*\*  
 Varchan Environmental Construction, Inc. 28\*\*  
 W I Construction, Inc. 3  
 Tommie J Yates 40\*\*

### Other Safety Violations

A total of 77 cease and desist orders and 12 penalty orders established a company's failure to return a Driver or Equipment Compliance Check Form after an inspection. Following every safety inspection performed by state transportation officials or law enforcement officers, the driver receives a copy of the

inspection form. If violations were found, the motor carrier must then sign and return the form within 15 days to the state where the inspection occurred in order to certify that any vehicle-related problems were repaired and/or driver-related problems addressed (49 CFR Part 396.9). When the inspection occurs in Oregon, the signed form must be returned to the ODOT Motor Carrier Division.

Oregon Enforcement Guidelines — 1st time a carrier fails to return an inspection form for a Level 1 or Level 2 inspection that found an out-of-service violation: 51 days after the inspection, a Cease and Desist order is sent establishing failure to meet inspection follow-up requirements. 2nd time, within 12 months of a Cease and Desist order, that a carrier fails to return an inspection form: A civil complaint action may be filed assessing a \$1,000 penalty and seeking a five-day suspension of Oregon operating authority. The carrier may admit the failure to meet requirements, agree to address the problem, and seek settlement, or deny the violation and request a hearing before an administrative law judge.

### Other Violations

A total of 20 actions established violations that may include operating without valid registration credentials or in excess of size or weight limits, operating in violation of farm registration laws and rules, offering or providing unauthorized household goods moving services, or operating as an unregistered pack and loader.

Alpine Transporting, Inc. 2  
 All Service Moving 1  
 American Moving & Storage LLC 1  
 AM PM Moving 1  
 Richard L Clark Logging, Inc. 1  
 Cross Town Movers, Inc. 4  
 CSU Transport, Inc. 15  
 Shawn Donovan, dba On The Move 2  
 Donovan Duncan, dba Handy Helpers 1  
 Donovan Duncan, dba Handy Helpers 2  
 L L Eppley Trucking 1  
 Farwell's Towing 2  
 Aaron Griffin, dba Morton Vanlines 1  
 J D B Transport 3

Pauline Nath, dba ADF Moving & Hauling and dba A&E Moving & Hauling 6  
 Prince Strickland, dba Yeee Haul Moving 5  
 U R S Auto Transport Division 13  
 Robert Vachon, dba Personal Relocation Specialists 3  
 Brian Vanderzanden, dba College Town Movers 2  
 Gary Q Willson, dba Movin' Up 2

### Other Enforcement

Summary of work by Motor Carrier Enforcement Officers in the 3rd Quarter 2007:

**Trucks Weighed on Static Scales**  
**586,918**

**Trucks Precleared to Pass Green Light Weigh Stations**  
**385,043**

**Weight-Related Citations**  
**3,531**

**Weight-Related Warnings**  
**2,026**

**Size-Related Citations**  
**287**

**Size-Related Warnings**  
**85**

**Trucks Required to "Legalize" (Correct) Size and/or Weight**  
**1,055**

**Other Citations**  
**1,065**

**Other Warnings**  
**1,604**

**Citations for Operating Without Oregon Weight Receipt & Tax Identifier**  
**1,798**

**Warnings for Operating Without Oregon Weight Receipt & Tax Identifier**  
**1,860**

Totals do not include enforcement actions by Oregon State Police or city and county officers.

The Motor Carrier News is a quarterly publication of the Oregon Department of Transportation  
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MOTOR CARRIER TRANSPORTATION DIVISION  
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SALEM OR 97301-2530**

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