



MOTOR CARRIER NEWS

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More drivers fail to safely pass emergency vehicles

Traffic enforcement records for 2007 suggest that many car and truck drivers still need a lesson or two about Oregon's safe-distance law. Oregon State Police (OSP) issued citations to 309 drivers for violation of ORS 811.147 — failure to move over into another lane, or slow down if on a road with only one lane in each direction, when passing a police car, ambulance, or other emergency vehicle parked on the side of the road with flashing warning lights.

This represents a 24% increase over the 250 citations issued in 2006. The citations in 2007 included 22 issued to truck drivers. The Class B traffic violation carries a \$242 fine, but it increases to \$355 if it occurs within a safety corridor, school zone, or work zone.

In Oregon the safe distance law is commonly called "Maria's Law" in honor of Maria Mignano, a Senior Trooper who died in September 2001, along with Albany Police Officer Jason Hoerauf, when a car driver fell asleep and struck them on the roadside of I-5 north of Albany. Another State Police Officer, Sgt. John Burrignt, was forced to retire because of injuries he sustained in the accident. As a result of that incident and others where officers were injured or killed during roadside stops or assists, Oregon legislators established the violation for failure to maintain a safe distance from emergency vehicles. Similar laws have since been enacted in at least 30 other states.

Nationwide in the last ten years more than 700 officers have been killed in traffic incidents. Years ago it was noted that highway-related deaths surpassed felonious attacks as the leading cause of police officer fatalities.

Weigh station cameras catch bypassers in the act

The Motor Carrier Transportation Division is continuing with its plans to install cameras at major Oregon weigh stations to take pictures of trucks that illegally bypass when they're open. The first camera system was installed at the northbound I-5 Ashland Port of Entry near the California border. It's already proven much more efficient than the past practice of calling police for assistance or chasing a truck in order to identify it. Police are not always available and Oregon motor carrier enforcement officers, who are not trained and equipped like police, work under a policy that requires them to stop following a truck if safety or other conditions warrant. In the 12 months before cameras were installed, Ashland initiated enforcement actions against 101 drivers for not stopping at the station. In the first month after cameras were installed, it initiated 56 actions.

The camera systems include one high-speed video camera that captures images of license plates under any lighting conditions and a second camera that captures an image of each vehicle. The entire stream of traffic is recorded on a DVR for playback at any time. This is not like the camera systems many cities have installed at intersections to catch vehicles running red lights. Those systems have a dual purpose of enforcing the law and raising revenue. Oregon's weigh station bypass cameras are only there to enforce the law. The Oregon Department of Transportation receives no part of the fines collected through the citations issued by its motor carrier enforcement officers. Fines paid by motor carriers and truck drivers are split between circuit courts, justice courts, or municipal courts and various law enforcement agencies, along with a unitary assessment that goes to the Oregon Department of Revenue and a county assessment that goes to county treasuries.



Green Light sends its 10-millionth good-to-go signal

The Green Light weigh station preclearance system is racing past another milestone in May as it preclears the 10-millionth truck in its 11-year history. The system is having a breakout year so far in 2008, already setting a series of records for trucks weighed in-motion and signaled to keep going without making a wasteful stop. Preclearance events in the 1st quarter totaled 595,480, up 65% over 1st quarter 2007. At that pace, the program will preclear trucks 2.4 million times this year.

A total of 21 Green Light systems are currently operational. A 22nd site at the Wilbur weigh station on I-5 in Southern Oregon was closed by construction activity two years ago. ODOT plans to relocate that station and its preclearance system to a site three miles north of Myrtle Creek on southbound I-5. The new station, which should be open in 2009, will be

across the highway from the existing northbound Booth Ranch scale.

Green Light's weigh-in-motion scales and transponder readers screen trucks as they approach a station, providing efficiencies for both state regulators and the trucking industry. It's been estimated that for every

million trucks precleared by Green Light the trucking industry saves \$9.8 million in operating costs and 83,000 hours of travel time.

More than 4,200 trucking companies now participate in Green Light and they've put transponders in over 41,000 of their trucks.

GatePass = added benefit for Green Light users

Trucking companies can now use their Green Light transponders for more than just preclearing weigh stations. With a system called GatePass, a company's drivers can use their Green Light transponders to enter and exit a controlled access terminal yard or parking area. The system works with any windshield-mounted CVO tag, including the three brands that Oregon has distributed — Delco, Mark IV, and Telematics. A GatePass transponder reader can be linked with a Remote Data Collection System to provide a fleet manager with real-time and daily reports of all entrances and exits by each vehicle. GatePass is marketed by Telematics-Wireless USA Corp. (Fort Lauderdale FL). For more information, contact Telematics at 954-446-2333, or e-mail: sales.rfid@telematics-wireless.com.



Work zones spread throughout Oregon this Summer

There may be an economic downturn in parts of the country, but it's having no effect on road and bridge construction in Oregon this year. In fact, motorists traveling the state will see gangbuster-level activity.

This year is the busiest to date for the State Bridge Delivery Program in charge of work funded by the Oregon Transportation Investment Act. That program alone will have 83 bridges with active work zones between Washington and California on I-5 and more than 40 work zones on I-84.

In an April message to all staff, Oregon Department of Transportation Director Matt Garrett urged

everyone to help prepare the traveling public. "Talk to your neighbors and friends; remind them that there will be many active construction zones this year — especially on the interstates," Garrett said. "Remind them that while they're being careful and slowing down for work zones, ODOT and many fine Oregon private construction firms are making our roads safer, smoother and a bit less congested for many years to come. Traveling through work zones may be frustrating now, but the benefits soon-to-come far outweigh today's inconveniences."

Work Zone Facts

- Most work zone crashes are caused by drivers not paying attention.
- Speeding is the next biggest problem.
- Over 40% of work zone crashes happen in the transition zone before the work area.
- Work zone crashes tend to be more severe than other types of crashes.
- Road construction is the most dangerous occupation in the U.S.
- More drivers and their passengers die each year in Oregon work zones than construction workers.



Safety campaign targets aggressive driving

Oregon has a new safety campaign aimed at getting the attention of aggressive car and truck drivers. The TACT campaign — Ticketing Aggressive Cars & Trucks — involves catching persons in the act of driving unsafely around trucks. But more than just an enforcement effort, TACT also involves educating drivers about how to stay out of trouble. Of course the bottom line objective is to reduce truck crashes, particularly those in which the car driver is at-fault, and reduce the number of people injured or killed on Oregon highways.

In coming months, the Oregon Department of Transportation's Motor Carrier Division plans to introduce TACT to Oregon motorists. Initially working in partnership with the Oregon State Police, Clackamas County Sheriff's Office, and the Oregon Trucking Associations, it will engage police in enforcement exercises in the Portland area to look for car and truck drivers doing dangerous things like speeding, tailgating, and changing lanes unsafely. It will engage radio, tv, and print media throughout the state in education efforts emphasizing that trucks need at least twice as much time and room to stop as cars need.

"This initiative is part of our safety action plan to reduce truck-at-fault crashes," said Safety Program Manager David McKane. "We're on a fast track to launch the campaign and see if it helps to prevent crashes."

One TACT campaign message motorists will see over and over again

is, **LEAVE MORE SPACE**. Bad things happen when vehicles get too close to each other. When cars and trucks collide, cars get the brunt of it no matter which vehicle is at-fault. In the last 10 years, 3 out of 4 people who died in these collisions were riding in the cars. In fact, in crashes involving a car and truck, the car occupants are 15 times more likely to be killed than truck occupants.

cause of all crashes in Oregon.

The Oregon TACT campaign is modeled after a campaign conducted by the Washington State Patrol (WSP). For the past three years, WSP has worked to heighten awareness and reduce unsafe driving behaviors by both cars and trucks in four high-crash interstate corridors. In one five-day TACT exercise last year, for example,



Here are other key messages that the TACT campaign will emphasize:

- **Don't cut off trucks.** For safety sake, it's recommended that car drivers maintain one car length for every 10 miles per hour of speed.
- **Don't tailgate.** Unlike cars, trucks have large blind spots behind them. Also, car drivers who tailgate trucks can't see traffic ahead. If the truck brakes suddenly, the car driver has no time to react and no place to go.
- **Allow trucks plenty of room.** Both car and truck drivers must be especially careful when entering a highway or merging with traffic.
- **Don't speed.** Speed is the leading

eight troopers stopped 822 drivers on I-90 for aggressive driving violations such as speeding, improper lane change, and following too closely. In addition to a citation or warning, every driver received a TACT pamphlet with tips on sharing the road. Before the exercise and while it was underway, over 700 radio and television commercials were aired in eastern Washington and northern Idaho to promote the program. Road signs were also placed along the interstate reminding drivers to be safe.

Anyone with questions about TACT can contact a Motor Carrier Transportation Division safety manager at 503-378-6963.

Customer survey is the 5th in 10 years

Surveys check satisfaction with staff & service

Thousands of customers of the Motor Carrier Transportation Division (MCTD) are getting survey forms in the mail this month that ask, "How are we doing and how can we do a better job?" For the fifth time in ten years, MCTD is reaching out to customers selected from nine groups. For the first time it's contacting a tenth customer group to ask about its staff of motor carrier enforcement officers.

Division Administrator Gregg Dal Ponte is hoping a large number of questionnaires will be completed and returned in the coming months. "Customer surveys have become an increasingly important tool for measuring agency performance," Dal Ponte said. "When legislators approve budgets they're looking closely at performance measures and customer survey results, if that's available."

MCTD conducted similar surveys in 1998, 2002, 2004, and 2006 with overall response rates of 34%, 31%, 31%, and 26%, respectively. This time MCTD is again identifying recipients, most randomly-selected, and sending forms to: (1) Oregon companies that had a truck inspected by MCTD staff in the past year, (2) companies subject to a Safety Compliance Review in the past year, (3) Oregon truck drivers inspected by MCTD staff in the past year, (4) companies based in Oregon, Washington, and Idaho that participate in the Green Light weigh station preclearance program, (5) companies based in Oregon, Washington, and Idaho that are recognized as Oregon Trusted Carrier Partners, (6) companies that contacted the Salem Permit Analysts for truck-related transactions during one week in May, (7) companies that contacted the Over-Dimension Permit Unit for a permit during one week in May, (8) companies subject to a weight-mile tax audit in the past year, and (9) companies subject to an International

Registration Plan and/or International Fuel Tax Agreement audit in the past year, and (10) truck drivers subject to an enforcement action by officers at Oregon weigh stations.

In an attempt to gather survey results that allow for comparing one state agency with another in terms of customer service, all Oregon state agency surveys ask the same six questions (differing only by insertion of the agency name). That's why MCTD's forms start with the following questions: **Timeliness** — "How do you rate the timeliness of the services provided by the Motor Carrier Transportation Division?"

Accuracy — "How do you rate the ability of MCTD to provide services correctly the first time?"

Helpfulness — "How do you rate the helpfulness of MCTD employees?"

Expertise — "How do you rate the knowledge and expertise of MCTD employees?"

Availability of Information — "How do you rate the availability of information at MCTD?"

Overall Service — "How do you rate the overall quality of service provided by MCTD?"

In the last survey conducted in 2006, the vast majority responded favorably to the six standard questions that appear on every survey form. When examined together, customers were most critical of the availability of information. In that regard, 37% of respondents rated MCTD "Excellent," 49% rated it "Good," 12% rated it "Fair," and 2% rated it "Poor." But as far as overall quality of service, 39% rated MCTD "Excellent," 51% rated it "Good," 8% rated it "Fair," and 2% rated it "Poor."

When survey responses were examined separately for each customer groups, general satisfaction was highest among those who

transacted business with the Salem Permit Analysts and staff in the Over-Dimension Permit Unit. Satisfaction was lowest among companies subject to a Safety Compliance Review and truck drivers subject

Customer Survey - Salem Motor Carrier Services

Regarding Motor Carrier Division staff and service provided...	Satisfied	Good	Fair
TIMELINESS 1. How do you rate the timeliness of the services provided by the Motor Carrier Transportation Division?			
ACCURACY 2. How do you rate the ability of the Motor Carrier Transportation Division to provide services correctly the first time?			
HELPFULNESS 3. How do you rate the helpfulness of Motor Carrier			

to a roadside driver inspection.

After the six standard questions, MCTD's survey goes on to ask other questions tailored for each customer group and consistent with questions that appeared on surveys in previous years. Program managers can then compare specific results to see if there's been any noticeable change in customer satisfaction or experience.

Whenever MCTD mails out its customer satisfaction survey, it expects that many respondents will take the opportunity to add frank and even colorful comments. The survey in 2006 was no exception as practically one-third of all respondents had something to write in the space provided for suggestions.

MCTD managers read every one of the comments, the best as well as the worst, and often take specific action in response to them. When a number of customers in 2004 wrote to complain about telephone wait times, for example, managers installed a call management system with call routing and other management tools. In 2006, fewer customers complained about wait times.

Truck Safety Inspection Statistics — 2007

Number of truck safety inspections conducted in Oregon in calendar year 2007:.....	61,349
Compared to 2006, percentage change in inspection totals:	up 3%
Of the total inspections, number done by Oregon DOT Motor Carrier Division:	39,752
Rate at which inspections occur:.....	1 every 9 minutes
Most inspections in a single day:	602
Average minutes needed to conduct a complete Level 1 truck and driver inspection:	26
Hours spent inspecting trucks:	26,929
If each truck was 60 feet long, miles all trucks inspected, parked end to end, would extend:	730
Distance from Portland to Salt Lake City:	770 miles
Percent of inspections conducted using laptop computers:	73%
Average violations per inspection of Oregon-based trucks:	2.18
Average violations per inspection of trucks based elsewhere:	2.38
Most violations found in one inspection:.....	26
Percent of vehicles placed out-of-service for a critical safety violation:.....	20%
Current national percent of vehicles placed out-of-service:.....	25%
Most common mechanical violation found in vehicle inspections:	brake-related
Percent of drivers placed out-of-service for a critical safety violation:	14%
Current national percent of drivers placed out-of-service:.....	9.8%
Actual number of drivers placed out-of-service in Oregon:.....	8,582
Number of truck drivers caught falsifying log books or keeping inaccurate logs:.....	7,006
Number of drivers caught using radar detectors:	181
Number of drivers caught using alcohol or drugs:.....	105

Whistleblower law protects employees from retaliation

In a June 2006 survey of Oregon truck drivers, 11% disagreed with the following statement: “The company I work for gives me the information and support I need to be in compliance with safety regulations.” While it’s not known what problems those drivers might be referring to, they should be aware that they have safety, health, and security rights and protection under law if they report violations or unsafe working conditions.

Under federal law, a company cannot fire, demote, discipline, blacklist, or intimidate employees, deny them benefits, overtime or promotion, reduce their pay or hours, write them up, or treat them differently if they file a complaint or participate in a proceeding or investigation related to violations of commercial motor vehicle safety, health, or security rules. Typical employee concerns include too fatigued to drive safely, driving in violation of the hours-of-service rules, and driving defective and unsafe equipment.

The law protects employees who file a complaint, initiate a proceeding, testify, or plan to testify in a proceeding related to a violation of a commercial motor vehicle safety regulation. The law also protects employees who refuse to operate a commercial motor vehicle, because (1) it would have resulted in violation of a federal safety or health regulation, or (2) the employee had a reasonable apprehension that he or she, or someone else, would have been seriously injured or impaired by operating the unsafe vehicle after the employer had been asked to correct the unsafe condition and refused to correct it.

After an alleged incident of discrimination occurs, employees have 180 days to file a whistleblower complaint. Complaints should be filed with the Federal Occupational Safety and Health Administration (OSHA). Oregon employees can contact OSHA’s Seattle office at 206-553-5930. If the evidence supports the claim of retaliation and a settlement cannot be reached, OSHA will issue an order awarding the employee appropriate relief such as reinstatement of job with the same seniority and benefits, back-pay with interest, compensatory damages, including compensation for special damages, expert witness fees, and reasonable attorney fees, and punitive damages up to \$250,000 in certain cases. After OSHA issues its order, either party may request an evidentiary hearing before a law judge. The findings and order become the final order of the Secretary of Labor unless an objection is filed within 30 days.

Whistleblower protection extends to employees who drive a commercial motor vehicle (even as an independent contractor who personally operates the vehicle), as well as employees who repair and maintain vehicles as a mechanic, handle freight, and perform any job for a motor carrier directly affecting commercial motor vehicle safety in the course of employment. The protection does not extend to employees of the U.S. government, a State, or a political subdivision of a State acting in the course of employment. For more about the law (49 U.S.C. 31105 and 29CFR1978), visit the FMCSA Web site — www.fmcsa.dot.gov/rules-regulations/administration/w-blower.htm.

Guide to requesting fuel tax refunds

Oregon charges heavy trucks a weight-mile tax for road use, rather than a fuel tax. Motor carriers operating trucks with a combined weight over 26,000 pounds can buy fuel in Oregon without paying a fuel tax if their drivers show the vehicle's weight-mile tax credential — a valid temporary or permanent Oregon Weight Receipt and Tax Identifier, a valid Temporary Pass, or an Oregon Commercial or Oregon Apportioned license plate with a valid sticker. If a motor carrier is unable to prove registration in the weight-mile tax system, the fuel provider must charge fuel taxes. Then the carrier can seek a refund of that fuel tax by submitting a detailed receipt when filing the next weight-mile tax report. But the Motor Carrier Transportation Division cannot process claims for tax credits unless the claim is supported by good documentation. An increasing number of claims are based on receipts from stores that always charge fuel tax and never provide the documentation needed to confirm the fuel was purchased for a weight-mile tax-paying truck.

Acceptable

Oregon administrative rules specify that claims for fuel tax credits must be supported by invoices that contain date and location of purchase, fuel supplier, fuel and gallons purchased, weight-mile tax credential number assigned to the vehicle, and the amount of Oregon state fuel tax paid.

Oregon Administrative Rule 740-055-0110 — Fuel Purchase Records and Refunds —

(1) All motor carriers must obtain an invoice covering every purchase of motor vehicle fuel and preserve the same for a period of three years subject to inspection by the Department or its representatives at all reasonable times.

(2) Such invoice must disclose: (a) Date and location of purchase; (b) From whom purchased; (c) Kind of fuel and number of gallons purchased; (d) Oregon Weight Receipt and Tax Identifier number or temporary pass number of the vehicle if fuel is delivered directly into such vehicle; and (e) Amount of fuel tax paid.

(3) Motor carriers purchasing fuel in Oregon may claim a credit for Oregon state fuel tax paid at the pump. Carriers shall deduct the amount of fuel tax paid from the highway use tax due on the highway use tax report for the period in which the fuel was purchased. Motor carriers taking a deduction on the highway use tax report for fuel tax paid shall attach a copy of all fuel invoices for which credit is claimed. Carriers who purchase fuel in bulk shall attach to the highway use tax report for the period in which the fuel was dispensed into a motor vehicle copies of invoices from fuel suppliers indicating Oregon state fuel tax paid and fueling records showing fuel dispensed for each motor vehicle.

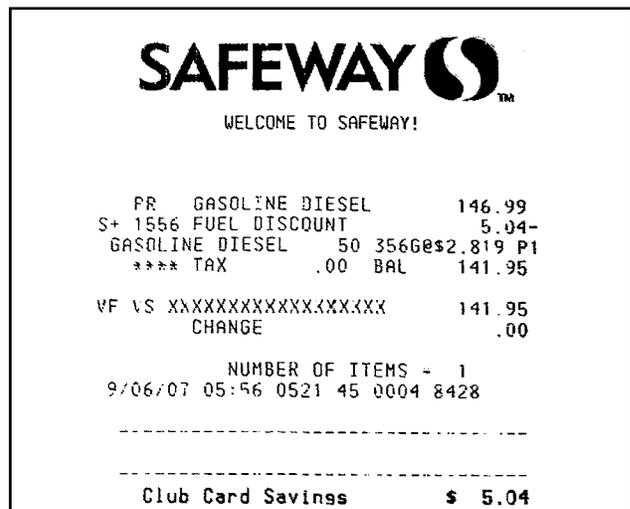
(4) Motor carriers may submit a written request for refund of Oregon state fuel tax paid up to three years after purchase. A written request for refund may be granted for any Oregon fuel tax paid but not deducted from the highway use tax report for the period in which the fuel was purchased. Motor carriers requesting refund must attach copies of all invoices. No such refund will be issued until an audit has been performed.

EXCEPTION TO 740-055-0110(2): Invoices may disclose the Oregon Commercial or Oregon Apportioned license plate number instead of the Weight Receipt and Tax Identifier number or Temporary Pass number.

Unacceptable

Claims for fuel tax credits will be rejected if they are not supported by invoices that contain the date and location of the purchase, the fuel supplier, the kind of fuel and gallons purchased, the Oregon weight-mile tax credential number assigned to the vehicle — Oregon Commercial or Oregon Apportioned license plate number, Oregon Weight Receipt and Tax Identifier number, or Temporary Pass number — and the amount of Oregon state fuel tax paid.

Now that Oregon stores like Safeway, Costco, and Fred Meyer sell fuel, an increasing number of motor carriers are buying diesel there and submitting the receipts for a fuel tax credit. But those stores always charge fuel tax at the pump and never provide the type of detailed receipt that is needed to claim credit on an Oregon Highway Use Tax Report.

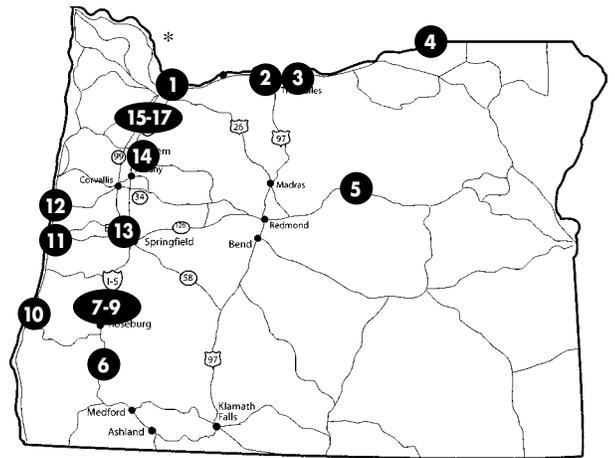


This is an example of a receipt that does not support a claim for fuel tax credit on an Oregon Highway Use Tax Report. It may show the date and location of purchase, from whom the fuel was purchased, the kind of fuel, and the number of gallons, but a store like Safeway doesn't provide a receipt showing the amount of Oregon fuel tax paid and never notes the truck's weight-mile tax credential number — Oregon Commercial or Oregon Apportioned license plate number, Oregon Weight Receipt and Tax Identifier number, or Temporary Pass number.

Weight-Restricted Bridges on Major State Routes in Oregon

As of April 30, 2008, bridge inspectors have set weight restrictions on 17 bridges on major Oregon routes. There are also many restricted bridges on lesser state routes throughout Oregon. 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



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	D	Biggs Rapids - Sam Hill Bridge, Biggs Junction over the Columbia
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	SR1	Chadwick Lane, MP104.85
8. I-5 NB	D/N	Shady Bridge, MP120.57, between Myrtle Creek and Roseburg
9. I-5 NB	SR	Umpqua River, MP128.92, Roseburg
10. Coos River Hwy.	SR1	Isthmus Slough Bridge, Coos Bay, MP0.51, 1/2 mile off US101
11. US 101	D/N	Siuslaw River, MP190.98, Florence
12. US 101	D/N	Spencer Creek, MP133.86, ten miles south of Depoe Bay
13. OR126 Business WB	D/N	Willamette River, MP1.34, one mile east of I-5 in Springfield
14. Off OR22	D	First Avenue Bridge in Mill City, over Santiam River
15. OR18	D/N	Yamhill River, MP51.57, near Dayton
16. OR219	D/N	Willamette River, MP23.46, south of Newberg
17. 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.

Biggs Bridge set to reopen for the Summer

The Washington State Department of Transportation still plans to complete Stage 1 of bridge deck replacement work and reopen the Biggs Rapids-Sam Hill Bridge over the Columbia River before Memorial Day, May 26. But Stage 2 of the work requires closing the bridge again after Labor Day, September 1, until work is completed several months later. The bridge will be open to traffic just during the period from Memorial Day to Labor Day. Completion of the Stage 1 work has allowed for lifting special weight restrictions that had been in effect for this bridge since 2001. It is now restricted to divisible load limits (no heavy haul loads).



US97 Columbia River Biggs Rapids - Sam Hill Bridge

During the closures, truckers traveling north on US97 to Biggs 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 at 1-866-279-0730.

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.	

Interstate motor carriers, brokers, freight forwarders, and leasing companies must pay an annual UCR fee. The 2008 fees are due May 15, 2008.

Western States Participating in UCR in 2008

Alaska Department of Transportation — Commercial Vehicle Customer Service

11900 Industry Way, Building M, Suite 2, Anchorage AK 99515
907-365-1200 FAX 907-365-1221

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

**California Department of Motor Vehicles —
Motor Carrier Permit Branch / Operations Unit**

P.O. Box 932370, Mail Station G-875, Sacramento CA 94232-3700
916-657-8153 FAX 916-657-6803

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

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

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

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

**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 31 states participating in UCRA in 2008: Alabama, Arkansas, Delaware, Connecticut, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Massachusetts, Michigan, Minnesota, Missouri, Mississippi, Nebraska, New Hampshire, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia, West Virginia, Wisconsin

3 Steps to paying Unified Carrier Registration fees

1 Interstate motor carriers, brokers, freight forwarders, and leasing companies must pay an annual Unified Carrier Registration (UCR) fee. The 2008 fees are due May 15, 2008. Most states will begin enforcement of UCR fees on June 1.

If the interstate operator's principle place of business is in Oregon, one of the following states may be selected as the base state that accepts payments:

 AK, CA, CO, ID, MT, ND, NM, SD, UT, WA.

Oregon is not participating in the UCR program and it is not accepting fee payments. Do not send payments to Oregon. Please contact a participating state for more information.

2 Complete the registration form included on page 9 of this issue of the Motor Carrier News.

Follow the  instructions on the back of the form, on page 10.

Or instead of completing the paper form, register online —

www.ucr.in.gov — at an Indiana Department of Revenue site.

Online payments may be made by MasterCard, Visa or e-Check.

3 Determine the annual fee based on the number of vehicles and, if not paying online, make the payment to the chosen base state in the form accepted by that state. **Do not send payments to Oregon.**

NOTE: Interstate motor carriers, brokers, freight forwarders, and leasing companies who operated in 2007 and did not pay fees for 2007, must pay both the 2007 and 2008 fees.

UNIFIED CARRIER REGISTRATION -Year 2008

To register online go to www.ucr.in.gov

SECTION 1. GENERAL INFORMATION				
USDOT Number	MC or MX Number	FF Number	Telephone Number	Fax Number
Legal Name			E-Mail Address	
Doing Business Under the Following Name (DBA)				
Principal Place of Business Street Address (See Instructions)				
Principal Business City		Principal Business State		Zip Code
Mailing Street Address				
Mailing City		Mailing State		Mailing Zip Code

SECTION 2. CLASSIFICATION – Check All That Apply				
<input type="checkbox"/> Motor Carrier	<input type="checkbox"/> Motor Private Carrier	<input type="checkbox"/> Broker	<input type="checkbox"/> Leasing Company	<input type="checkbox"/> Freight Forwarder

SECTION 3. FEES DUE — BROKERS, FREIGHT FORWARDERS & LEASING COMPANIES ONLY
Note: If your company is also a motor carrier or motor private carrier, skip this section and go to section 4.

Brokers, freight forwarders and leasing companies (not a motor carrier combination), submit \$39 to your chosen base state in the form of payment accepted by that state (DO NOT SEND PAYMENTS TO OREGON) and go to Section 7.

SECTION 4. NUMBER OF MOTOR VEHICLES — MOTOR CARRIER & MOTOR PRIVATE CARRIER

Check only one box:

The number of vehicles shown below have been taken from section 26 of your last reported MCS-150 form.

The number of vehicles shown below is the total number owned and operated for the 12-month period ending June 30, 2007.

NUMBER OF STRAIGHT TRUCKS AND TRACTORS (COLUMN A)	NUMBER OF TRAILERS (COLUMN B)	NUMBER OF MOTOR COACHES, SCHOOL BUSES, MINI-BUSES, VANS AND LIMOUSINES (COLUMN C)	TOTAL (COLUMN D)

1. (Optional) Under this program you may delete any vehicles in Column A or B above that you have reported on your MCS 150 form that are used only in intrastate commerce. (See instructions.) ()
 2. (Optional) You may add vehicles that (a) have not been shown on the MCS 150 form that are defined as commercial motor vehicles operating solely in intrastate commerce; and/or (b) **other self-propelled motor vehicles** operating in intrastate or interstate commerce that:
 - Have a gross vehicle weight rating or gross vehicle weight of 10,000 lbs or less, or a passenger capacity of 10 or less, including the driver;
 - Are used on the highways in commerce; and
 - Transport passengers or property for compensation. (See instructions for definition of commercial motor vehicle) _____
3. Total Number of Vehicles (TOTAL (COLUMN D) minus LINE 1 plus LINE 2)..... _____

SECTION 5. FEE TABLE

Number of Vehicles	Amount Due	Number of Vehicles	Amount Due	Number of Vehicles	Amount Due
0-2	\$39.00	6-20	\$231.00	101-1000	\$3,840.00
3-5	\$116.00	21-100	\$806.00	1001 or more	\$37,500.00

SECTION 6. FEES DUE — MOTOR CARRIER & MOTOR PRIVATE CARRIER

Using the number of vehicles in Section 4, Line 3 above, enter the Amount Due from the table above.
Note: Make payment to your chosen base state, in the form of payment accepted by that state. DO NOT SEND PAYMENTS TO OREGON.

SECTION 7. CERTIFICATION

I, the undersigned, under penalty for false statement, certify that the above information is true and correct and that I am authorized to execute and file this document on behalf of the applicant. (Penalty provisions subject to the laws of the registration state.)

Name of Owner or Authorized Representative (Printed)	Date
Signature	Title

Instruction Sheet for UCR Carrier Registration – Year 2008

What is my base state for UCR?

- (A) If your principle place of business as completed in Section 1 of the form is AK, AL, AR, CA, CO, CT, DE, GA, IA, ID, IL, IN, KS, KY, LA, MA, ME, MI, MN, MS, MT, NC, ND, NE, NH, NM, NY, OH, OK, PA, RI, SC, SD, TN, TX, UT, VA, WA, WI, or WV, **you must use that state as your base state.** If your principle place of business is not in one of these states, go to (B).
- (B) If your principle place of business is not one of the states listed in (A) above but you have an office or operating facility located in one of the states listed in (A) above, you must use that state as your base state.
- (C) If you cannot select a base state using (A) or (B) above, you must select your base state from (A) above that is nearest to the location of your principle place of business; or
- (D) Select your base state as follows:
- If your principle place of business is in DC, MD, NJ, or VT or the Canadian Province of ON, NB, NL, NS, PE, or QC, you may select one of the following states: CT, DE, MA, ME, NH, NY, PA, RI, VA, or WV.
 - If your principle place of business is in FL or a state of Mexico, you may select one of the following states: AL, AR, GA, KY, LA, MS, NC, OK, SC, TN, or TX.
 - If your principle place of business is in MO or the Canadian Province of ON or MB, you may select one of the following states: IA, IL, IN, KS, MI, MN, NE, OH, or WI.
 - If your principle place of business is in AZ, NV, OR, or WY or the Canadian Province of AB, MB, SK, or BC or a state of Mexico, you may select one of the following states: AK, CA, CO, ID, MT, ND, NM, SD, UT, or WA.

Change of Base State

- If you selected your base state using (C) or (D) above and your principle place of business has moved to a qualified state in (A) or (B) above, you may at the next registration year change your base state to a state listed in (A) or (B).

Section 1. – General Information

- Enter all identifying information for your company. The owner and DBA name should be identical to what is on file for the U.S. DOT number (See safer.fmcsa.dot.gov/CompanySnapshot.aspx). Enter the principle place of business address that serves as your headquarters and where your operational records are maintained or can be made available.

Section 2. – Classification (*Definitions*)

- “**Motor carrier**” means a person providing commercial motor vehicle transportation for compensation.
- “**Motor private carrier**” means a person who provides interstate transportation of property in order to support its primary line of business.
- “**Broker**” means a person, other than a motor carrier, who sells or arranges for transportation by a motor carrier for compensation.
- “**Freight forwarder**” means a person that arranges for truck transportation of cargo belonging to others, utilizing for-hire carriers to provide the actual truck transportation, and also performs or provides for assembling, consolidating, break-bulk and distribution of shipments and assumes responsibility for transportation from place of receipt to destination.
- “**Leasing company**” means a person or company engaged in the business of leasing or renting for compensation motor vehicles they own without drivers to a motor carrier, motor private carrier, or freight forwarder.

Section 3. – Fees Due-Brokers, Freight Forwarders and Leasing Companies

- Brokers, freight forwarders and leasing companies pay the lowest fee tier. **If your company is also a motor carrier or a motor private carrier you will skip this section of the application.**

Section 4. – Number of Motor Vehicles – Motor Carrier & Motor Private Carrier

- Definition - “**Commercial motor vehicle**” (as defined under 49 USC Section 31101) means a self-propelled or towed vehicle used on the highways in commerce principally to transport passengers or cargo, if the vehicle: (1) Has a gross vehicle weight rating (GVWR) or gross vehicle weight (GVW) of at least 10,001 pounds, whichever is greater; (2) Is designed to transport more than 10 passengers, including the driver; or (3) Is used in transporting material found by the Secretary of Transportation to be hazardous under section 5103 of this title and transported in a quantity requiring placarding under regulations prescribed by the Secretary under section 5103.”
- Check the appropriate box indicating where you obtained the vehicle count for the numbers entered into the table in this section.
- In the table, enter the number of commercial motor vehicles you reported on your last MCS-150 form or the total number of commercial motor vehicles owned and operated for the 12-month period ending June 30 of the year immediately prior to the year for which the UCR registration is made. This table includes owned and leased vehicles (term of lease for more than 30 days). If all the vehicles in your fleet are designed to transport 10 passengers or less, including the driver, then the number in Column D is zero and, unless these vehicles are added in Option 2, the fee is \$39.
- Option 1.** You may subtract the number of property carrying vehicle used solely in intrastate commerce that you included in Section 4, Columns A or B. You may not enter on this line the number of passenger carrying vehicles included in Column C that were used solely in intrastate commerce.
- Option 2.** You may add the number of owned commercial motor vehicles (straight trucks, tractors, trailers, motor coaches, school buses, mini-buses, vans or limousines) that were used only in intrastate commerce if they were not included in Columns A, B or C above. You may also include on this line the number of other self propelled vehicles (not trailers) used in interstate or intrastate commerce to transport passengers or property for compensation that are not defined as a commercial motor vehicle that have a GVWR or GVW of 10,000 pounds or less or a passenger capacity of 10 or less, including the driver.
- Line 3, Total Number of Vehicles.** Add the number of vehicles shown in Column D, subtract any vehicles you reported in Option 1 and add any vehicles you reported under Option 2 and show the total on Line 3. Use this total number of vehicles and go to the fee table in Section 5. Pay the amount due for the total vehicles.

Section 5. – Fee Table for Motor Carrier & Private Carrier

- This table is the approved UCR fees you will pay dependent upon the number of vehicles reported in Section 4. This fee may change from year to year.

Section 6. – Fee for Motor Carrier & Private Carrier

- Enter the amount due for the total number of vehicles calculated in Section 4.

Section 7. – Certification

- The owner or an individual who has a power of attorney to sign on behalf of the owner or owners must sign this form. This certification indicates that the information is correct under penalty of perjury.

Enforcement 1st Quarter 2008

From January through March 2008, the Motor Carrier Division finalized 114 civil enforcement actions, in addition to 53 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 99 enforcement actions related to violations found during safety compliance reviews, or driver violations related to waiver of physical disqualification.

Agri Cycle, Inc. 5
 Andrade Transport, Inc. 12**
 Arrow Striping & Painting, Inc. 37**
 B T S Container Service, Inc. 36**
 B&N Construction, Inc. 7
 Matt Bixby Trucking 1***
 Canby Trucking Co. 4**
 Capital Concrete Construction, Inc. 2***
 Caravan Airport Transportation 2
 Castner Trucking, Inc. 9****
 Chapa Trucking 7
 Circle of Teran 2
 Coleman Transport 11***
 James Cordie Trucking 10****
 Cornerstone Trucking, Inc. 4***
 Boyd Cribbs Trucking, Inc. 16**
 Cross River Transport, Inc. 10**
 D&R Trucking (Hood River OR) 2
 David Star Express LLC 25***
 Dean Logging, Inc. 2
 Denis Neil Schmitz 3
 Dennis Trucking (Beaverton OR) 4

James W Drayton 19**
 Dry Canyon Construction & Excavation LLC 2
 Dust to Diamonds Auto Transport, Inc. 7
 Dutton Construction & Development, Inc. 4
 Elegant Express 2
 Tom Feeny Builders, Inc. 6
 Juan D Gonzalez (Umatilla OR) 2
 Gram Construction, Inc. 2
 Jose Guzman (Boardman OR) 5
 M D Hagan Trucking Co. 10
 Hatley Construction, Inc. 3
 Philip Hedrick Trucking 1
 J & E Holding Co. LLC 1
 J & M Enterprises (Rogue River OR) 3
 J&K Distributing 10
 Jagraj Singh Brar 4
 Robin James 2
 Todd C Kalebaugh Construction 3
 Kelly Lumber Supply, Inc. 5
 LA Construction Services, Inc. 20**
 Lawrence Oil Co. 10
 Leslie Trucking, Inc. (Clatskanie OR) 10
 M J Transport (Merrill OR) 3**
 Mamuking Express 4
 Jeff Mann Timber Salvage, Inc. 12**
 Maranatha Transport 5
 Meadow Ridge Farms, Inc. 2**
 Medicine Creek LLC (Elgin OR) 7
 Brent S Melson Trucking 5
 Merrill Auto Wrecking, Inc. 9**
 Monkey Business 4
 Morgan Machinery Moving 87**
 Morning Star Express, Inc. 5
 Larry David & Cynthia Doris Morrison 6
 Randy D Muller 5
 Ed Norman's Asphalt Paving 5
 North American Metals, Inc. 6
 Northwest Equipment Express 43**
 O & R Trucking LLC 5
 Omega Trucking, Inc. (Hubbard OR) 1
 Thomas & Kymberly O'Neill Trucking 4
 A G Ontko Contracting 3**
 Oregon Armored Service, Inc. 6
 Rene Osorio 2
 Irvin Petersen Trucking LLC 7
 Quality Excavation Systems, Inc. 2**
 R & M Lumber Sales, Inc. 5**
 R&T Trucking & Backhoe Service 4
 Jerry Burton Reader 1**
 Rickman Excavating, Inc. 6

Ringer Construction & Trucking, Inc. 2
 Mark E Ritthaler 3***
 Road Builders, Inc. 4
 Rocky Mountain Construction LLC (K-Falls OR) 55**
 Rogers Log LLC 7**
 R & J Rollis Trucking 43**
 Rose Express Corp. 3
 Salvador Medina 8
 Paul W Shinen 2
 Site Inspection Services 6
 Darrel W Spinney 2**
 Wayne Stone Trucking LLC 26**
 Sure Flow, Inc. 1
 Swaggart Brothers, Inc. 6
 Swaggart Enterprises, Inc. 1
 T C Transportation, Inc. (Springfield OR) 43**
 Tiben Enterprize 24***
 Valley Pacific Construction, Inc. 13**
 Vio T Construction 6***
 Wadsworth Enterprises Corp. 4**
 Willamette Clearing & Hydra-Axle, Inc. 6**
 Willamette Pass Express LLC 6
 Wilson Excavating, Inc. 2**
 Woodward Brothers, Inc. 8
 Woolley Equipment LLC 39****
 Yesenia's Market, Inc. 9
 Zwald Transport, Inc. 10***

Other Safety Violations

A total of 41 cease and desist orders and 12 penalty orders related to failure to return a Driver or Equipment Compliance Check Form within 15 days after a safety inspection in order to certify that any vehicle-related problems were repaired and/or driver-related problems addressed.

Other Violations

A total of 15 actions related to other violations, such as operating in excess of size or weight limits or without valid registration credentials, operating in violation of farm registration laws and rules, illegally bypassing a weigh station, offering or providing unauthorized household goods moving services, or operating as an unregistered pack and loader.

AM-PM Moving 1
 Diamond Transportation Logistics 1
 Front Door Pick-up & Delivery, Inc. 4
 Aaron Griffin dba Morton Vanlines 2
 Highstyle Moving Co. 1

Home Care Moving 6
 JJ&C Movers LLC 1
 Jet Delivery Systems, Inc. 6
 Jimmy B's Delivery Service 1
 Knight Transportation, Inc. 1
 Kyle McGranahan 1 (farm-related)
 Mountain Mike's Moving, Inc. 3
 John Riley 1 (farm-related)
 Swift Transportation Co., Inc. 2
 Robert Vachon 3

Other Enforcement

Summary of work by Motor Carrier Enforcement Officers in the 1st Quarter 2008:

Trucks Weighed on Static Scales
503,266

Trucks Precleared to Pass Green Light Weigh Stations
595,480

Weight-Related Citations
3,014

Weight-Related Warnings
1,912

Size-Related Citations
111

Size-Related Warnings
56

Trucks Required to "Legalize" (Correct) Size and/or Weight
785

Other Citations
849

Other Warnings
1,948

Citations for Operating Without Oregon Weight Receipt & Tax Identifier
1,349

Warnings for Operating Without Oregon Weight Receipt & Tax Identifier
1,620

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

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**OREGON DEPARTMENT OF TRANSPORTATION
MOTOR CARRIER TRANSPORTATION DIVISION**

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