



MOTOR CARRIER NEWS

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Oregon again requires weight receipts in trucks

New federal legislation that President Bush signed into law in June allows Oregon to once again require that heavy trucks traveling in the state must carry a paper Oregon weight-mile tax credential, called a Weight Receipt and Tax Identifier.

In the past year, Oregon has been requiring motor carriers to obtain the credential, but not requiring that it be carried in trucks. Legislation passed by Congress in 2005, called SAFETEA-LU, prohibited all states from requiring the “display” of credentials except those associated with the International Registration Plan (IRP), the International Fuel Tax Agreement (IFTA), and other approved forms of identification.

But in May, Congress passed a SAFETEA-LU Corrections Bill that made technical and major changes to the 2005 law. The key change for Oregon was to Chapter 145 of Title 49, related to exceptions for the identification of vehicles, so that now a state may require a motor carrier, private carrier, freight forwarder, or leasing company to display identifying credentials on or in a commercial vehicle if on October 1, 2006, the state had a form of highway use taxation not subject to collection through IFTA. This change is intended to assist Oregon’s enforcement of its weight-mile tax. It could also help Kentucky, New Mexico, and New York, which use variations of the weight-mile tax in combination with fuel tax for their highway use taxation.

Having the credential in the truck cab will also help Oregon safety inspectors and law enforcement officers identify motor carriers, particularly when they can’t access a computer to look up records.

Oregon has been charging heavy trucks a weight-mile tax since 1947. Motor carriers operating trucks in Oregon with a combined weight over 26,000 pounds must set up an Oregon account for purposes of paying the tax. Participation in IFTA doesn’t apply because Oregon doesn’t collect a fuel tax from heavy trucks. When carriers set up an account, they receive a permanent or temporary Oregon Weight Receipt and Tax Identifier, or a Temporary Pass, that proves the truck

is paying the weight-mile tax and does not need to pay a fuel tax when buying fuel in Oregon.

There’s been some confusion in the past year as carriers learned they didn’t need to carry the Oregon weight-mile tax credential, but then learned that Oregon truck stops and other fuel providers needed to see it before selling fuel without tax. Oregon law requires proof of registration in the weight-mile tax system in order to buy fuel without paying fuel tax. Restoring the requirement to carry the Oregon credential should result in less confusion at the pump.

See Entry Policy for Tax and Registration Credentials on page 2.

Change to U.S. Code — Chapter 145, Title 49

§ 14506. Identification of vehicles

(a) Restriction on Requirements.— No State, political subdivision of a State, interstate agency, or other political agency of two or more States may enact or enforce any law, rule, regulation standard, or other provision having the force and effect of law that requires a motor carrier, motor private carrier, freight forwarder, or leasing company to display any form of identification on or in a commercial motor vehicle (as defined in section 14504a), other than forms of identification required by the Secretary of Transportation under section 390.21 of title 49, Code of Federal Regulations.

(b) Exception.— Notwithstanding subsection (a), a State may continue to require display of credentials that are required—

- (1) under the International Registration Plan under section 31704;
- (2) under the International Fuel Tax Agreement under section 31705 or under an applicable State law if, on October 1, 2006, the State has a form of highway use taxation not subject to collection through the International Fuel Tax Agreement;
- (3) under a State law regarding motor vehicle license plates or other displays that the Secretary determines are appropriate;
- (4) in connection with Federal requirements for hazardous materials transportation under section 5103; or
- (5) in connection with the Federal vehicle inspection standards under section 31136.

Oregon Entry Policy for Tax and Registration Credentials

Oregon charges heavy trucks a weight-mile tax for road use, rather than a fuel tax. Motor carriers operating vehicles in Oregon with a combined weight over 26,000 pounds must carry either a valid temporary pass or an Oregon Weight Receipt and Tax Identifier in each power unit.

Drivers entering Oregon

Drivers entering Oregon must obtain and carry Oregon weight-mile tax and registration credentials before entering the state unless the following applies:

- Arrive Monday thru Friday from 8 a.m. - 5 p.m. and not on a state-observed holiday.*
- Arrive on Interstate 5 from the north and proceed directly to the Portland Bridge Office at Jantzen Beach, or from the south and proceed directly to the Ashland Port of Entry.
- Arrive on Interstate 82 or US730 from the north and proceed directly to the Umatilla Port of Entry.
- Arrive on Interstate 84 or OR201 from the east and proceed directly to the Farewell Bend Port of Entry.

Drivers who meet the above criteria can get tax and registration credentials when they arrive in Oregon.

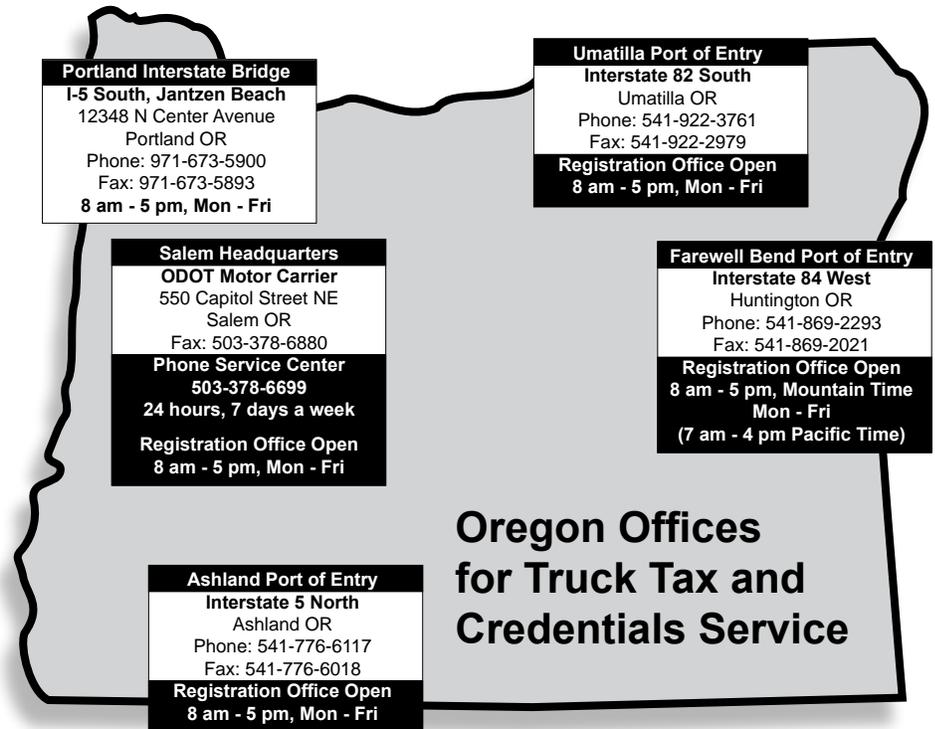
1st Time Offenders

Drivers without operating credentials are issued a warning ticket and told to get credentials at the first available facility if they: Enter Oregon on I-5 or I-205 and arrive at the Cascade Locks or Woodburn Ports of Entry, or enter Oregon on northbound US97 and arrive at the K-Falls Port of Entry, or arrive at the Ashland, Farewell Bend, or Umatilla Ports of Entry when their Registration Office is closed. This applies if the driver has never before received a credentials-related ticket. **WARNING:** Drivers without credentials who enter Oregon at other locations in the state, or when their company is suspended or the vehicle's registration is suspended, are subject to citation and a fine of up to \$427.

*State-observed holidays — New Year's Day, Martin Luther King Day, President's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving, and Christmas.

Drivers starting in Oregon

Drivers originating in Oregon must obtain and carry weight-mile tax and truck registration credentials before starting operations. **WARNING:** Drivers who operate in Oregon without credentials or when their company's file is suspended or the vehicle's registration is suspended, are subject to citation and a \$427 fine.



How to Get Oregon Credentials

Call the Salem Service Center at 503-378-6699. Call 24 hours a day, 7 days a week except New Year's Day, Thanksgiving Day, and Christmas Day.

Use Trucking Online. Most trucking companies operating in Oregon can use a home or office computer to get certain credentials via the Internet. Go to the Trucking Online Web site for more info: <http://www.OregonTruckingOnline.com>

Visit an office for counter service from 8 a.m. - 5 p.m. Monday - Friday at Salem, Portland Bridge at Jantzen Beach, or the Ports of Entry at Ashland, Farewell Bend, and Umatilla. Offices are closed on state-observed holidays.* Before calling or visiting an office for credentials, please be ready with carrier name and/or Oregon file number, vehicle registration (base plate number and complete VIN), lease documents (if applicable), fax number where credential can be sent if not picking up in person, and U.S. DOT number. Pay with credit card, guaranteed check, or a pre-approved charge to account.

This policy does NOT authorize trucks that exceed legal size and/or weight to operate in Oregon or enter Oregon before obtaining a Variance Permit. For information about the Entry Policy for Over-Dimension Loads, contact the Over-Dimension Permit Unit at 503-373-0000 or access that policy on the Internet: www.oregon.gov/ODOT/MCT/docs/enforcement_policy.pdf

Oregon sees a decline in truck crashes in 2007

Oregon saw a decline in truck crashes in 2007, ending a multi-year stretch in which crashes have been steadily increasing. The state recorded 1,245 truck crashes, down 11% from 1,403 in 2006. Every type of truck crash declined in numbers except crashes involving hazardous materials, which were up 11% to 52 total last year. Both injuries and fatalities fell sharply. There were 520 persons injured and 52 killed, representing declines of 20% and 17% respectively compared with 2006.

Truck crash totals include every incident involving a fatality, injury, or damage requiring that any vehicle be towed away (the definition of an "accident" in 49 CFR Part 390.5 and Oregon Administrative Rule 740-100-0020).

The 1,245 truck crashes includes 692 truck-at-fault crashes, down 8% from 751 in 2006. Consistent with previous years, the truck driver was at-fault in 621 of the truck-at-fault crashes, both truck and car drivers were at-fault in 28, and only 43 were attributed to a truck mechanical problem. Truck-at-fault figures are unique to Oregon as no other state or federal agency analyzes crashes to assign fault.

Trucks over 26,000 pounds traveled 1.871 billion miles in Oregon last year. Based on that mileage alone, there were 0.665 crashes, and 0.370 truck-at-fault crashes, per million miles. Those crash rates would be much lower if they were based on miles traveled by all commercial motor vehicles over 10,000 pounds. When federal highway use statistics for 2007 become available, it's estimated they will show all commercial vehicles traveled well over 3 billion miles in Oregon.

Roadcheck 2008 puts spotlight on truck safety

A total of 89 Oregon safety inspectors, working at 42 sites around the state from June 3-5, inspected 745 trucks and drivers during Roadcheck 2008, a Commercial Vehicle Safety Alliance (CVSA) event that spotlights truck safety throughout the United States, Canada, and Mexico. Oregon inspectors placed 39% of trucks and 15% of drivers out-of-service for critical safety violations. Most driver problems were related to false logs and hours-of-service. Most vehicle defects were related to braking systems, tires and wheels, safe loading, and lights. This Roadcheck, the 21st annual, focused on safety belt enforcement, but Oregon inspectors found only three violations.

The 52,345 total inspections completed throughout the U.S., Canada, and Mexico resulted in 24% of trucks, and 5% of drivers, placed out-of-service, the lowest out-of-service rates in two decades of Roadcheck exercises.



At-Fault in Truck Crashes — 2007

At-Fault	Crashes
Commercial Vehicle Driver	621..... 50%
Other Auto Driver.....	495..... 40%
Commercial Vehicle Mechanical.....	43..... 3%
Both Drivers.....	28..... 2%
Other Driver - Unknown.....	29..... 2%
Other (Weather/Animal).....	20..... 1%
Pedestrian	6
Bicycle	2
Auto Mechanical.....	1
	1,245

Causes of 692 Truck-at-Fault Crashes

Cause	Crashes
Speeding	213..... 30.8%
Following too closely	120..... 17.3%
Fail to remain in lane	62..... 9.0%
Fail to yield right of way.....	48..... 6.9%
Improper lane change.....	41..... 5.9%
Improper turn	39..... 5.6%
Sleep / Fatigue	28..... 4.0%
Improper Backing	20..... 2.9%
Disregard sign	17..... 2.5%
Driver Ill	12..... 1.7%
Inattention.....	12..... 1.7%
Other Mechanical	12..... 1.7%
Improper pass.....	11..... 1.6%
Brakes	10..... 1.4%
Improper Load Securement.....	8..... 1.2%
Tire Failure	7..... 1.0%
All other causes.....	32
	692

Truck Crashes by Configuration

Configuration	Crashes	Injuries / Deaths
Tractor / Semi-Trailer.....	771.....	308 / 31
Truck.....	240.....	119 / 10
Tractor / Double Trailer.....	115.....	39 / 7
Truck and Trailer.....	85.....	38 / 1
Bus	6.....	2 / 0
Heavy Haul.....	13.....	7 / 1
Bobtail.....	8.....	3 / 0
Tractor / Triple Trailers.....	6.....	4 / 2
Saddlemount	1.....	0 / 0
	1,245	520 / 52

Trucking Online adds Direct Payment service

These days it's quite common for people to pay bills by authorizing electronic debits from a checking or savings account. Soon it will be possible to pay for



Oregon Trucking

Online transactions the same way. Motor carriers can arrange to pay for certain transactions just as if they were writing

a check. Here are some questions and answers about this new online service:

What is Direct Payment? Direct Payment is a way for motor carriers to make electronic payments directly from their checking or savings account for certain Trucking Online transactions. It's simply the electronic way to write a check. When a customer completes a transaction and authorizes payment, the U.S. Bank, which handles the State of Oregon's banking, will transfer the approved amount directly from the customer's checking or savings account.

Direct Payment is a convenient and unique payment option for both current credit card users and those who are authorized to bill their Motor Carrier Transportation Division (MCTD) account and pay from a monthly statement of charges.

What are the benefits of Direct Payment for credit card users?

Many customers using credit cards for Trucking Online transactions will find Direct Payment is a welcome alternative. It allows them to make payments for all transactions with the click of a few buttons. It's that easy! No more typing in credit card numbers and billing addresses for every transaction. Payments are debited directly from a checking or savings account for the exact amount of the transaction. There's no need

for customers to dig out a credit card number every time they want to make a transaction. There's no need to give company employees access to account numbers or credit cards.

What are the benefits for customers who pay monthly billings? Direct Payment allows a customer to complete a transaction and pay for it right then rather than building up charges and paying a statement once a month. This can be beneficial for overall management and control of funds. It completely eliminates monthly payment deadlines and potential late payment fees.

Other Direct Payment benefits:

- Accurate
- Reliable
- Secure and confidential
- Convenient for bookkeeping
- Easy to track
- No charge for the service

What's the benefit for Oregon and motor carrier taxpayers? The State of Oregon and motor carrier taxpayers stand to benefit from Direct Payment because it's a low-cost alternative to credit cards and monthly billings. Just like any regular

business, MCTD must pay transaction fees whenever a Trucking Online customer uses a credit card. These transaction fees, which now total almost \$1 million per year, are a drain on MCTD's budget and an undesirable way to spend motor carrier taxpayer dollars. There are fees associated with Direct Payment, too, but they're far less than credit card transaction fees.

How does a motor carrier get started? Any carrier with an existing MCTD account and a Trucking Online PIN can sign up for Direct Payment by providing their checking or savings

account and routing number for an account in any bank registered in the United States. Banks need 7-10 days to complete their verification process the first time an account is established. But then Direct Payment is available 24/7, just like all Trucking Online services.

How does Trucking Online and the bank handle the debit?

Direct Payment is the electronic equivalent to writing a check. And it turns out the electronic payment is handled like a check, too, because it can take 2-3 days before it's posted to the bank account. The Trucking Online transaction is complete and everything's done the moment the customer authorizes payment, but the payment takes a few days before the bank posts it to the account.

Can a customer change or add bank accounts? When a motor carrier customer establishes a bank account and gets approval for Direct Payment of Trucking Online transactions, that account information cannot be changed. Additional bank accounts may be added, however, by just completing a new authorization agreement form.



Customers can have multiple bank accounts and they can delete a bank account at any time.

Can Direct Payment be used for regular, recurring payments?

The Direct Payment feature for Trucking Online is currently designed for single authorized payments. Sometime in the future MCTD may add the ability to handle recurring or scheduled payments.

Questions? For more information or to get signed up for Direct Payment, contact MCTD staff at 503-378-6699.

Oregon Plate and Credentials Renewal — 2009

The Motor Carrier Transportation Division is sending paperwork to about 24,000 trucking companies this month so they can renew registration or weight-mile tax credentials for the 340,000 trucks they'll operate in Oregon in 2009. Here's a summary of renewal activity:

Commercial plates — 4,982 Oregon companies have 18,109 trucks displaying this



plate, which is issued to trucks that generally don't operate in another state. These companies get renewal paperwork, but they'll find it easier to complete the process online. They can renew, add, or delete trucks for 2009, and opt to pay for plates on a quarterly basis. Trucking Online calculates what's owed and takes credit card payments (registration fees can't be charged to account). Do it online and within three business days MCTD will send new credentials (Weight Receipt and Tax Identifiers and Registration Cab Cards) and stickers for each plate.



Apportioned plates — 4,096 Oregon companies have 33,237 trucks displaying

Apportioned plates so they can operate in other states and Canada under the International Registration Plan (IRP). These companies must report the miles their fleet(s) operated in Oregon, other states, and Canada from July 1, 2007 thru June 30, 2008. It's easier using Trucking Online if vehicles will operate in the same jurisdictions in 2009 (the online application lets them cancel vehicles, but not add or drop jurisdictions). Companies can let the computer calculate the registration fees owed to each jurisdiction and

pay by credit card (registration fees can't be charged to account). MCTD then collects and distributes the fees. Do it online and within three business days MCTD will send new credentials (Weight Receipt and Tax Identifiers and Registration Cab Cards) and stickers for each plate.



Oregon Weight Receipt and Tax Identifier — 13,909 companies based in other states and Canada have 289,028 trucks for which an Oregon Weight Receipt and Tax Identifier paper credential has been assigned to

identify the company's weight-mile tax account. They get a paper renewal summary in the mail listing the trucks that have the tax credential. It's easier to use Trucking Online to edit the list to renew, add, or delete trucks for 2009, and then instantly print all the new credentials on a local printer. Oregon is again requiring that this credential be carried in all trucks operating in the state (see article on page 1). Anyone who has not obtained the credential is subject to a \$427 citation and possible civil complaint action. It's also practical to have it in the truck because fuel can be sold tax-free in Oregon to anyone showing a valid weight-mile tax credential.

IRS requires some to e-file HVUT returns

The Internal Revenue Service is now offering a way for all motor carriers to electronically pay their annual Heavy Vehicle Use Tax (HVUT) for trucks with a gross weight of 55,000 pounds or more. Moreover, the agency is now requiring carriers to file electronically if they have 25 or more vehicles. In June, the IRS sent letters to all heavy vehicle taxpayers who had registered 25 or more vehicles in the past to inform them that they're required to e-file their Form 2290.

Carriers cannot e-file the HVUT return directly to the IRS. Instead, they must submit it through one of the IRS-approved transmitter/software providers, each of which charges a fee for the service. There are currently three companies that have passed IRS testing requirements for software developers of electronic business returns — Taxsoftware.com, i2290.com, and ThinkTrade, Inc. The Form 2290 e-file Web page, with more information and links to e-file providers, is located here — www.irs.gov/efile/lists/0,,id=172865,00.html

The IRS still accepts the paper Form 2290 for anyone registering fewer than 25 vehicles. A stamped copy of the Schedule 1 will continue to be returned to carriers by mail if they submit the paper form. Those using e-file will receive Schedule 1 electronically through their transmitter/software provider. The electronic Schedule 1, which has an e-file logo watermark, can be printed and used as proof of payment.

Two other tax forms are also available for e-filing — Form 720, Quarterly Federal Excise Tax, and Form 8849, Claim for Refund of Excise Taxes.

Federal legislation in 2004 ordered the IRS to create an electronic HVUT filing system so that carriers with 25 or more vehicles would have to file electronically. The legislation repealed the quarterly tax payment option and established a credit policy for vehicles sold or replaced. Other legislation in 2005 funded the development of electronic filing and creation of an information system for electronic payment verification by state and federal authorities. The changes address a burdensome manual process that had motor carriers complete the paper Form 2290 and mail payment to the IRS, receive a receipt in 6-8 weeks, and present the receipt to state agencies as part of the truck registration process. Until now, states had to manually verify HVUT payment in order to suspend or cancel registration credentials if there's no proof of payment.

Oregon DMV transforms license and ID issuance

Oregon's Driver and Motor Vehicle Services Division (DMV) has been working double time in the past year to respond to a series of federal and state mandates, including a Governor's Executive Order, that have transformed the way Oregon issues driver licenses, instruction permits, and identification (ID) cards. Major, obvious changes involve requiring drivers to provide a valid Social Security Number (SSN) and proof of legal presence in the U.S. Here's a summary of the changes:

Collection of Social Security Numbers

– In November 2007, Governor Ted Kulongoski issued an Executive Order directing DMV to tighten requirements and bring Oregon in line with national standards. The state had been following federal rules that an applicant for a Commercial Driver License must provide his or her SSN so it can be forwarded to the Commercial Driver License Information System. But Oregon was one of only five states with no rules requiring verification of SSN numbers for all other driver license applicants.

In response to the Governor's order, the Oregon Department of Transportation established new rules, effective February 4, 2008, requiring that DMV must verify each applicant's SSN before any driver license, instruction permit, or ID card is issued, renewed, or replaced. This is in addition to applicants passing the usual tests to qualify for driving privileges. Applicants who have never been issued a SSN must provide a U.S. birth certificate or passport or documents showing they are legally present in the U.S.

When Oregon legislators met in 2008, they passed Senate Bill 1080 to put the new requirements in state law,

effective July 1, 2008. Now DMV collects the SSN from every applicant and electronically checks with the Social Security Administration to verify it is valid. For persons who have never been issued an SSN, DMV requires proof that the person is not eligible for a number.

Verification of Legal Presence

– With the passage of Senate Bill 1080, legislators also established a requirement that each applicant must provide proof of U.S. citizenship or proof of legal presence in the U.S. before a driver license, instruction



permit, or ID card is issued, renewed, or replaced. This new requirement, which took effect July 1, 2008, includes verifying each applicant's full legal name, identity, and date of birth. The law allows for issuing a 90-day temporary driver permit or ID card to applicants who are otherwise eligible for a card, and certify that they are legally present in the U.S., but are unable to produce documents to prove legal presence. These temporary permits may be extended for an additional 60 days if an applicant demonstrates that he or she is working to get the necessary documents.

Non-Citizen Legal Presence

– On January 1, 2009, DMV will implement the verification of a non-citizen's legal presence documents with the Systematic Alien Verification

for Entitlements (SAVE) system. It will also begin adding a legal presence notation to the applicant's record.

Limited Term Cards – On January 1, 2010, DMV will implement a limited term driver license, permit, and ID card that is valid only during the holder's legal presence in the U.S. If there's no specified end date to the legal presence, the card will expire in one year and the customer must prove legal presence again.

Impact of Real ID Act – The major changes at DMV will move the agency closer to Real ID Act standards passed by Congress in 2005, should Oregon legislators choose to implement Real ID. Oregon and most other states already meet certain standards, such as placement of a customer's photo on the card, retention of a digital copy of the photo on file, and use of standardized bar codes on the card. Oregon is now in compliance with the standards to require Social Security numbers and proof of U.S. citizenship or legal presence. Oregon has

received an extension, to December 31, 2009, for partial compliance with other parts of the Real ID Act. It may request an additional extension, to May 2011, for implementing the requirements that states must verify customers' ID documents with issuing agencies, retain copies of customers' ID documents, and provide other states with electronic access to driver records.

License and ID Card Costs – Legislation passed in Oregon in 2005 and 2008 authorized DMV to increase license and ID card fees by \$4.50 to recover costs. Fees are scheduled to go up \$1 more in January 2010 with the implementation of a limited term driver license, permit, and ID card.

Questions? – Visit the DMV Web site to locate offices and phone numbers:

www.oregon.gov/ODOT/DMV/offices

Oregon DOT to truckers: Be ready, be buckled

The number of truck drivers buckling up their seat belts jumped dramatically in 2007 to a record level of 65% according to the U.S. DOT. But that federal agency and its state counterpart, the Oregon Department of Transportation (ODOT), say they're not resting until 100% of professional drivers wear a seat belt 100% of the time.

"We've got work to do to increase safety belt usage," said Oregon Truck Safety Program Manager David McKane. "Truckers should know that failure to wear belts is costly in terms of injuries, lost work time, and deaths. In the coming months we'll partner with law enforcement to also make it costly in terms of traffic citations and fines."

ODOT's Motor Carrier Transportation Division stresses safety belt usage in its current Commercial Vehicle Safety Plan. "We've reinforced with inspectors

working under the Motor Carrier Safety Assistance Program to ramp up enforcement. "We started by concentrating on safety belt usage during the Roadcheck exercise in June," McKane said. Roadcheck is an annual 72-hour inspection exercise that spotlights truck safety throughout the U.S., Canada, and Mexico.

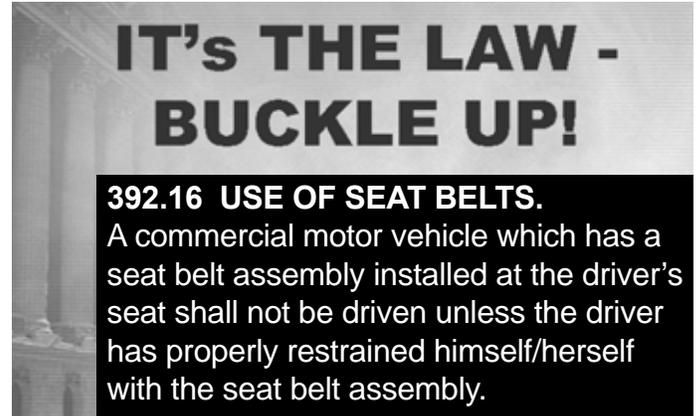
When the U.S. DOT studied truck crashes in 2004, it found that almost half of the 634 truck drivers killed that year were not wearing safety belts. Of the 168 drivers who died as a result of being ejected from their trucks, 3 out of 4 of them were not wearing belts. When it examined crashes in 2006, it found 45% of truckers killed

in a crash were not wearing belts. Most of the fatal crashes involved running off the road and rolling over or hitting a large stationary object, such as a tree, bridge abutment, or culvert. Many of the drivers killed were ejected from their vehicle. Educational material distributed by the U.S. DOT notes that in a frontal collision at 30

mph, an unbelted person continues to move forward into the windshield at 30 mph. This velocity is equivalent to falling from the top of a three-story building.

McKane said it's difficult for Oregon to fully analyze the problem because police and civilian crash reports commonly don't record whether or not drivers were wearing their belts. Of the total

crashes in which safety belt usage is "unknown," approximately 20% are due to police officers failing to note the information. The remaining 80% of the "unknowns" involve



and post-crash investigators the importance of checking safety belt usage and documenting violations," McKane said. "We're also working to educate drivers by distributing material with a "buckle-up" message during inspections and whenever we're invited to a company's driver safety meetings."

Now the Division wants to join with law enforcement partners

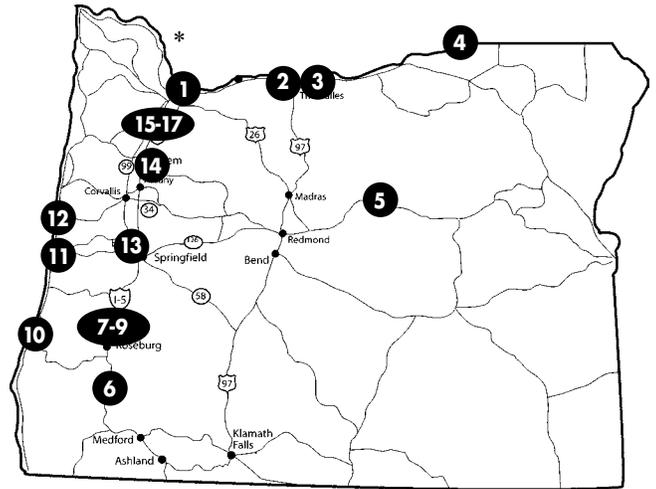
crashes for which police were never called to the scene and the drivers failed to note the information in their reports. (Even when drivers in non police-involved crashes say they were wearing their safety belt, it's not known if that's true.) In 2006, a total of 14 truck drivers were killed in crashes in Oregon. The crash reports indicate that one was wearing his safety belt, two were not wearing theirs, and usage is unknown for the remaining 11 drivers.

For car drivers, the U.S. DOT estimates that nationwide 82% currently wear safety belts. Usage is estimated at 97% in Oregon, however, as it has routinely been in the top five among states with the highest rates of safety belt usage by car drivers.

But truck driver usage has historically been much lower. In 2003 when it was estimated at 48%, safety officials throughout the country redoubled efforts to address the problem. Now the U.S. DOT has an extensive Web site for its Commercial Motor Vehicle Safety Belt Program — www.fmcsa.dot.gov/safetybelt. Education and outreach materials include such things as public service announcements by race car driver Rusty Wallace.

Weight-Restricted Bridges on Major State Routes in Oregon

As of August 6, 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
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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 Irigon
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 close for Winter 08/09

The Biggs Rapids-Sam Hill Bridge over the Columbia River will be closed beginning September 3 to allow for the completion of bridge deck replacement work. It's not known when Stage 2 of this work will be completed and the bridge reopened. The Washington State Department of Transportation schedule just shows construction to be completed sometime in "Winter 2008/2009." The bridge had been open to traffic since May 19 following Stage 1 work. Upgrades to the structure allowed it to be restricted to divisible load weight limits (no heavy haul loads), rather than the more severe restrictions in place since 2001.



US97 Columbia River Biggs Rapids - Sam Hill Bridge

During this latest closure, 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.

Weight-Restricted Oregon Bridges on Lesser Routes

In addition to the 17 weight-restricted bridges on major routes, the Oregon Department of Transportation has restricted the following bridges on lesser state routes.

Weight restrictions shown here do not supersede restrictions posted on signs at each bridge location. Questions? Contact the Motor Carrier Division at 503-373-0000.

Highway	Restriction	Bridge & Location
NORTHWESTERN OREGON AND NORTHERN OREGON COAST		
US 101 Business	D	Lewis & Clark River, 2.5 miles SE of Astoria, MP4.78
US 26	D/N	Volmer Creek, 2 miles SE of Cannon Beach Junction, MP2.24
US 26	D/N	Johnson Creek, 3 miles SE of Cannon Beach Junction, MP3.26
OR 47	D	Oflow, 1 mile N of Banks, MP81.94
OR 53	SR3	North Fork Necanicun River, 0.11 miles S of US 26, MP0.11
OR 53	SR3	Jack Horner Creek, 5.98 miles S of US 26, MP5.98
OR202	SR11	Nehalem River Hwy., Banzer Bridge, MP43.70, east of Birkenfeld
US101	D	Neahkahnie Mountain Chasm Bridge, MP40.71, near Manzanita
CENTRAL COAST		
Little Nestucca Hwy #130	D	Panther Creek, Kellow Creek, MP3.23, E of US101
Little Nestucca Hwy #130	D	Squaw Creek and Austin Creek, MP3.60 and 3.82, E of US101
Little Nestucca Hwy #130	D	Little Nestucca River, MP4.15, E of US101
Little Nestucca Hwy #130	D	Bear Creek, MP4.76, E of US101
OR 22	D/N	Louie Creek, S of Hebo, MP10.49
OR 22	D/N	Louie Creek, S of Hebo at Dolph, MP10.66
OR 36	SR8	Steinhauer Creek, 1.48 miles E of Greenleaf, MP19.69
US 20	D/N	Yaquina River, 0.1 miles W of Eddyville, MP23.38
WILLAMETTE VALLEY		
Bellevue-Hopewell Hwy	D/N	Salt Creek (Ash Swale), Hwy 153 near Amity, MP5.88
Corvallis-Lebanon Hwy #210	SR1	Willamette River, Van Buren Street, Corvallis, MP0.13
SOUTHERN OREGON		
Old OR99W	SR6	N Umpqua River (Old Winchester), Roseburg, Hwy 234, MP12.21
COLUMBIA RIVER GORGE		
Historic Columbia River Hwy	SR7	Sandy River, Troutdale, MP0.03
Historic Columbia River Hwy	D	Youngs Creek, Hwy 100 (Shepperds Dell), MP13.14
Historic Columbia River Hwy	D	Horsetail Creek, Hwy 100, MP20.39
OR/WA Border	SR1	Bridge of the Gods, Columbia River, Hwy 100, MP30.42
OR/WA Border	SR1	White Salmon Bridge, Columbia River, Hwy 2, MP64.62
CENTRAL OREGON		
OR 242	SR3	2 Creek Bridges, W of Sisters, MP66.70 and 68.36
OR 27	SR8	3 Irrigation Canal Bridges, S of Prineville, MP1.90, 2.88, 4.59
OR 27	D	Bear Creek, 27 miles S of Prineville, MP27.23
OR 19	SR11	John Day River Bridge, near Goose Rock, 5 miles N of US26
OR 7	D/N	Powder River Bridges, Rancheria and Salisbury, MP41.19, 42.31
NORTHEASTERN OREGON		
US395	SR11	McKay Creek Bridge, 2.5 miles S of Pendleton
I-84 Frontage	SR9	Hamilton Creek, Grande Ronde R & UPRR, Hwy 6, (Perry Arch)
I-84 Overcrossing	D/N	Upper Perry Interchange, connector over Hwy 6
OR 207	D/N	Hinkle Bridge, Umatilla River, MP11.86
OR82	SR11	Indian Creek, Grande Ronde R & UPRR, 2 miles S of OR204
Freewater Hwy #339	SR8	West Crockett, S of OR/WA border, MP2.76
Freewater Hwy #339	SR8	E & W Fork, Little Walla Walla, WA border, MP3.16, MP3.31
EASTERN OREGON		
Old US 30	SR1	Lime Bridge and UPRR & Burnt River Bridge, MP0.46, 2.75

Restriction Legend

D/N -

Restricted to Divisible & Non-Divisible Load Limits

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

Non-Divisible Heavy Haul	
Single Axle	21,500 lbs.
Tandem Axle	43,000 lbs.
Maximum Wgt.	98,000 lbs.

D -

Restricted to Divisible Load Limits (no heavy haul)

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

SR = Special Restrictions

SR1 -

Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wgt.	80,000 lbs.

SR2 -

No truck combinations,	
Maximum Wgt.	50,000 lbs.

SR3 -

Single Axle	20,000 lbs.
Tandem Axle	40,000 lbs.
Gross Wgt. - Weight Table 3	

SR4 -

Single Axle	11,000 lbs.
Tandem Axle	18,000 lbs.

SR5a -

21 Tons	3-axle	SR5b -
32 Tons	5-axle	19.5 Tons
35 Tons	6-axle	28 Tons
		26.5 Tons

SR6 -

Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wgt.	80,000 lbs.
One-Way Trucks Only	

SR7 - 30 Tons Gross Wgt.

SR8 -

Divisible / Non-Divisible Loads under Annual Permits, Single Trip Permits up to Weight Table 4 Limits

SR9 - 5 Tons Gross Wgt.

SR10 -

Single Axle	18,000 lbs.
Tandem Axle	30,000 lbs.

SR11 - Single Trip Permits above Continuous Trip Permits allowed, center of bridge, permit vehicle only, certified flaggers.



Original 36 Trusted Carrier Partners

- A & M Transport, Inc., Glendale OR
- ALCO Contractors, Inc., Medford OR
- Anderson Towing & Recovery, Inc., Aloha OR
- Anderson's Erosion Control Inc., Junction City OR
- B F F Trucking, Inc., Mt. Vernon WA
- Bellanca, Inc., Dalles Port WA
- Bi Mart Corp., Eugene OR
- Carson Oil Co., Inc., Portland OR
- Cascade Petroleum Transport, Portland OR
- Richard Davie, Hermiston OR
- Jerry Dills Trucking, Cottage Grove OR
- Distribution Trucking Co., Portland OR
- H M, Inc., Eagle Point OR
- H W Metal Products, Inc., Tualatin OR
- Russell I. Harms, Whittemore IA
- Harris Transportation Co. LLC, Portland OR
- Interstate Distributor Co., Tacoma WA
- Keith Manufacturing Co., Madras OR
- Krause Transport, Inc., Sweet Home OR
- Kreilkamp Hay & Feed Co. Inc., Aurora OR
- Lumber Products, Tualatin OR
- Marr Bros., Inc., Monmouth OR
- Northwest Distribution & Storage Inc., Salem OR
- Oldland Distributing, Inc., Central Point OR
- Oregon Cherry Growers, Inc., The Dalles OR
- R B B G Inc., Parkdale OR
- David C. Schulz Trucking, Hermiston OR
- Sealy Mattress Manufacturing Co., Portland OR
- Sidehill Trucking, Inc., Grande Ronde OR
- Timberline Air Service, Inc., Monroe OR
- Total Transfer and Storage Co., Woodburn OR
- United States Bakery, Portland OR
- Van Dyk Farm & Warehousing, Lynden WA
- Ray E. Wells, Florence OR
- Western Tool Supply, Salem OR
- Robert R. Zuck, Canyonville OR

Oregon Trusted Carrier Partner program marks 10 years

The September 1998 Motor Carrier News introduced readers to a new program called Oregon Trusted Carrier Partner. Now that program is marking its 10-year anniversary and recognizing a few who have been around from the beginning. This unique-to-Oregon program started with 119 motor carriers. Ten years later 36 of the original 119 are still in business, still participating in the Green Light weigh station preclearance program, and still on the Trusted Carrier roster. There's not room to list all 914 motor carriers currently on the roster, but the sidebar on this page shows the 36 who have been Trusted Carriers for 10 years. The complete roster is on the Web here: www.oregon.gov/ODOT/MCT/TCP.shtml

The recognition program is an offshoot of Green Light. When one of these carriers equips a truck with a Green Light transponder, it gets a Trusted Carrier vanity plate for that truck. More than 17,000 trucks currently display the plate. Trusted Carriers' trucks are the ones most likely to pass the weight, safety, and credential checks necessary to bypass weigh stations. These carriers have earned the right not to be subject to random safety inspection or safety compliance reviews, unless warranted. The program helps enforcement officers manage a growing stream of traffic. When they see a Trusted Carrier plate, they know to go on to another truck that is more likely to need their attention.

Carriers qualify to be a Trusted Carrier by passing a review of registration, road-use tax, and safety compliance. Trusted Carriers are those with no Oregon suspensions or IFTA license suspensions in the past year. They have not been involved in a carrier-related civil enforcement action and have not had more than one late tax report or more than one repayment plan for discharging a liability with the Oregon DOT. Trusted Carriers cannot have an unsatisfactory safety rating or be involved in the PRISM safety improvement program. Their driver and vehicle out-of-service percentages must be at or below the national average and there can be no serious safety violations on record.

Trusted Carriers are proud of their distinction. This year, customer satisfaction survey forms were sent to 598 of the companies and 211 responded. All but one of them said they take pride in being a Trusted Carrier and 94% said they clearly derive benefits from that. Three-fourths of the companies (78%) said putting the plates on their transponder-equipped trucks helps them retain drivers and 91% said displaying the plate enhances their company's image in the eyes of the public and helps them market their product. Almost all of the companies said the Trusted Carrier designation is a major incentive to maintain a good safety record (96%) and a major incentive to stay in compliance with other regulations like registration and road-use tax reporting (95%).

The inspiration for Oregon's program dates back to 1995 when the Oregon Legislature transferred the Motor Carrier program from the Public Utility Commission to the Oregon DOT. In a budget note, legislators stipulated that ODOT will consider a motor carrier self-monitoring program similar to Alberta's Partners in Compliance (PIC) program. The Alberta Motor Transport Association and the Alberta government established PIC in 1994 and it continues today. Canadian carriers apply to join and applications are judged by an independent board and government officials.

Enforcement 2nd Quarter 2008

From April through June 2008, the Motor Carrier Division finalized 98 civil enforcement actions, in addition to 62 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.

***** Denotes fifth complaint within one year of fourth.

• Denotes failure to provide records.

•• Denotes truck driver "jumped" out-of-service order, leaving inspection site before critical safety violation was resolved.

Safety Violations

A total of 70 enforcement actions related to violations found during safety compliance reviews, driver violations related to waiver of physical disqualification, or driver violations related to out-of-service orders.

AAA Marie's Water Delivery 1
A&J Builders &
Maintenance, Inc. 2
Anderson Rock & Dirt Co. 3
Gary L Anderson 6
Todd Edward Barker 1
Beaver Transport LLC 5
Leonard Bernhardt
Landscaping 3
Bigby's Columbia
Tree Service LLC 3
Glen J Blackman Enterprises 7
Ray Boyd & Son, Inc. 1
Russ Brown &
Sons Excavating, Inc. 7
Burnt Ridge Trucking, Inc. 26***

C & M
Construction, Inc. 27****
Camrock Excavation, Inc. 8***
Johnnie Claasen Transport 2
R & R Dailey Trucking 4**
Dan's Backhoe Service, Inc. 5
Desi Trucking 15**
Don's Tractor Service, Inc. 2
Duke Construction &
Excavation LLC 4
Eagle Point Transport 71**
Estremado Logging, Inc. 41***
Eudaly Bros 8
Foothills Firewood LLC 20**
G&C Quality Concrete, Inc. 5
Gehrke & Sons
Trucking, Inc. 2**
Thomas A Grimes 1••
Hammell Transport
Service, Inc. 6*****
Herzog Trucking 6
Mark Hess Farm 1
HPS Construction, Inc. 29**
Mark Lee Hodgson 1••
Gerald Howell Logging 35**
Jackson Trucking
(Dallas OR) 1**
Jeff King Contractor, Inc. 2
J Losey Trucking, Inc. 1
JM Long Ranch
Contractor, Inc. 7
Lee Jorgensen Trucking 3
Katlinc, Inc. 6
Mike Kuchinsky 3
Dairl Landers 10•
Leggett Construction LLC 6
Jose Guadalupe
Lopez Lozoya 1••
M V S Express 2
McKenzie Transport, Inc. 10
Morgan Avenue Feeders LLC 7
Munitor
Construction LLC 61***
J Nesbitt Enterprises, Inc. 7
Newman Paving &
Hardscape, Inc. 14****
Northwest Road Builders, Inc. 5
Loren Obrist
Excavating, Inc. 36****
Oregon Coast Distributing 17**
Owyhee Distributing Co. 3
Pacific Recycling, Inc. 11***
R L Patterson
Transportation, Inc. 14**
Pihl Holding, Inc. 17**
Pioneer Paving, Inc. 1
Lance Pope Trucking, Inc. 5
Portland Road &
Driveway Co., Inc. 41***
Quality Timber
Cutting, Inc. 20**
R Trax Trucking, Inc. 7
Robin Hood
Auto Transport 5****
Rose City Trucking Co., 1***
Shadow Trucking 5***
Smalley Trucking Co., Inc. 12**

Square Lumber &
Truss LLC 17**
T R & R Excavation, Inc. 5
Toprock Trucking Co. 46**
S G Wilson Truck &
Equipment Co., Inc. 1**
Sam Wong & Son, Inc. 45***

Other Safety Violations

A total of 52 cease and desist orders and 10 penalty orders established failure to return a Driver or Equipment Compliance Check Form after an inspection. Following every inspection, the driver receives a copy of the inspection form. If violations were found, the motor carrier must sign and return the form within 15 days in order to certify that any vehicle-related problems were repaired and/or driver-related problems addressed (49 CFR Part 396.9). In Oregon when a motor carrier fails to return a signed inspection form for a Level 1 or Level 2 inspection that found an out-of-service violation, the ODOT Motor Carrier Transportation Division issues a Cease and Desist order. If the carrier fails a second time, within 12 months of a Cease and Desist order, a civil complaint action may be filed assessing a \$1,000 penalty and seeking a five-day suspension of Oregon operating authority.

Other Violations

A total of 28 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.

2 Brothers Moving & Delivery 1
A A Moving & Delivery 8
AM-PM Moving 2
American Moving &
Storage LLC (Redmond OR) 2
Best PDX Movers 3
Bhandal Bros Trucking, Inc 1
Bismilah Transport 1
City Movers LLC 1
C & J Services 8
Day & Night Express LLC 1
FTL, Inc 1
Corey Gronnier 2
Handy Helpers 6
In N Out Moving Service 1

Karsten Co. of Oregon LLC 2
KC & Ty's Moving 3
Megamen Movers 5
MOOV, Inc 2
MYP Moving Service 2
Kerry Nelson 3
Oregon's Best Moving 5
Oregon Transition Movers 1
Portland Student Movers 1
Quality Movers For Less 1
Sade's Pickup &
Delivery Service LLC 2
Save On Transport 1
Shalom Lines 2
SOS Moving
Management Corp. LLC 1

Other Enforcement

Summary of work by Motor Carrier Enforcement Officers in the 2nd Quarter 2008:

Trucks Weighed
on Static Scales
560,334

Trucks Precleared to Pass
Green Light Weigh Stations
561,698

Weight-Related Citations
2,985

Weight-Related Warnings
1,752

Size-Related Citations
215

Size-Related Warnings
57

Trucks Required to "Legalize"
(Correct) Size and/or Weight
951

Other Citations
910

Other Warnings
1,514

Citations for Operating
Without Oregon Weight
Receipt & Tax Identifier
1,535

Warnings for Operating
Without Oregon Weight
Receipt & Tax Identifier
1,729

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

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