



MOTOR CARRIER NEWS

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– Q & A – Oregon Credentials Renewal for 2015

In October, ODOT's Motor Carrier Transportation Division started renewing weight-mile tax credentials and license plates for trucks that will operate in Oregon in 2015. Some motor carriers have already completed the paperwork or got it all done using Trucking Online. Here are some common questions and answers about the process:

What do motor carriers based in other states and Canada need to do to continue to operate in Oregon in 2015? Carriers based outside Oregon must meet the end-of-year deadline for renewing any existing paper weight-mile tax credential they'll need for trucks operating in Oregon in 2015. Beginning January 1, enforcement officers may issue a \$435 citation when they find a truck that doesn't have a current permanent or temporary Oregon Weight Receipt and Tax Identifier.

What if a motor carrier doesn't plan to operate in Oregon in 2015? Then it's important that the carrier cancel all Weight Receipts before January 1. Even if Weight Receipts are not renewed, they must be canceled by the carrier or by MCTD. If not, weight-mile tax reports must be filed through the cancellation date. Motor carriers may be suspended for not filing reports until all Weight Receipts are canceled.

What's the deadline for Oregon motor carriers to renew their Commercial and Apportioned license plates? Oregon-based carriers need to submit payment **before** January 1, 2015.

Is there an enforcement grace period for Oregon-based carriers who are late renewing Commercial

and Apportioned plates? No. As of January 1, 2015, any Oregon carrier who hasn't submitted forms with payment and continues to operate in Oregon is subject to a \$110 citation and possible civil complaint action.

Is there a grace period for carriers who completed forms and sent payment, but still haven't received 2015 stickers for their plates or

still haven't placed a 2015 Weight Receipt in each truck cab? Yes, a grace period applies to those who submit renewal forms with payment **before** January 1. They have until March 15, 2015, to put the new 2015 stickers on their Commercial and Apportioned plates or the new 2015 Weight Receipt in each truck cab.

Is there a grace period for Oregon carriers who participate in the International Fuel Tax Agreement (IFTA)? Yes, a decal grace period applies to those who submit renewal forms with payment **before** January 1. The 2015 IFTA license and IFTA decals must be displayed beginning March 1, 2015.

What does an IFTA carrier need to travel outside Oregon in the first two months of 2015? Carriers who haven't yet received their 2015 IFTA license and IFTA decals can travel through other states and provinces in the first two months of 2015 if they have one of the following: (1) A valid 2014 IFTA license *AND* 2014 IFTA decals, (2) A valid 2015 IFTA license *AND* 2015 IFTA decals, or Oregon 30-day Temporary Decal Permit, or (3) A valid Fuel Trip Permit issued by the jurisdiction in which they're operating.

What if an Oregon motor carrier has an Oregon IFTA license, but will not be renewing it for 2015? The carrier must cancel the license in writing before January 1, 2015. To cancel, check the appropriate box on the IFTA renewal form, enter the effective date, and return the form by mail or fax. Otherwise, the carrier must file a 1st Quarter 2015 IFTA Tax Return to show there were no operations during the grace period.

What if an Oregon carrier needs help with renewal? Anyone who needs to visit an ODOT Motor Carrier Division office for help must make an appointment first.

Christmas 2014 New Year's 2015 Holiday Closures

**Counter Service
at Motor Carrier Division
Offices in Salem and
Jantzen Beach/Portland Bridge**

— CHRISTMAS —

**Closes 5 pm Wednesday Dec. 24
Closed Christmas Day
Reopens at 8 am
Friday Dec. 26, 2014**

— NEW YEAR'S —

**Closes 5 pm Wednesday Dec. 31
Closed New Year's Day
Reopens 8 am
Friday Jan. 2, 2015**

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

— CHRISTMAS —

**Stops taking calls 5 pm Dec. 24
Closed Christmas Day
Restarts 8 am Friday, Dec. 26**

— NEW YEAR'S —

**Stops taking calls 5 pm Dec. 31
Closed New Year's Day
Restarts 8 am
Friday Jan. 2, 2015**

Trucking Online offers last-minute renewal relief

In the very last days of each year, motor carriers who put off paying registration fees and/or IFTA license fees for the new year finally check the calendar and panic. Many end up driving to the Salem Headquarters and the Portland Bridge (Jantzen Beach) Registration office of the Motor Carrier Transportation Division (MCTD) to wait in line and get things done at the last minute. It turns a normally casual scene for over-the-counter service into a hyperactive one for both carriers and MCTD staff.

It doesn't have to be that way. MCTD introduced www.OregonTruckingOnline.com as a way for companies to meet deadlines from the convenience of a home or office computer. And as more companies shift their business to the Internet, it becomes easier for MCTD to provide quality service to all those left who still must



complete transactions by phone, mail, or in person.

Last year 5,863, companies based out-of-state went online to renew 171,175 trucks, representing 80% of vehicles renewed for 2014. Oregon-based companies set the paperwork aside to go online and renew 20% of their Commercial license plates and 22% of Apportioned plates.

Over 19,844 companies are currently actively registered to conduct business online, including 5,402 based in Oregon. In the ten years Trucking Online has been available, trucking companies and members of the public have completed more than 5.5 million transactions or record inquiries that formerly required a phone call, fax, mail delivery or field office visit.

Registered Farm Vehicles

Can Farm Registered Vehicles Operate For Hire?

A motor carrier or farmer is considered to be "for hire" if he holds himself out to provide transportation service to the public for compensation. A farmer may use his farm registered truck to haul products, supplies, equipment, or materials for another qualifying farmer on a bona fide, documented **exchange of labor basis** (i.e., barter) if what's hauled will be used or consumed on that farmer's farm or is directly related to the operation of the farm.

In other situations, a farmer with a farm-registered truck who wants to haul for hire for actual compensation must obtain a Class 1A Permit from the ODOT Motor Carrier Transportation Division. The permit authorizes occasional use of the vehicle to haul for hire **intrastate** only. However, it does ***not*** authorize hauling household goods or passengers or hauling for hire **interstate**. For further information

regarding permitted uses of farm registered vehicles, please refer to Oregon Revised Statute ([ORS](#)) [805.390](#) and Oregon Administrative Rule ([OAR](#)) [735-048-0020](#).

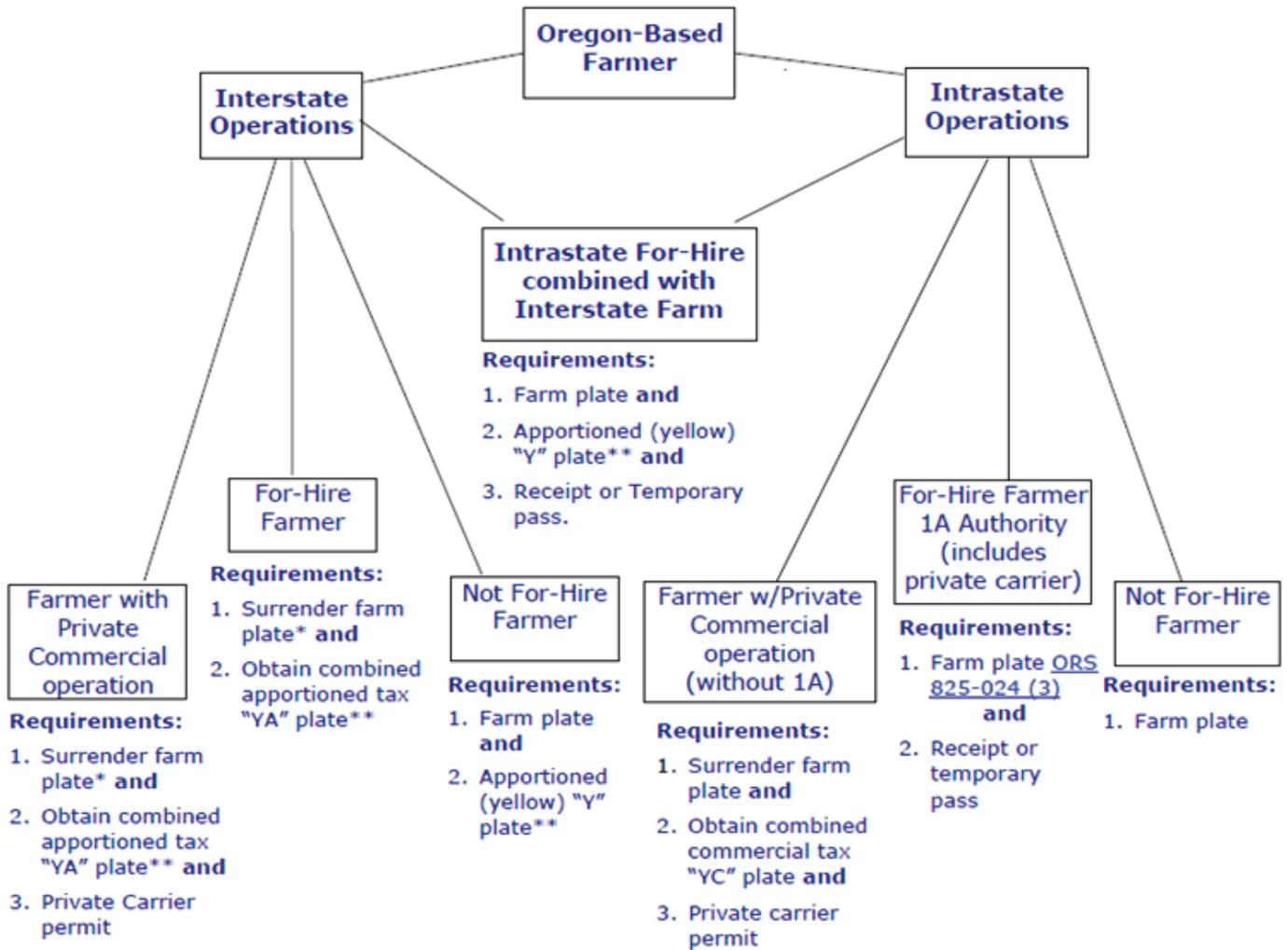
What is the difference between interstate commerce and intrastate commerce?

If you perform trade, traffic, or transportation exclusively in your business's domicile state, this is considered intrastate commerce subject to a few exceptions. If your trade, traffic, or transportation is between a place in a state and a place outside of such state (including a place outside of the United States); between two places in a state through another state or a place outside of the United States; **or between two places in a state as part of trade, traffic, or transportation originating or terminating outside the state or the United States**, this is considered interstate commerce. Source: [49 CFR 390.5](#).

Hauling from point to point within a single state can be interstate commerce. For example, a farmer hauls wheat from an Oregon field to a grain elevator in Biggs, Oregon. From there the grain is barged along the Columbia River to the Port of Portland where it is put in containers on a ship bound to Japan and there manufactured into noodles. Every individual segment of this movement, including the move from the field to the elevator, is properly considered interstate commerce. In contrast, the movement of corn taken from an Oregon field to an Oregon cannery and turned into canned corn before further shipment out of state is intrastate commerce because the ears of corn are substantially changed into something else before it reaches an ultimate out of state destination.

The chart on the next page shows the type of vehicle registration that is required for specific types of farming operations either operating strictly as farming operations or combining farm with for hire commercial operations.

CREDENTIAL ISSUE FOR OREGON-BASED FARMERS



Different types of operating activities, e.g., operating strictly as farm or combining farm with for-hire or private operations require different types of vehicle registration. It is important to take some time and be familiar with the distinctions between different types of operations and make sure that you have the appropriate type of registration for your farm vehicle.

Good sources of information can be found at the following websites:

- <http://www.oregon.gov/ODOT/MCT/Pages/FARM.aspx>
- <http://www.oregon.gov/ODOT/MCT/docs/FarmTruckingGuide2014.pdf>

If you have any questions or need more specific information, please contact the ODOT Motor Carrier Transportation Division, Farm Certification Unit at 503-378-5203.

Surveys reach 3,822 persons ranging from truck drivers to company officials

MCTD asks its customers: “How are we doing?”

A total of 612 customers of the Motor Carrier Transportation Division (MCTD) returned surveys this year indicating general satisfaction with staff and the service provided. Surveys were sent to ten different customer groups and, among other questions, each group was asked to rate MCTD on six aspects of service — timeliness, accuracy, helpfulness, expertise, availability of information, and overall service. The vast majority responded favorably, with only 2% rating the Division “poor” in terms of these key aspects.

This was the 8th time in 16 years that MCTD has reached out to its various customers to ask, “How are we doing and how can we do a better job?” This time working from a customer population of 21,057, a total of 3,822 were selected (most at random) and 16% completed and returned the surveys they received by mail. When MCTD conducted similar surveys in 1998, 2002, 2004, 2006, 2008, 2010, and 2012 overall response rates ranged from 23% to 34%. Although this year’s 16% rate is relatively low, it’s enough to provide a 3% margin of error, at 95% confidence level, for the combined responses to questions about key aspects of customer service.

Whenever MCTD mails out its survey, it expects that many customers will take the opportunity to add frank and even colorful comments. This year was no exception as 40% respondents had something to write in the space provided for suggestions.

For example, one person from the group subject to a truck inspection offered this assessment: “Please watch the stacking of violations on the same unit and clarify to the driver and on the report specifically why the violation is being identified. Not just the code, but why the violation!”

On the other hand, there were

many comments like this one from a customer subject to a Safety Audit: “I am pleased with the service we get from ODOT and our Safety Audit was very informative and helpful. Keep up the good work!!” And this from a person who has done business with MCTD: “Currently, the DOT people I have dealt with are very professional in their jobs and treat me - the driver - the same way I treat them - with courtesy, respect and honesty. Thank you for hiring and maintaining that level of professionalism.”

MCTD got the best and the worst of comments this year. But overall the vast majority of customers believe service at MCTD is excellent or good. Following is a summary of noteworthy results from the surveys:

Oregon Companies Subject to a Safety Compliance Review or a Truck Safety Inspection

Together, most of these companies (92%) say MCTD staff conducts inspections in a professional, courteous manner and most (93%) agree the Motor Carrier Safety Program has a positive effect on highway safety. Of those subject to a Compliance Review, 88% agree the audits influence carriers to follow regulations. Of those subject to a truck inspection, 75% agree the chance of being inspected on an average trip through Oregon is high and only 30% think inspection efforts should be increased.

Surveys were sent to 265 Oregon companies that were subject to a Safety Compliance Review in 2013, with 55 responding, and to 484 randomly-selected Oregon companies that had a truck inspected by MCTD staff in 2013, with 82 responding.

Oregon Truck Drivers Subject to a Safety Inspection or Receiving a Citation or Warning from a Motor Carrier Enforcement Officer

Most of the drivers inspected (88%) agree that MCTD inspectors

conduct inspections in a professional, courteous manner. Similarly, 91% of those receiving a citation or warning agree that motor carrier enforcement officers perform their duties in a professional manner. These two customer groups are also complimentary of MCTD in general, as 30% rate overall service excellent and 46% rate it good.

Of the drivers receiving a citation or warning, 81% agree that Oregon Motor Carrier Enforcement Officers are “knowledgeable and well-trained,” 87% agree they “give clear and concise guidance about compliance,” 74% agree they “treat truck operators with respect,” and 79% agree they “demonstrate good judgment and common sense.” While 76% agree they “enforce size and weight regulations uniformly,” 81% agree they “apply size and weight regulations fairly.”

Of the drivers inspected, 97% agree: “The company I work for gives me the information and support I need to be in compliance with safety regulations.” In each of the surveys conducted over the years, the vast majority of drivers consistently agree with this statement.

Surveys were sent to 559 randomly-selected Oregon drivers subject to an inspection by MCTD staff in 2013, with 76 responding, and 527 randomly-selected Oregon drivers who received a citation or warning from a MCTD enforcement officer in a six-month period spanning 2013 and 2014, with 56 responding.

Persons Calling for Registration or Over-Dimension Permit Service

Almost everyone calling the Registration Permit Analysts for truck transactions (98%) agree staff is professional, courteous, and flexible in accommodating their needs.

(Continued on next page)

“How are we doing?” — MCTD asks its customers

In terms of the ability to provide services correctly the first time, 71% rate staff excellent, 25% good, 4% fair, and 0% poor.

Those calling the Over-Dimension Permit Analysts are also happy with service as 82% say their requests for single-trip permits are processed in a timely and accurate manner.

MCTD promotes Trucking Online as a way for customers to complete their own transactions and records inquiries, which then allows staff to more quickly help those who must call for service. In previous surveys customers suggested MCTD should add the capability to obtain over-dimension permits online. This year, MCTD implemented the ability to order Over-Dimension Single Trip Permits in addition to the Annual Triples Permit through Trucking Online.

In one measure of current Trucking Online usage, just 47% of customers calling Registration staff said they do business both by phone and online, perhaps indicating that the Internet service is replacing the need to call Salem. Of those not using Trucking Online, some didn't know it was available, some haven't gotten around to signing up for it, and some don't do enough business to warrant it. Consistent with past surveys, many say they actually like doing business by phone, mail, or fax and they don't

like doing business on the Internet

Surveys were sent to companies who called for service during one week in May — 448 randomly-selected from those who called the Registration Permit Analysts and all 263 who called the Over-Dimension Permit Analysts. A total of 53 responded from the first group and 59 from the second group.

Companies Participating in the Green Light Weigh Station Preclearance Program

Almost all companies say it's easy to use Green Light to preclear weigh stations (99%), it saves time by avoiding stops (97%), and it saves money in truck operating costs (97%). The vast majority (84%) say they would be participating in Green Light even if MCTD had not given them their first transponders at no charge. Rather than spend about \$30 for each new transponder when the batteries die in the ones they have now, 85% say they plan to have the Transponder Service Center in Salem replace the batteries for \$15 each.

When asked if they have a problem with the fact that Green Light allows ODOT to collect weigh station records electronically, just like it collects records manually when a truck stops at a station, 90% of the companies say that's not a problem. When asked about ODOT using weigh station records for enforcement purposes, such as checking driver logbooks, 88% agree it is appropriate. These responses and others from this customer group were very consistent with past surveys.

Surveys were sent to 464 randomly-selected companies in Oregon, Idaho, and Washington who participate in Green Light. A total of 80 companies responded.

Companies Designated as Oregon Trusted Carrier Partners

Almost all of the companies responding (99%) say they take pride in being a Trusted Carrier and 96% say they clearly derive benefits from that.

About three-fourths of the companies (79%) say putting Trusted Carrier plates on their Green Light

transponder-equipped trucks helps them retain drivers and 94% say displaying a Trusted Carrier plate enhances their company's image in the eyes of the general public and helps market their product.

When asked if the Trusted Carrier plate has a positive effect on the way Oregon weigh station operators treat their drivers, 90% say it does. Similarly, the companies believe it has a positive effect on the way Oregon law enforcement officers treat their drivers (89% say it does). However, fewer (75%) believe it affects how drivers are treated outside Oregon.

Almost all of the companies say the Trusted Carrier designation is a major incentive to maintain a good safety record (97%) and a major incentive to stay in compliance with other regulations like registration and road-use tax reporting (96%).

Surveys were sent to 277 randomly-selected companies in Oregon, Idaho, and Washington who qualify as Oregon Trusted Carrier Partners. A total of 84 companies responded.

Companies Subject to a Weight-Mile Tax, IRP and/or IFTA Audit

Almost all of the companies responding to this survey say they were given enough time to prepare for their audit, whether it was a check of weight-mile tax records or those related to the International Registration Plan and Fuel Tax Agreement (91% agree). The vast majority say the audit was completed in a timely manner (92%). Most say their auditor was fair and impartial (92%) and helpful answering questions about reporting requirements and offering tips about good record keeping (90%).

Surveys were sent to randomly-selected companies subject to an audit in 2013 — 411 subject to a weight-mile tax audit and 99 subject to an IRP and/or IFTA audit. A total of 34 responded from the first group and 26 from the second group.

About this survey

MCTD spent just \$2,365 in postage and printing for this survey. It saved money by using forms developed by staff and assigning one person to collect surveys and report results. Survey responses varied by customer group and the margin of error ranges from 6% to 11%, with a 95% confidence level. But for the six questions about key aspects of customer service, the total responses combined together are sufficient for a 3.1% margin of error.

MCTD scores high in keys to customer service

The vast majority of Motor Carrier Transportation Division (MCTD) customers responded favorably to six questions that appeared on every customer satisfaction survey form mailed out this year. Surveys were sent to 11 different customer groups, but each group was asked to rate MCTD in terms of key aspects of service — timeliness, accuracy, helpfulness, expertise, availability of information, and overall service.

When examined together, all of the groups are most critical of the availability of information. In that regard, 40% of respondents rate MCTD excellent, 43% rate it good, 14% fair, and 3% poor. When assessing responses, a “Fair” rating is considered a negative. But as far as overall quality of service, 43% rate MCTD excellent, 46% good, 9% fair, and only 2% rate it poor.

When group responses are examined separately, general satisfaction is highest among those participating in the Household Goods Program (100%). Then the Green Light Program and those recognized as Trusted Carrier

Partners. Taken together, 95% of these companies rate MCTD excellent or good for overall service. The next most satisfied customer groups are those who transact business with the Audit Program (94%), then Salem Permit Analysts in Registration Services and Over-Dimension Permits. Together, 91% of them rate MCTD excellent or good for overall service.

Satisfaction is lowest among two groups of truck drivers — those subject to a safety inspection and those receiving a citation or warning from a motor carrier enforcement officer. Together, 79% of the drivers rate staff excellent or good. Two other groups — motor carriers subject to a Safety Compliance Review and carriers subject to a truck inspection — are also somewhat dissatisfied as their positive rating topped out at 86%.

Since 2006, Oregon state government has required agencies to include these six questions in their customer surveys. Asking the same questions the same way allows for comparing one agency with another.

Regarding Motor Carrier Division staff and service provided . . .	Excellent	Good	Fair	Poor
TIMELINESS 1. How do you rate the timeliness of the services provided by the Motor Carrier Transportation Division? 919 responses	39%	47%	11%	3%
ACCURACY 2. How do you rate the ability of the Motor Carrier Transportation Division to provide services correctly the first time? 916 responses	44%	44%	10%	2%
HELPFULNESS 3. How do you rate the helpfulness of Motor Carrier Transportation Division employees? 918 responses	54%	37%	7%	3%
EXPERTISE 4. How do you rate the knowledge and expertise of Motor Carrier Transportation Division employees? 902 responses	46%	41%	9%	4%
AVAILABILITY OF INFORMATION 5. How do you rate the availability of information at the Motor Carrier Transportation Division? 911 responses	40%	43%	14%	3%
OVERALL SERVICE 6. How do you rate the overall quality of service provided by the Motor Carrier Transportation Division? 914 responses	43%	46%	9%	2%

Answers to some comments and questions submitted through the Customer Satisfaction Survey

Many carriers submitted comments and questions through the MCTD Customer Satisfaction Survey. MCTD selected some of the comments and questions to provide answers and information.

C: It would help if your staff in the IFTA department were a little more informative on how the whole IFTA process works in regards to changing plates from Commercial OR only to IFTA.

A: When a motor carrier wants to change their vehicle registration from “Commercial” to “Apportioned” plates the IFTA Unit refers the motor carrier to the Vehicle Registration Unit to register for apportioned plates. Once registration is complete, the Vehicle Registration Unit generally refers the carrier back to the IFTA Unit to issue the IFTA decals.

Motor carriers with intrastate operations (vehicles with commercial plates hauling for hire within the State of Oregon) do not require IFTA. If the Commercial plated vehicle operates interstate (outside Oregon’s jurisdiction) the carrier may be required to purchase a Trip Permit in the jurisdictions they travel.

IFTA reporting instructions are available on our website and include general reporting information with step-by-step instructions.

http://www.oregon.gov/ODOT/MCT/Pages/Forms.aspx#Taxes_&Fees

Q: I would like to know what program you use to calculate the miles (google, maps, trucking online, etc.). Thank you.

A: MCTD uses a software program called PC Miler and we have a standard Oregon Routes Mileages form. <http://www.odot.state.or.us/forms/motcarr/reg/9498.pdf>

C: I would suggest that when dealing with a truck that has a gross overall weight that is under its max legal rating but over on one axle the truck should be allowed to adjust its load and reweigh rather than be ticketed.

A: While I appreciate the thought behind the suggestion, Oregon Revised Statutes clearly dictates that any load in excess of any weight limit is a violation regardless of size. The statutes go on to require, in addition to any enforcement, the legalization of weight violations regardless of type, e.g. axle versus gross or axle group. For smaller

violations we may, based on motor carrier and driver previous history, allow adjustments and a written warning instead of a citation.

C: Make it easier to obtain a CVSA inspection for private contractors when Oregon Department of Transportation requests one.

A: Oregon’s truck and bus inspection program is meant to detect noncompliance of safety regulations by the trucking and bus industry. Staff are encouraged to inspect vehicles and drivers thought to be violating regulations. In general, Oregon does not have a mandatory inspection program for commercial motor vehicles. We have in the past and will continue in the future to honor requests for inspections as best we can. But it is simply not ODOT’s priority. A better solution might be to have employees of the Oregon DOE trained and certified to conduct inspections to meet their agency requirements.

C: Make Over-Dimensional Permits self-issue online.

A: MCTD is actively adding additional services and applications for carriers that have signed up for [Oregon Trucking Online](#). The following programs related to over-dimension permits have been added in the last year:

- Triples permits issuance, both new permits and renewals
- Triples permits annual mileage reporting
- Single-trip permits applications, including superloads
- Email notification of single-trip permit progress, from submission, to assignment, to completion.

- Route Request application

Currently, we are working on adding additional annual permits for carriers to order and renew electronically. After this, we plan to add self-issue permits to Oregon Trucking Online.

C: We have had numerous conflicting information on the information to report on your monthly reports which has caused us penalties/interest. It’s very frustrating and would be wonderful if your office had something in writing that your staff could refer to themselves and to



Continued on next page.

Answers to some comments and questions submitted through the Customer Satisfaction Survey

continued from page 8

customers, rather than passing the customer around to different staff. Thanks.

A: The following is required information for filing Quarterly & Monthly tax reports.

- The plate or pass number of the power unit for which you are reporting.
- The company's unit number for the power unit for which you are reporting.
- Your declared weight operated per configuration
- The total miles operated for each vehicle
- The Oregon taxable miles (all miles operated on Oregon public roads)
- The total number of axles for any declared weight greater than 80,000 pounds
- The appropriate rate as indicated on the Mileage Tax Rates form
- The amount of tax calculated for each vehicle (miles x rate)
- Flat Monthly tax reports require the same information except the appropriate tax rates are on 735-9927 and the flat fee commodity is required (i.e. C-chips, D-dump, L-logs)

Tax reports received at the Motor Carrier Transportation Division that are illegible or have critical elements missing in the report may be returned to the motor carrier "unfiled". This could result in a late tax filing and additional fees.

Tax reporting instructions are available on our website at <http://www.oregon.gov/ODOT/MCT/Pages/EDUCATION.aspx>

Tax forms are available on our website and include general reporting information with step-by-step instructions on page 2 of the forms. http://www.oregon.gov/ODOT/MCT/Pages/FORMS.aspx#Taxes_&_Fees.

C: Enable Trucking Online to be able to process adding jurisdictions and paying for them when processed. This would eliminate having to fax schedule B and C.

A: The IRP approved and is implementing the Full Reciprocity Plan (FRP) effective January 1, 2015. The FRP grants full reciprocity for all apportioned vehicles in all member IRP jurisdictions and eliminates the need to add jurisdictions throughout the year. Registrants will no longer estimate miles as only actual or Oregon Average Per-Vehicle Chart miles will be used on the Schedule B. Trucking Online has been updated to accommodate the new process.

C: I would appreciate less waiting time to get someone on the phone.

A: Phone wait times is a measure we continuously strive to improve. We have made adjustments to our phone

queue to allow more phone lines available for customers to be able to wait on hold, rather than receive a busy signal. We have also hired a number of new analysts to assist you. After normal business hours and on weekends we have reduced staff, so wait times during those hours can be longer.

In our recent Quarterly Business Review, phone wait times for 2014 have actually decreased by a number of minutes compared to 2013. Our intention is to continue this trend so our customers are able to be assisted over the phone with minimal wait time. We also offer Oregon Trucking Online as an alternative way to obtain credentials, file reports, and get answers to questions. Visit our website at www.oregontruckingonline.com.

C: It would be nice if when filing and paying monthly PUCs that you could keep your card information saved. It's a pain to enter it each month.

A: The Payment Card Industry Data Security Standard (PCI DSS) is a set of requirements designed to ensure that ALL companies that process and transmit credit card information maintain a secure environment. In order for MCTD to maintain our level of PCI compliance we accept one-time payments and do not store your credit card information in our system.

Along with many comments and questions, we received a few compliments as well.

- Our evaluation was very informative and helped us get a good handle on where we need to be with policy and procedures.
- Doing a good job. Fair process and helpful staff.
- Trusted Carrier is a great program!
- Loving the new online system!!!
- All of my drivers report that they have had good experiences with all of your inspectors. Keep up the good work.
- Customer service on the phone is excellent. Some inspectors are not always nice - one was very rude 2 years ago. Most inspectors lately though have been pretty nice.
- The employees at the Portland Bridge office are so outstanding and helpful. Other than the lines every year for IFTA, I look forward to going in to that office because they really are competent and helpful!
- Oregon's staff have always been very helpful whenever I needed assistance. I appreciate all they do. Thank you.

UCR fee structure remains unchanged for 2015

Unified Carrier Registration (UCR) program is a federally-mandated, annual state administered registration program.

Motor Carriers, motor private carriers, freight forwarders, leasing companies and brokers based in the United States, Canada, Mexico, or any other country that operate in interstate or international commerce in the United States must register under the UCR program. For the for-hire carriers, UCR replaced the Single State Registration System (SSRS) program. The UCR is similar to SSRS in that UCR is a base-state system, under which a carrier pays UCR fees through its base state on behalf of all participating states.

Fees will range from \$76 for the smallest interstate operator to \$73,346 for operators with 1,001 or more power units. The 41 base states participating in UCR have already mailed billings, activated the program's online registration system, and enforcement for non-payment begins nationwide on January 1, 2015.

All interstate operators must pay annual fees to fund safety and enforcement programs in the participating states, as well as pay for UCR administration.

An interstate operator with a principle place of business in Oregon can pay online at www.ucr.in.gov or select one of the following as the base state for accepting their payment: AK, CA, CO, ID, MT, ND, NM, SD, UT, WA.

Oregon and all other states must enforce UCR requirements. Failure to pay fees is a violation of FMCSR Part 392.2, which requires that commercial motor vehicles must be operated in accordance with the laws, ordinances, and regulations of the jurisdiction in which it travels.

The following 41 base states participate in UCR and collect fee payments:
 Alaska, Alabama, Arkansas, California, Colorado, Connecticut, Delaware, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, New Hampshire, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Virginia, Washington, Wisconsin, and West Virginia.

UCR	
Fee Structure — 2015	
No. of Power Units	Company Fee
0 – 2	\$ 76
3 – 5	\$ 227
6 – 20	\$ 452
21 – 100	\$ 1,576
101 – 1,000	\$ 7,511
1,001 and above	\$ 73,346

Three steps to paying UCR fees:

1. If an interstate operator's principal 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.

A total of 41 states participate as base states and collect fees in the UCR program, but Oregon is not one of them and does not accept fee payments. Do not send payments to Oregon.

2. Visit the UCR Website to register online or download the paper form to pay by mail.

<http://www.ucr.in.gov>

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

3. The annual fee is based on the number of power units. Determine the current annual fee and, if not paying online, make the payment to the chosen base state in the form accepted by that state.

UCR

Ready for Winter Truckers?

Winter in Oregon presents a challenge for everyone. Truck drivers can make it easier for themselves, highway maintenance crews, and motor carrier enforcement officers if they come prepared for wintry conditions and follow these tips:

- Before a trip in Oregon, visit www.TripCheck.com for road conditions and chain requirements.
- In Oregon, call 511 or 800-977-6368 for road conditions. Outside Oregon, call 503-588-2941.
- Carry and use chains. In Oregon, chains are required whenever winter conditions exist and SNOW ZONE signs are posted.
- Don't wait until the last minute to chain up. Pull over to a safe level area, preferably a designated chain-up area, put out emergency warning triangles, and wear reflective clothing.
- When traveling through a SNOW ZONE, drivers should keep a larger than normal distance between their vehicle and the vehicle ahead.
- Drive slowly and carefully. Posted speeds are maximums in good weather. Bad weather demands slower speeds.

There are no specific dates in Oregon law for when chain requirements start and end because no one knows when winter conditions will arise in the state. So, chains are required whenever SNOW ZONE signs are posted. Truck drivers are advised to carry chains during the Fall and Winter months. Enforcement officers have discretion to issue a \$160 citation for failure to carry chains. Failure to use chains when required also results in a \$160 citation. .

SNOW ZONE

CARRY CHAINS
OR
TRACTION TIRES

You must have chains or traction tires in or on your vehicle and they must be the right size for your vehicle and of sufficient number to comply with the chain laws.

SNOW ZONE

CHAINS REQUIRED
ON VEHICLES TOWING
OR SINGLE DRIVE AXLE
OVER 10,000 GVW

You must use chains if your vehicle is rated 10,000 pounds gross vehicle weight (GVW) or less and is towing. You must use chains on any single drive axle vehicle rated over 10,000 pounds GVW. Chains must also be used on the trailer or vehicle being towed as described under Minimum Chain Requirements.

SNOW ZONE

CHAINS REQUIRED
ON VEHICLES TOWING
OR OVER 10,000 GVW

You must use chains if your vehicle is towing or rated more than 10,000 pounds GVW. Chains must also be used on a trailer or vehicle being towed if it has a brake that operates while in tow.

SNOW ZONE

CHAINS REQUIRED
TRACTION TIRES
ALLOWED ON VEHICLES
UNDER 10,000 GVW

You must use chains if your vehicle is towing or is rated over 10,000 pounds GVW. Chains must also be used on a trailer or vehicle being towed if it has a brake that operates while in tow. If your vehicle is rated 10,000 pounds GVW or less and is not towing you must use chains or traction tires.



Snow Zones Ahead

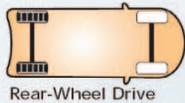
Know and follow Oregon's Minimum Chain Requirements

Chart shows minimum chain-up configurations for when "Chains Required" signs are displayed
(per Oregon Administrative Rule 734, Division 17)

For more information, go to TripCheck.com on the Web

LIGHT DUTY VEHICLES

One tire on each side of the primary drive axle.



Rear-Wheel Drive



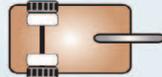
Front-Wheel Drive

TOWING

Chains must be on one tire on each side of one axle of a trailer that is equipped with a brake.



One tire each side.



One tire each side.



One tire on each side of one axle.

MEDIUM DUTY VEHICLES



Single Drive Axle: One tire on each side of the drive axle.



Tandem drive axle with one powered by the drive line: Two tires on each side of the primary drive axle.



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



One single-wheel axle and one dual-wheel axle: must have chains on one tire on each side of the dual wheel axle

SOLO COMMERCIAL VEHICLES



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



Tandem drive axle with one powered by the drive line: Two tires on each side of the primary drive axle.



Single drive axle: one tire on each side of the drive axle.

TRUCK TRACTOR SEMI TRAILER



Two tires, one on each side of any axle.

TRUCK TRACTOR SEMI TRAILER



Two tires, one on each side of any axle. Two tires on each side of the primary drive axle.

TRUCK TRACTOR SEMI TRAILER



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

TRUCK TRAILER



One tire, either side, either axle.

TRUCK TRAILER



Two tires on each side of the primary drive axle.

TRUCK TRAILER



One tire, either side, either axle.

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

SET OF DOUBLES



Two tires, one on each side of any axle.

SET OF DOUBLES



One tire, either side, either axle. Two tires, one on each side of any axle. Two tires on each side of the primary drive axle.

SET OF DOUBLES



One tire, either side, either axle. Two tires, one on each side of any axle. If both axles are powered by the drive line: one tire on each side of each drive axle.

TANDEM-DRIVE AXLE "B" & "C" TRAINS



Two tires, one on each side of any axle. Two tires, one on each side of any axle. Two tires on each side of the primary drive axle.

TANDEM-DRIVE AXLE "B" & "C" TRAINS



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

Don't Take Chances - Chain up and Travel Safely

The Way to Go — Oregon Department of Transportation



Oversize load restrictions – Christmas and New Year’s

December 2014						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

**Christmas Day - Observed
Thursday, December 25, 2014**

Triple trailers, mobile/modular homes, towed units, long logs, poles, and piling, and non-divisible overwidth loads are subject to special restrictions on six major holidays - Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas and New Year’s. Following are the restrictions this year during Christmas 2014 and New Year’s 2015.

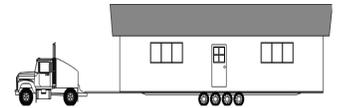
January 2015						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

**New Year’s Day - Observed
Thursday, January 1, 2015**

Triple trailer combinations cannot operate on those routes shown as Holiday or Holiday & Weekend restricted on Route Map 5 during the Christmas period from 4 p.m. Wednesday, December 24 until Sunrise Friday, December 26, and during the New Year’s period from 4 p.m. on Wednesday, December 31 until Sunrise Friday, January 2.



Mobile / modular homes cannot be moved if over 8’6” in width during the Christmas period from Noon Wednesday, December 24 until 1/2 hour before Sunrise Friday, December 26, and during the New Year’s period from Noon Wednesday, December 31 until 1/2 hour before Sunrise Friday, January 2.



Exceptions: Operations may recommence on Interstates at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 10’ AND the outermost extremities are illuminated by lamps or markers as required by ORS Chapter 816.

Towed units cannot be moved if over 8’6” in width or towing a combination of vehicles during the Christmas period from 2 p.m. Wednesday, December 24 until 1/2 hour before Sunrise Friday, December 26, and during the New Year’s period from 2 p.m. Wednesday, December 31 until 1/2 hour before Sunrise Friday, January 2.



Exception: The rule does not apply when the tow vehicle is performing the initial emergency removal of a disabled unit from the highway or when the disabled vehicle or combination of vehicles is operating under a rule or variance permit allowing movement prior to the emergency. See Permit Attachment H for specific hauling hours and days for overwidth movements.

Long logs, poles, and piling cannot be moved if over 105’ in overall combination length during the Christmas period from 2 p.m. Wednesday, December 24 until Sunrise Friday, December 26, and during the New Year’s period from 2 p.m. Wednesday, December 31 until Sunrise Friday, January 2.



Non-divisible loads cannot be moved if over 8’6” in width during the Christmas period from Noon Wednesday, December 24 until 1/2 hour before Sunrise Friday, December 26, and during the New Year’s period from Noon Wednesday, December 31 until 1/2 hour before Sunrise Friday, January 2.



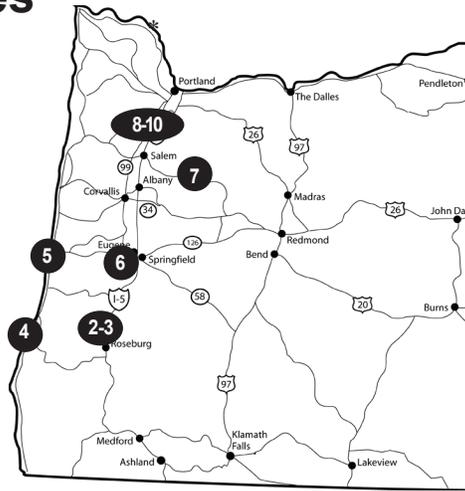
Exceptions: Operations may recommence on Interstates at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 12’ AND the outermost extremities are illuminated by lamps or markers as required by ORS Chapter 816. Operations may recommence on Green Routes on Route Map 2 at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 10’ AND the outermost extremities are illuminated by lamps or markers as required by ORS Chapter 816.

**Oversize Load Restriction — www.oregon.gov/ODOT/MCT/Pages/OD.aspx#Holiday_Restrictions
Permit Attachment H — www.oregon.gov/ODOT/MCT/Pages/OD.aspx#Permit_Attachments
Route Map — www.oregon.gov/ODOT/MCT/Pages/OD.aspx#Route_Maps**

Weight-Restricted Bridges on Major State Routes in Oregon

As of November 1, 2014, bridge engineers have set weight restrictions on 10 bridges on major Oregon routes.

Questions? Contact the Oregon Motor Carrier Over-Dimension Permit Unit at 503-373-0000 or check the complete lists of road and bridge restrictions on the Web here: www.oregon.gov/ODOT/MCT/Pages/OD.aspx



See separate list of restricted bridges on lesser state routes on the next page and on the Web here: http://www.oregon.gov/ODOT/MCT/Pages/OD.aspx#Road_and_Bridge_Restrictions

Highway	Restriction	Bridge & Location
1. I-5 Overpass	D/N	Wilson Road, MP151.81
2. I-5 Overpass	SR1	Chadwick Lane, MP104.85
3. Coos River Hwy.	SR1	Isthmus Slough Bridge, Coos Bay, MP0.51, 1/2 mile off US101
4. US101	D/N	Siuslaw River, MP190.98, Florence
5. OR126 Business WB	D/N	Willamette River, MP1.34, one mile east of I-5 in Springfield
6. Off OR22	D	First Avenue Bridge in Mill City, over Santiam River
7. OR18	D/N	Yamhill River, MP51.57, near Dayton
8. OR219	D/N	Willamette River, MP23.46, south of Newberg
9. OR99W S	D	Tualatin River Bridge, MP12.18, Tualatin

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.

SR1 = Special Restriction 1

Single Axle - 20,000 lbs.
 Tandem Axle - 34,000 lbs.
 Max. Wgt. - 80,000 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.

Superloads

Effective October 15, 2014, in an effort to ensure safety to the traveling public, the MCTD has taken immediate action implementing new driver requirements to carriers who move oversize loads that are considered a superload, or any load that is unable to maintain a minimum prescribed travel speed.

A superload is classified as any load exceeding any of the following dimensions:

- Over 16 feet wide on the Interstate
- Over 14 feet wide on any state two-lane highway
- (This does not include mobile / modular units with a 14 foot box or less and up to a 12 inch eave.)
- Over 17 feet high on any highway
- Mobile / modular unit with a box width over 14 feet wide and/or overall width greater than 15 feet
- Overall length greater than 150 feet

Drivers of superloads are now subject to the following requirements:

- Must have a minimum of three years of experience driving commercial vehicle combinations; one of these years

must be driving/hauling oversize loads

- Must not have a conviction of more than one moving violation while operating commercial motor vehicles in any state, country, or province within the last year
- Must not have more than one preventable, recordable accident involving a commercial motor vehicle in any state, country, or province within the last two years
- Must not have a suspension or revocation of driving privileges from operation of a commercial motor vehicle in any state, country, or province during the past three years
- Must not have a conviction of DUII while operating a commercial motor vehicle in any state, country, or province within the last five years

This information will be included as a requirement on any single trip permit issued for a load that exceeds one or more of the above dimensions, and/or cannot maintain a minimum prescribed travel speed, regardless of dimensions.

Weight-Restricted Oregon Bridges on Lesser Routes

In addition to the 10 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 Oregon Over-Dimension Permit Unit at 503-373-0000.

Highway	Restriction	Bridge & Location
NORTHWESTERN OREGON AND NORTHERN OREGON COAST		
US101	D	Neahkahnie Mtn. Chasm Bridge, MP40.71, near Manzanita
US101 Business	SR1	Lewis & Clark River, 2.5 miles SE of Astoria, MP4.78
US101 Business	D	Old Youngs Bay Bridge, Astoria, MP6.89
OR43	SR1	Arch Bridge, MP11.43
OR53	SR2	Jack Horner Creek, 5.98 miles S of US 26, MP5.98
OR104 Spur	SR9	Skipanon River Bridge, MP 4.62 on Fort Stevens Spur
OR120	D	Portland, N Portland Road — Columbia Slough, MP0.38
CENTRAL COAST		
Little Nestucca Hwy	D	Panther Creek, Kellow Creek, MP3.23, E of US101
Little Nestucca Hwy	D	Squaw Creek and Austin Creek, MP3.6, 3.82, E of US101
Little Nestucca Hwy	D	Little Nestucca River, MP4.15, E of US101
Little Nestucca Hwy	D	Bear Creek, MP4.76, E of US101
OR22	D/N	Louie Creek, S of Hebo, MP10.49
OR22	D/N	Louie Creek, S of Hebo at Dolph, MP10.66
US20	SR6	Yaquina River, 0.1 miles W of Eddyville, MP23.38
US101	SR6	Yaquina Bay Bridge, Newport, MP 141.67
WILLAMETTE VALLEY		
Corvallis-Lebanon Hwy	SR1	Willamette River, Van Buren Street, Corvallis, MP0.13
OR164	D/N	Santiam River, Jefferson, MP 6.24
SOUTHERN OREGON		
OR234	D/N	Rogue River, MP0.09, two miles west of Gold Hill
Old OR99	D/N	N Umpqua River (Old Winchester), Roseburg, Hwy 001WJ, MP128.99
COLUMBIA RIVER GORGE		
Columbia River Hwy	SR4	Sandy River, Troutdale, MP0.03
Columbia River Hwy	SR1	Youngs Creek (Shepperds Dell), MP13.14
Columbia River Hwy	SR8	West Multnomah Falls Viaduct, MP17.68
Columbia River Hwy	SR1	Horsetail Creek, MP20.39
OR/WA Border	SR1	Bridge of the Gods, MP30.42
OR/WA Border	SR1	White Salmon Bridge, Hood River, MP64.62
CENTRAL OREGON		
OR27	SR5	Irrigation Canal Bridges, S of Prineville, MP1.90, 2.88, 4.59
OR27	D	Bear Creek, 27 miles S of Prineville, MP27.23
NORTHEASTERN OREGON		
I-84 Overcrossing	D/N	Upper Perry Interchange, connector over I-84
OR207	D/N	Hinkle Bridge, Umatilla River, MP11.86
Freewater Hwy	SR5	West Crockett, S of OR/WA border, MP2.76
Freewater Hwy	SR5	E & W Fork, Little Walla Walla, WA border, MP3.16, MP3.31
EASTERN OREGON		
Old US30	D/N	Burnt River Bridge, near Lime, MP0.46

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

SR4 - 30 Tons Gross Wgt.

SR5 - Divisible / Non-Divisible Loads under Annual Permits, Single Trip Permits up to Weight Table 4 Limits, maximum 60,000 lbs. on tridem axle

SR6 - Single Trip Permits above Continuous Trip Permits allowed, center of bridge, permit vehicle only, certified flaggers.

SR7 -
 Solo Truck 44,000 lbs.
 Combination 68,000 lbs.

SR8 -
 Single Truck 28,000 lbs.
 3-2 axle combos 44,000 lbs.
 3-3 axle combos 56,000 lbs.

SR9 -
 Single Truck 38,000 lbs.
 3-2 axle combos 56,000 lbs.
 3-3 axle combos 64,000 lbs.

Enforcement 3rd Quarter 2014

From July through September 2014, the Motor Carrier Division finalized 211 civil enforcement actions, in addition to 17 actions related to inspection follow-up violations. The number next to each name indicates violations confirmed in the process.

*Denotes first complaint within five years.

** 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 produce records.

Safety Violations

A total of 98 enforcement actions related to violations found during safety compliance reviews or resulting from truck drivers violating an out-of-service order.

Gadenko, Dmytro A
(Vancouver, WA) - jump
Sanford, Melvin
(Lincoln, CA) - jump
Vrigido, Guillermo Ortega
(Acampo, CA) - jump
Sosni, Evgueni
(Hamilton, ON) - jump
Shirtcliff Oil Co 4*
Jones, A Keith Trucking
Night&Day Express LLC
Auto Transport LLC 1**
Britt Corporation, The 2**
D C K Trucking LLC 2**
Gedenberg, Michael D
(Astoria, OR) 3**
O T Trucking LLC 4**
A T L S (American Transportation
Logistics) 1***
Materials Transfer Services LLC
P M I Express
Elwood's Tree Service Co 7***
TTT Timber 7*
Marpur LLC
Clark's Disposal Inc 2**
The Saunders Company Inc 3**
Rafael Innocencio Ruiz 2***
Morris Transfer Inc 10**
E & E Transport LLC 32*****
Brown, David B
(Molalla, OR) 1*
Nielsen, Dan Trucking Inc 1*

Tab's Inc 10*
Cade, Kenneth Alan
(Fort Rock, OR) 2*
Sweet Septic & Portable
Service 2*
Moss, Don Enterprises 3*
Hofenbredl Timber 3*
Pilot Rock Sanitation LLC 4*
Crazy Rooster LLC 4*
Howard, Sandra Dee 4*
Schurter Trucking LLC 4*
ATAGI Trucking 5*
Speedy Septic 7*
Western Land
Logistics LLC 2**
R&R Tree Service Inc 2**
American Sweeping
Service Inc 23**
Speelmom Land & Livestock 4*
Southfork Logging LLC 7*
General Freight Corporation 6**
Goshen Recycling LLC 14**
McCarthy Brothers Inc 26***
Morris Transfer Inc 10**
R J Post & Pole Inc 1*
Robbins Farm Equipment Inc 1*
River Indian Trucking LLC 1*
Woodward, Brent Inc 1*
Hoodoo Ski Area 2*
Iron Triangle LLC 2*
Loyal Truck Line 2*
MC Duck Transportation LLC 2*
Rotas Transport LLC 2*
T G R Transport 2*
Gyppo Inc 3*
MacPherson, Bob
Trucking Inc 3*
Robbins Equipment
Trucking Co 3*
Vines Hill Gravel LLC 3*
Wilson, Richard R Trucking 3*
Cascadia Cruiser LLC 4*
Flying J Trucking LLC 4*
Mota Trucking 4*
N&A Transport LLC 4*
Shelton, Kevin J
(Lostine, OR) 4*
Snake River Produce Co LLC 4*
Sunrise Logistics LLC 4*
Farmers Grain LLC 5*
Fontana Wood Products of
Oregon Inc 5*
Nom Express LLC 5*
Scheradella Trucking 5*
Small Truck Company LLC 5*
Witt, K Excavating LLC 5*
Akhtar, Peter Trucking Inc 6*
T & K Transportation 7*
Global Transport LLC 8*
Lone Rock Timberland Co 8*
B&R Tree Farms Inc 2*
Pave Pounder Express LLC 2*
Dakom Logging Inc 3*
Bronson Lumber Company 5*
Hendrickson Well
Drilling Inc 6*
Elkhorn Drilling Inc 5**

Fernhill Holly Farm Inc 20**
Risseuw Trucking LLC 25**
Valley Charter LLC 6**
El Tarasco Trucking Inc 7**
Jade Excavation Inc 3**
Bede Way Transport Inc 45*****
Cullett, Jess Trucking 2*
DLF Pickseed USA 2*
R S G Forest Products 2*
Safety 1st Auto Transport 6*
Advantage Precast Inc 3**
Kelly, Bob Trucking
(Yoncalla, OR) 35**
Graves, Bennie Trucking Co 6**
C T S Training Stable
Incorporated 7*

Other Safety Violations

A total of 113 cease and desist orders and 17 penalty orders were related to failure to return a Driver or Equipment Compliance Check Form within 15 days after a truck and/or driver safety inspection.

Other Violations

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

Blackburn Farms 1*
Camp Logistics Inc 1*
Cedar Creek
Quarries Inc 108*
Cinder Lakes Ranch 1*
G & L Transport 1*
Graziani, Kyle 1**
Interide Transport LLC 1*
J Z Trucking LLC 12*
Mike's Fence Center Inc 1*
Ner Art Transportation
(Artour Petrosyan) 2*
Oak Harbor Freight
Lines Inc 1*
R V H Trucking 1*
Savaty Boru Move r'us 10**
Tidewater Contractors Inc 1*
Tri County Moving LLC 26**

Other Enforcement

Summary of work by Motor Carrier Enforcement Officers in the 3rd Quarter 2014:

Trucks Weighed
on Static Scales
531,389

Trucks Precleared to Pass
Green Light Weigh Stations
367,829

Weight-Related Citations
2,189

Weight-Related Warnings
1,352

Size-Related Citations
195

Size-Related Warnings
60

Trucks Required to "Legalize"
and Correct
Size and/or Weight
434

Other Citations, including
safety-related citations
485

Other Warnings, including
safety-related warnings
1,019

Citations for Operating
Without Oregon Weight Re-
ceipt & Tax Identifier
or No Vehicle Registration
1,725

Warnings for Operating With-
out Oregon Weight Receipt &
Tax Identifier
or No Vehicle Registration
1,884

Totals do not include enforce-
ment actions by Oregon State
Police or city and county
officers.



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the mission of
ODOT Motor Carrier
TRANSPORTATION DIVISION

PROMOTE a safe, efficient, and responsible transportation industry by:

- Simplifying compliance
- Reducing regulatory requirements when appropriate
- Preserving the infrastructure
- Enhancing private/public partnerships
- Fostering effective two-way communication

DELIVER superior customer service while recognizing the vital economic interests of the commercial transportation industry.



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