



MOTOR CARRIER NEWS

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Motor Carrier Transportation Division, 3930 Fairview Industrial Drive SE, Salem OR 97302-1166

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Oregon's display grace period for Vehicle Renewal Ends March 15, 2015

Oregon honors a display grace period, until March 15, 2015, for Oregon based carriers who have submitted completed forms and sent payment for Commercial and Apportioned renewal on or prior to December 31, 2014, but either haven't received 2015 decals for their plates or haven't placed a 2015 Weight Receipt in each truck cab.

Carriers who do not renew

timely and operate during the display grace period are subject to monetary penalties and could be assessed fees for operating illegally.

For carriers who participate in the International Fuel Tax Agreement (IFTA), there is a grace period until March 1, 2015 to display the 2015 IFTA decals and carry IFTA license.

If an Oregon motor carrier has an Oregon IFTA license, but is not going to renew for 2015, the carrier must cancel the license in writing prior to January 1, 2015. Otherwise, the carrier must file a 1st Quarter 2015 IFTA Tax Return to show there were no operations during the grace period.

Similarly, carriers who do not intend to renew the Oregon Weight Receipt and Tax Identifier for a particular truck must cancel the credential in writing, or use Trucking Online to cancel it, by December 31, 2014, otherwise the carrier will be required to file Weight-Mile Tax Reports showing no operations for January, February, and perhaps even for the 1st Quarter 2015, depending on the date of cancellation.

Contact MCTD Registration at 503-378-6699 if you sent in your renewal application and payment and have not received your 2015 credentials to avoid delays at the scales and possible enforcement.

Direct Payments increase

Since the Motor Carrier Transportation Division (MCTD) began offering Direct Payment in March 2009, over 2,128 Trucking Online users have signed up for it and chose that method for nearly 48,679 online payments totaling over \$69 million as of February 20, 2015. As a result, they've saved \$1.4 million that MCTD would otherwise

have spent on banking fees if they had used credit cards.

MCTD's goal is to make Direct Payment the preferred way to pay for online transactions, replacing costly credit card transaction fees. Just like any other regular business, MCTD pays a banking fee of about 2.0% of each payment when a customer uses a credit card for transactions by phone, over the counter, or online. That means it costs \$2.00 for every \$100 in truck-related transactions charged to a card. It costs \$20 for every \$1,000 charged, \$200 for every \$10,000 charged, \$2,000 for every \$100,000 charged, and so on.

Credit card transaction fees have risen dramatically, partly because some companies make substantial weight-mile tax payments by credit card. Motor Carrier paid \$1.9 million in transaction fees in 2014.

MCTD managers are asking motor carriers to sign up for Direct Payment so they'll stop paying those banking fees and, instead, keep taxpayer dollars in the Highway Fund where it can be spent on roads and bridges.

Direct Payment allows for electronic payments directly from a checking or savings account. It's simply the elec-

tronic way to write a check. When a customer completes a transaction and



Direct Payment

authorizes payment, the customer's bank transfers the approved amount directly

from the customer's account. Dramatic savings are within reach for motor carrier taxpayers because it's an extremely low cost alternative to credit cards. Regardless of the transaction amount, MCTD pays just \$.06 for each Direct Payment. For example, instead of paying \$8,000 in fees for a \$400,000 credit cards payment, MCTD pays 6 cents!

Any carrier with an established MCTD account and a Trucking Online PIN can sign up for Direct Payment by providing their checking or saving 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. After that Direct Payment is available 24 hours a day, 7 days a week, just like all Trucking Online services.

In the banking industry, Direct Payment and Direct Deposit are known as Automated Clearing House (ACH) products. According the Electronic Payments Association, a not-for-profit association that oversees the ACH Network, 21.0 billion ACH payments were made in 2012.

The activity includes Internet debit, e-checks, business-to-business and federal government payments.

Oregon fuel tax paid at retail stations

A reminder about what documentation is needed in order to claim a credit for Oregon fuel tax paid at retail stations.

Acceptable

[Oregon Administrative Rule 740-055-0110 - Fuel Purchase Records and Refunds](#)

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

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

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

copies of invoices from fuel suppliers indicating Oregon state fuel tax paid and fueling records showing fuel dispensed for each motor vehicle.

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

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

Unacceptable

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

Claims are also rejected if

they're based on a statement from a processing/billing company or fuel card network as they are not the seller of the fuel. The information on these statements does not always accurately reflect whether Oregon state tax was actually paid as fuel card networks may "back-into" the tax amounts on the assumption that tax was paid. In the past, many fuel cards were used exclusively at unattended card lock stations where a Certificate of Exemption had been obtained to purchase fuel ex-tax. However, these fuel cards are now also being used at retail stations where the fuel card network does not have accurate information regarding tax paid purchases. In order to obtain credit on Oregon Highway Use Tax reports, motor carriers are responsible for identifying card lock versus retail sales on statements and providing receipts from the actual seller of the fuel. Claims always require documentation verifying that tax was paid for fuel used in a vehicle subject to weight-mile tax. ORS 319.671 and OAR 735-176-000 requires the seller of fuel to provide a copy of the invoice for every sale to the user upon request. The invoice shall show all information that is required by ODOT for the verification of fuel tax credits. These invoices can be handwritten if necessary. If a handwritten receipt is generated, it must be a completely separate document and contain all required information.

Weight-Mile Tax Reports with zero miles

Motor Carriers Take Note: Weight-Mile Tax Reports Submitted with Zero Miles will be Electronically Verified with ODOT Observation Data.

Who Must Pay Weight-Mile Tax in Oregon?

The Oregon Department of Transportation (ODOT) requires motor carriers operating vehicles in commercial operations on public roads within Oregon, and with a gross weight over 26,000 pounds, to **report and pay** Oregon's Weight-Mile tax. ODOT requires that you file reports if you have Oregon DOT plates or Oregon Weight Receipt and Tax Identifiers, even if you do not owe tax. ODOT will suspend your account if you fail to file the required reports and pay the required taxes.

Who is Exempt from paying Weight-Mile Tax in Oregon?

Oregon operations exempt from weight-mile tax include: government, charitable, private or off-road, and some farm operations. However, exempt operations are very limited and may be subject to state fuels tax. Call the Motor Carrier Transportation Division (MCTD) at (503) 378-6699 if you feel your vehicle is exempt from weight-mile tax. Unless a motor carrier's operations are "exempt" from Weight-Mile tax, all miles of commercial operation in Oregon are subject to Weight-Mile tax.

New Technology to Electronically Verify Motor Carrier Operations

Ric Listella, MCTD's Registration Manager says, "We are very excited to report to our industry that we are rolling out technology allowing MCTD to quickly identify Motor Carriers operating illegally in Oregon by filing tax returns and not reporting miles or paying taxes. These motor carriers will be offered one chance to correct their report filing; however, failure to do so will result in suspension and the company drivers will be subject to citation."

Oregon's Motor Carrier Division has developed technology to electronically verify whether or not a motor carrier operated within a reporting period. When a carrier files a Zero Miles Report, stating they had no operations within the reporting period, the Department will verify no operations using electronic records of observation data, such as scale crossing records.

When ODOT's electronic verification process reveals a motor carrier has operated in a reporting period where they claimed to have not operated by way of filing a Zero Miles Report, MCTD will be contacting the motor carrier

and requiring the motor carrier to amend tax reports and pay all tax due.

Failure to Report All Miles Operated and Pay All Taxes

Failure to report all miles operated and pay full tax due on monthly or quarterly Weight-Mile tax reports by the due date, (ORS 825.490) will result in late fees, penalties, reinstatement fees and suspension of your authority to operate; this will also lead to driver

citations. Late payment charges amount to an additional 10% of any weight-mile taxes or fees due.

Trucking companies must have knowledge in all areas of regulations in order to fulfill their regulatory requirements. For concise and relevant information to your business that is provided to you by the Oregon Department of Transportation, Motor Carrier Transportation Division, refer to the Motor Carrier Education Manual located on our website. <http://www.oregon.gov/ODOT/MCT/Pages/EDUCATION.aspx>.

The image shows a 'MONTHLY MILEAGE TAX REPORT' form for January 2015. It is divided into three main sections. Section 1 is a table with columns for 'VEHICLE MAKE', 'VEHICLE MODEL', 'VEHICLE WEIGHT', 'MILES', 'TAXES', and 'PENALTIES'. Section 2 contains summary fields for 'TOTAL MILES OPERATED', 'TOTAL TAXES DUE', 'TOTAL PENALTIES', and 'TOTAL PAYMENT'. The form is filled out with sample data, including vehicle information for 'ABC COMPANY' and 'ABC TRUCK'.

New Driver Medical Qualification Requirements

When February 1, 2015 arrived, new medical certification regulations were activated that had previously been suspended by the Federal Motor Carrier Safety Administration (FMCSA). As most motor carriers know, drivers operating commercial motor vehicles (CMV's) requiring commercial driver's licenses (CDL's) no longer have to carry medical cards beyond 15 days of issuance.* What is less known is that employers now have additional driver qualification and record keeping duties to perform.

National Registry Checks: Not only must employers collect drivers' original medical examiner certificates and variances (if applicable), they must now verify that their drivers were certified by medical examiners listed on the National Registry of Certified Medical Examiners (National Registry). Notes confirming employers completed these checks must be placed in drivers' qualification files. All this has to be completed before allowing drivers to operate CMV's.

The National Registry database is available on the FMCSA website at: <https://nationalregistry.fmcsa.dot.gov>

To avoid wasted time and extra expense, it's wise to instruct drivers to consult the National Registry database

before undergoing their medical examinations. If an employer later discovers during its National Registry check that a medical examiner is not certified, the driver must be removed from the road until another exam is conducted and verified by a certified medical examiner.

Driver Qualification Files: In addition to documenting the National Registry check, employers must obtain and file CDLIS motor vehicle records confirming the medical status of their drivers. Copies of drivers' original medical certificates can only be used in driver qualification files for 15 days from the date of issuance. After that, CDLIS motor vehicle reports must be on file.

To obtain this report for Oregon licensed drivers, employers should specifically order a Court Print with Medical Certification Information from the Oregon Department of Motor Vehicles. A request can be made online at: <http://www.oregon.gov/ODOT/DMV/Pages/records/index.aspx>

**Drivers of CMV's not requiring CDL's must continue to carry medical certificates when operating interstate or while operating for-hire in intrastate commerce.*

Motor Carrier Enforcement Actions



Enforcement

Summary of work by Motor Carrier Enforcement Offices in the 4th Quarter 2014

Trucks Weighted on Static Scales
527,235

Trucks Precleared to Pass Green
Light Weigh Stations
395,710

Weight-Related Citations
2,164

Weight-Related Warnings
1,480

Size-Related Citations
151

Size-Related Warnings
63

Trucks Required to "Legalize" and
Correct Size and/or Weight
340

Other Citations, including safety-
related citations
899

Other Warnings, including safety-
related warnings
1,289

Citations for Operating Without
Oregon Weight Receipt & Tax
Identifier or No Vehicle Registration
1,483

Warnings for Operating Without
Oregon Weight Receipt & Tax
Identifier or No Vehicle Registration
1,816

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

Oversize load restrictions – Memorial Day 2015

May 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 31	25	26	27	28	29	30

**Memorial Day - Observed
Monday, May 25, 2015**

From Memorial Day to Labor Day, over-width loads can't move in Oregon during the daytime after Noon on Saturdays and all day Sunday. Exception: If overall width is 14' or less, then weekend daytime travel is allowed on Interstate routes or on permitted routes east of the summit of the Cascade mountains. Also, triple trailers, mobile/modular homes, towed units, long logs, poles, and piling, and non-divisible overwidth loads are subject to special restrictions on major holidays. Here are the restrictions this year during Memorial Day.



Triple trailer combinations cannot operate on those routes shown as Holiday or Holiday & Weekend restricted on Route Map 5 during the Memorial Day period from 4 p.m. Friday, May 22 until Sunrise Tuesday, May 26.



Mobile / modular homes cannot be moved if over 8'6" in width during the Memorial Day period from Noon Friday, May 22 until 1/2 hour before Sunrise Tuesday, May 26.



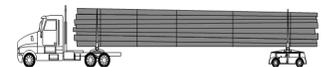
Exceptions: Operations may recommence on Interstates at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 10' AND the outermost extremities are illuminated by lamps or markers as required by ORS Chapter 816.

Towed units cannot be moved if over 8'6" in width or towing a combination of vehicles during the Memorial Day period from 2 p.m. Friday, May 22 until 1/2 hour before Sunrise Tuesday, May 26.



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 Memorial Day period from 2 p.m. Friday, May 22 until Sunrise Tuesday, May 26.



Non-divisible loads cannot be moved if over 8'6" in width during the Memorial Day period from Noon Friday, May 22 until 1/2 hour before Sunrise Tuesday, May 26.



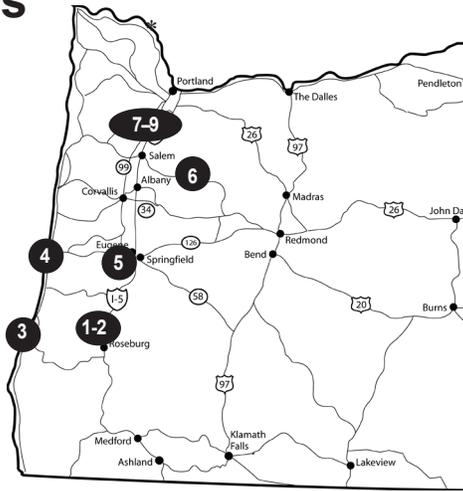
Exceptions: Operations may recommence on Interstates at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 12' AND the outermost extremities are illuminated by lamps or markers as required by ORS Chapter 816. Operations may recommence on Green Routes on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

Width Restrictions for I-84 in Eastern Oregon: Meacham to La Grande

Beginning March 30, 2015, the third and final planned construction season of a three-year project along I-84 between MP 248 and MP 260.7 will begin, restricting loads to the following widths:

- 13 feet 00 inches width in the Eastbound direction
- 15 feet 00 inches width in the Westbound direction

In addition, due to the curvature within the project area, there will also be length restrictions for certain combinations operating under a single trip permit. Generally, motor carriers hauling overwidth loads on combinations exceeding 120' overall length or semitrailers exceeding 70' in length, will require an individual review to determine if the load can pass through the construction zone. Legal width loads will be allowed up to 160' overall length with no trailer length restriction



These restrictions will be in effect at all hours, seven days a week, and are estimated to last until November 1, 2015.

The I-84 Kamela Interchange - 2nd Street Xing (La Grande) Project involves resurfacing the freeway, adding and enhancing chain-up areas, upgrading median barriers, performing corrective work for rock fall areas, and adding a truck climbing lane for west bound traffic along the Spring Creek grade near MP 247.

There is no local detour available. Carriers transporting loads exceeding these dimensions will need to take authorized alternate routes, such as US 20 and US 97. For questions or assistance with deterring authorized alternate routes, please contact the Over-Dimension Permit Unit at (503) 373-000.

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
4th Quarter 2014**

From October through December 2014, the Motor Carrier Division finalized 224 civil enforcement actions, in addition to 10 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 128 enforcement actions related to violations found during safety compliance reviews or resulting from truck drivers violating an out-of-service order.

- 3 Generations Transport LLC 7*
- A A A Advanced Septic Tank Cleaning LLC 2*
- A&Z Express LLC 2*
- Accurate Plumbing Solutions Inc 3*
- All Freight Logistics Corp. 1**
- All Oregon Excavating & Trucking LLC 4**
- All Rock LLC 14***
- All-Ways Excavating USA LLC 4*
- Allyn Brown Trucking LLC 5**
- Battery Pros, The 1*
- Bloom, William (Hermiston, OR) 1*
- Boyce & Sons Inc 9**
- Brogioiti Construction, LLC 1**
- Bumgarner, Charles O (Pendleton, OR) 67**
- Burlaku Transport (Portland, OR) 4**
- Caim Timber & Shale LLC 2*
- Canby Excavating Inc 1*
- Case Creek Trucking LLC 6**
- Clark, Allan LLC 20**
- Cobian, Gabriel (Malin, OR) 4*
- Colvin Oil Company 5*
- Colvin Transport Inc 2*
- Courtney & Son Inc 2*
- Cradar Enterprises Inc 1**
- Cutright Trucking LLC 3*
- D&K Timber Inc 1*
- Diaz, Mike Trucking

- (Grants Pass, OR) 1*
- Dillman Trucking (Baker City, OR) 8****
- Dingler Trucking (Springfield, OR) 21**
- Drainpros 7**
- Eagle Web Press 3*
- Elguezabal, Omar A Trucks (Nyssa, OR) 29*
- F T N Transport Inc 4*
- Finnicum, Kenneth (McMinnville, OR) 4*
- Five Oaks Excavation Inc 1*
- Freight Commander LLC 1**
- GEDCO Network LLC 1**
- General Freight Corporation 6*
- Gettis Paving Inc 14***
- Go Construction & Development Inc 2**
- Gold Star Way LLC 10**
- Green Peak Transport Inc 5***
- GRG Express LLC 4***
- Ground Control Southern Oregon LLC 7*
- H 2 Construction Inc 1*
- H F I Transportation LLC 27****
- Haley Tractor & Equipment 12***
- Hampton Paving, LLC 19**
- Hasler, Nathaniel H (Vale, Oregon) 1***
- Highway Specialties LLC 1*
- Hill, James K Trucking LLC 40***
- Hodgson & Sons Inc 3***
- Integrated Biomass Resources LLC 4*
- J C Brokerage Inc 4****
- J D L Contracting 5*
- Jantz, Galen D (Ontario, OR) 3*
- Kaina Transport (McMinnville, OR) 1**
- KR Bowen Trucking LLC 77***
- Kucera, Don L (Williams, OR) 2**
- L&J Trucking LLC 2*
- Lafayette, Mark Farm&Trucking 7*
- Laneco Inc 64*
- Langley, R R Trucking (Sprague River, OR) 5*
- Lawless Roofing Inc 1*
- Lonestar Ranch LLC 7*
- M & O Trucking LLC 1*
- Mark Lafayette Farm & Trucking (Independence, OR) 9*
- Mars's Inc 7*
- Martin & Martin Builders Inc 1*
- Martin Negrete (Redmond, OR) 103**
- McColum Logging Co Inc 8**
- McKernan, Jaron Enterprises Inc 1***
- Metro Machinery Rigging Inc 23***
- Meyer Sign Co of

- Oregon Inc 7***
- Mid Valley Gravel Company 60**
- Millard Transportation (Eugene, OR) 5*
- Miller, Dave Trucking (Yoncalla, OR) 1**
- Millers Home Center & Lumber (La Grande, OR) 11**
- Moore, Dale Trucking Inc 1*
- Motion Auto Carriers LLC 2**
- N W Relocation (Portland, OR) 12****
- Negrete, Martin Transportation (Redmond, OR) 103**
- Ness, K E Logging (Astoria, OR) 57**
- Nickel, Daniel Trucking (Roseburg, OR) 2*
- Oregon Oils Inc 7*
- P E R Inc 34**
- Pacific Pine Products Inc 5*
- Panther Crushing Co Inc 10**
- Pilgrim Transportation Inc 2*
- Pilot Rock Excavation Inc 73****
- R & H, Inc 1**
- R K Storage & Warehousing Inc 1***
- R S A Trucking LLC 1**
- R&R Tree Service Inc 23**
- Raimore Construction LLC 1**
- Raugust Trucking & Excavating Inc 5*
- Red Truck Transport LLC 98***
- Reed, Doyel Trucking Inc 9**
- Reimers, R L Co 15**
- River City Trucking Inc 1*
- Robinson & Owen Heavy Construction (Sisters, OR) 2*
- Rose City Paving LLC 22***
- Rude Logging LLC 18**
- S E C Trucking LLC 4*
- S V Trucking LLC 1****
- Schroeder Enterprises LTD 11****
- Scott Dahme Construction Inc 3*
- Scott's Trucking LLC 7*
- Siegmund Excavation & Construction Inc 5*
- Silver Star Transportation Incorporated 2**
- Star Line Express Inc 28****
- Stephens Express Inc 1**
- Stokes Construction Company Inc 1***
- Stone Trucking Inc 5*
- Sun River Trucking LLC 3*
- Superior Tire Service Inc 1**
- V 3 Express LLC 3*
- Valley Charter LLC 8**
- Valley Christian Freight LLC 8**
- Vladek A Pchelinsky (Portland, OR) 2**

- Warren, Robert LLC 2*
- Warren, Robert Trucking&Excavation LLC 2*
- Waterwell Development & Surveys (Umatilla, OR) 2*
- Welt, William J Inc 3*
- Western Interlock Inc 2**
- Willamette Valley Excavating LLC 4*
- Woodman Transport 1*
- Zamorano Transport LLC 24***

Other Safety Violations

A total of 96 cease and desist orders and 10 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 20 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.

- Reliable Relocation Systems LLC 2*
- Joshua David Nodurft (Hillsboro, OR) 1*
- D&M Moving LLC 10 •
- Anthony Robert Fisher (Portland, OR) 11**
- White Knight Transport Services LLC 4*
- Northwest Grace Inc 23**
- Degree Bound Movers LLC 10 •
- Chipman Corporation 3**
- Tri County Moving LLC 26*
- Big Al's Speciality Movers Inc 8**
- West Coast Livestock Express Inc 1*
- Robert L Pickett Contractor Inc 52*
- Woodburn Moving&Storage Inc 2**
- A M S Moving&Storage of Portland 2**
- CSF A Corvallis Moving Company 4**
- Lester Moving&Storage Co 3**
- Sauter's Moving&Storage Co 3**
- Bella Villa Homes 1*
- Keeton King General Contractors LLC
- New Legend Inc 1*



MOTOR CARRIER NEWS

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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