



MOTOR CARRIER NEWS

Quarterly Newsletter and Official Publication of the Oregon Department of Transportation,
Motor Carrier Transportation Division, 3930 Fairview Industrial Drive SE, Salem OR 97302-1166

Volume 42, Number 114

In this September 2016 issue:

Motor Carrier

Motor Carrier Transportation Division Administrator page 2

Work Zone Safety incident; respect the zone and keep everyone safe page 2 & 3

Tips for Motor Carriers to remain compliant and avoid costly penalties page 10

Salem Motor Carrier Services

2017 Registration and Tax renewal is just getting started page 3

Payment options available with Motor Carrier page 4

Service Center hours are changing page 5

Weight-restricted bridges on state routes in Oregon..... page 8

All Annual Over-Dimension Permits are available online page 8

Over-size load restrictions for Labor Day and Thanksgiving page 9

Field Motor Carrier Services

Motor Carrier field enforcement actions from April through June 2016 page 5

Motor Carrier Safety

Oregon Motor Carrier Safety Action Plan page 7

Complaint Resolution

Motor Carrier finalized 186 civil enforcement actions from April through June 2016 page 6

Motor Carrier Division Administrator

Thank you Gregg for your many years of service.

Gregg Dal Ponte retired from his position as the Administrator for the Motor Carrier Transportation Division effective June 30, 2016.

ODOT Director Matt Garrett expressed his thanks to Gregg for two decades of outstanding service to the State of Oregon. "Gregg combined strong management skills with a broad and deep knowledge of the trucking industry, and his service has left Motor Carrier in great shape for whoever steps in to fill his big shoes."

In Gregg's words, "We have a list of "firsts" to our credit which have shaped the face of transportation regulation as other jurisdictions emulated our actions. We have led national policy discussions and have impacted programs enacted at the federal level. Our opinions are sought out and our advice is valued as wise counsel. We have pioneered the use

of technology in many different forms, and we have led Oregon state government in the adoption of internet portal based business transactions. We worked hard and we had fun, and we practiced a philosophy of family first. We reached across the aisle and we collaborated to make process improvements great and small. We have built a constructive working relationship with the trucking industry. We celebrated successes and, not unlike any family, we sometimes disagreed amongst ourselves. Thank you for the many friendships I have enjoyed here. I have been very proud to have had the privilege to work with you and to represent you externally."

Those of us who worked with Gregg want to express our thanks for his strong leadership and guidance as our division evolved over the years. Gregg, we thank YOU, for all you have done over the years to make MCTD the family that it is. We wish you all the best in retirement and will

truly miss you.

Searching for a new leader

Oregon Department of Transportation (ODOT) is recruiting for the next Motor Carrier Transportation Division Administrator.

The recruitment announcement is posted on the State of Oregon jobs page <https://www.governmentjobs.com/careers/oregon>

The position will be filled through a competitive interview process involving Motor Carrier leadership, ODOT executives, and industry stakeholders.

The ideal candidate should be an exceptional leader; embrace diversity and cultural differences; demonstrate intelligence; be innovative; have integrity; and have the initiative to move the business into the future. The goal is to have the new Division Administrator onboard in October.

Work Zone safety matters - be aware and follow road restrictions

Throughout the year, ODOT performs maintenance activities on the highway. This work can vary from repairing a pothole, replacing guardrail, or replacing outdated equipment in signals, tunnels, or other signs. To ensure the safety of the motoring public and our employees, there are times when a restriction or closures are the safest and most efficient course of action. ODOT works corroboratively with the public and the trucking industry to minimize the impacts. In April 2016, repair work to the Tooth Rock Tunnel on I-84 eastbound near Cascade Locks required a daytime lane closure, resulting in a width and height restriction. Advanced notice was provided and variable message signs warned of the restriction ahead. MCTD mailed letters to all annual

permit holders. However, six different loads exceeding the restricted width traversed the tunnel. Fortunately, no one was injured.

MCTD takes many steps to communicate restriction information in advance of the work taking place. Construction projects and maintenance work is communicated as early as possible with the ODOT Mobility Advisory Committee. ODOT staff and industry representatives come together to discuss potential impacts to mobility and resolve



Work Zone safety matters - be aware and follow road restrictions

Continued from page 2

issues as needed. This process was followed in regards to the Tooth Rock Tunnel project. Motor carriers were warned about the restriction through letters that were mailed, sent electronically through GovDelivery, and posted to the MCTD website. Restriction information was also added to the Road and Bridge Restriction list which is used by Over-Dimension Permit Analysts to issue single trip permits, and also appears on TripCheck. In addition, MCTD staff worked with ODOT

Public Information Officers to issue Trucking Advisories that were sent out electronically to motor carriers.

There is a civil complaint process that may be used as a tool to sanction carriers who do not follow the rules. The civil complaint process is a progressive process, with penalties including increasing fines, suspension of over-dimension permits, and cancellation of authority to operate. The goal is safety, through voluntary compliance and collaboration.

ODOT takes Work Zone safety seriously. Staff has worked closely with the Oregon Trucking Association (OTA) and the Association of General

Contractors (AGC) to establish goals, guiding principles, and directives regarding work zone safety.

“The best work zone design and management plan will maintain safety and mobility, a balance that shall be analyzed continuously throughout the lifecycle of the facility”

- Guiding Principle -

MCTD encourages motor carriers to read and understand all of the provisions of their permits. Questions should be directed to the Over-Dimension Permit Unit at 503-373-0000 during regular business hours.

2017 Registration Renewal is just getting started

The Motor Carrier Transportation Division is sending 2017 renewal paperwork to more than 26,400 trucking companies this month to ask about renewing registration or weight-mile tax credentials for the 368,906 trucks they may want to operate in Oregon in 2017.



Commercial

plates — There are 4,327 Oregon companies with 15,610 trucks displaying this plate,



Apportioned

plates — There are 4,791 Oregon companies with 36,404 trucks displaying Apportioned plates so they can operate in other states and Canada under the International Registration Plan (IRP).

Oregon Weight Receipt and Tax Identifier — There are 10,477 companies based in other states and Canada with 74,557 trucks for

which an Oregon Weight Receipt and Tax Identifier paper credential has been assigned to identify the company's weight-mile tax account.



Companies can renew by mailing their renewal information to Motor Carrier, in person at the Salem or Portland Registration Office (if less than 10 trucks), or through Oregon Trucking Online (www.oregontruckingonline.com.)

Use Oregon Trucking Online to complete the entire registration and weight-mile tax credential renewal process.

Trucking Online is remedy for renewal headache

In the coming months, thousands of trucking company office workers will avoid headaches by using Oregon Trucking Online to complete the entire registration and weight-mile tax credential renewal process. Last year, companies went online to renew 238,823 trucks.

Tips for a timely renewal:

1 Do it online. Not signed up yet? Go to www.OregonTruckingOnline.com to request a Personal Identification Number (PIN) and get started.

2 Avoid transactions by phone. During this busy period, it's common for staff to receive approximately 20,000 calls per month, with most calling on weekdays from 8 to 5.

3 Don't forget HVUT. To renew an Oregon-based truck with a gross weight of 55,000 pounds or more, Oregon needs a copy of Heavy Vehicle Use Tax IRS Form 2290 or proof of payment (this is not applicable to out-of-state carriers renewing weight-mile tax credentials).

4 Don't post-date checks. Any paperwork received with a check dated to be cashed sometime in the future will be rejected and returned to the carrier.

5 Verify drug and alcohol testing compliance. Oregon carriers must indicate they have their own testing program or they must name the testing consortium (a private company) providing the service.

6 Disclose name or ownership changes. Such changes require completion of a new Application for Oregon Motor Carrier Account (Form 935-9075) or carriers face extra costs after their renewal is processed.

Motor Carrier Payment Options

As you prepare your next transaction with Motor Carrier, there are some important updates to know about available payment options and fees.

Credit Card Service Fee

Motor Carrier implemented a 2.4% credit card service fee in July 2016.

The credit card service fees were previously paid by MCTD, but the fees had become prohibitively expensive.



In 2015 alone, the agency paid more than \$2.4 million in credit card banking fees.

The 2.4% service fee is automatically applied to all transactions where a credit or debit card is processed including over-the-counter, telephone, and Internet as allowed by ORS 825.502.

The fee is generally not refundable, and appears as a separate transaction on your credit/debit card statement titled “Svc Fee” in the description.

Motor Carrier continues to accept Visa and MasterCard credit/debit cards for payment through Oregon Trucking Online (www.oregontruckingonline.com), over the phone and at either of our registration offices in Salem or Portland.

Direct Payment

If you want to avoid paying the credit card service fee, you can sign up for Direct Payment, commonly known as the ACH (Automated Clearing House) network. Direct Payment is currently offered as a payment option through Oregon Trucking Online. Starting later this fall, you will be able to use Direct



Payment for transactions over the phone and at either of



our registration offices.

Direct Payment lets you virtually write an electronic check from your banking account. There is no charge for carriers to use this service, and there is no need to give company employees access to bank account numbers or credit card information to conduct transactions. Payments are debited directly from an authorized account for the exact amount of the transaction.



Direct Payment is available for any carrier with an established MCTD account and Trucking

Online account PIN. You can sign up by providing your checking or savings account and bank routing number for an account held at any bank registered in the United States. Banks need a few days to complete their verification process before the Direct Payment service can be used.

Sign Up for Direct Payment

Motor carriers that are signed up and those that want to sign up for Direct Payment will need to agree to the terms of a newly developed Direct Payment Agreement that covers transactions conducted in-person, over the telephone, and via the Internet.

Additional payment options

In addition to credit/debit cards and Direct Payment, you can also pay by company check, certified check, cash,

or money order. Like Direct Payment, there is no service fee to use these payment options.

Pay in person:

**Salem
Registration
Office**
3930 Fairview
Industrial Drive
Salem, OR
97302 -1166



**Portland Bridge/Jantzen Beach
Registration Office**
12348 N. Center Avenue
Portland, OR 97217



Mail checks and money orders:

To mail Commercial and Tax Registration, Weight-Mile Taxes, and Audits:

ODOT, Motor Carrier
3930 Fairview Industrial Drive
Salem, OR 97302-1166

To mail Apportioned Registration
ODOT, Motor Carrier
Vehicle Registration
PO Box 5330
Salem, OR 97304-0330

If you have any questions about payment options, please contact Motor Carrier at (503) 378-6699.

Mark your calendar: Service Center Hours Change on Oct. 3rd

Salem Service Center hours are changing to better serve you during our peak registration renewal season.

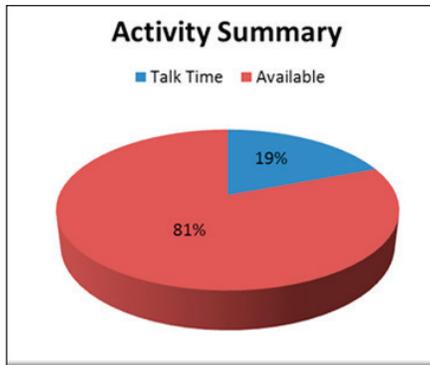
Starting Monday, October 3, 2016, the Service Center will be open 4:30 a.m. to 12:00 a.m. seven days a week. MCTD anticipates the change in service

hours will improve productivity during the busiest times, reduce wait time during peak periods, and improve skills and knowledge transfer among analysts.

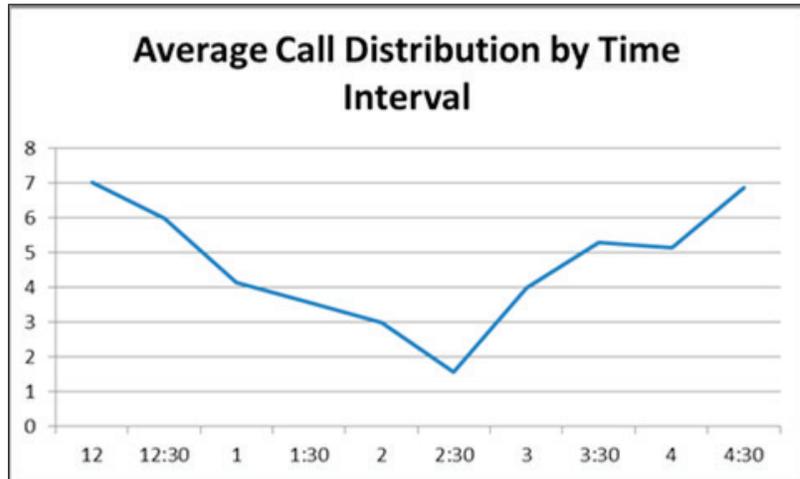
Salem Permit Analysts averaged 16,690 calls answered per month in 2015, up from 15,476 per

month in 2014; averaged 1,844 calls disconnected by caller per month in 2015, up from 1,173 in 2014; and the current average hold time is 3 minutes, up from 2.5 minutes in 2014.

These statistics drive the decision to shift our staff and service hours to better serve you.



Graveyard average phone time



Average call distribution 12:00 a.m. to 4:30 a.m.

Motor Carrier Enforcement actions

Summary of work by Motor Carrier Enforcement Offices in the 2nd Quarter 2016.

Trucks Weighed on Static Scales
569,369

Trucks Precleared to Pass Green Light Weigh Stations
479,590

Weight-Related Citations
2,293

Weight-Related Warnings
1,481

Size-Related Citations
171

Size-Related Warnings
39

Trucks Required to "Legalize" and Correct Size and/or Weight
332

Other Citations, including safety-related citations
498

Other Warnings, including safety-related warnings
1,817



Citations for Operating Without Weight-Mile Tax Credential
1,871

Warnings for Operating Without an Oregon Weight-Mile Tax Credential
2,410

The enforcement actions conducted by city, county, and Oregon State Police officers are not included in the totals listed here.

**Enforcement
2nd Quarter 2016**

From April through June 2016, the Motor Carrier Division finalized 186 civil enforcement actions, in addition to 18 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 produce records.

Safety Violations

A total of 50 enforcement actions related to violations found during safety compliance reviews or resulting from truck drivers violating an out-of-service order.

Accurate Plumbing Solutions Inc 12**
 Adams, Mike Construction Co 3*
 Alex's Transport LLC 22**
 All Freight Logistics Corp 5**
 Atagi Trucking 60**
Nyssa, OR
 B&G Logging & Construction LLC 12**
 Basin Logistics LLC 2*
 Blackman Farms Inc 5*
 Bliss Sanitary

Service Inc 3*
 Broken Road Transport LLC 7*
 Carroll Auto Transport LLC 8**
 CJB Enterprise Inc 45**
 Dahme, Scott Construction Inc 8**
 Daniel Excavating LLC 3*
 Davidson, Lyle 11**
LaGrande, OR
 Expert Trans Inc 1*
 Fast Shadow Trucking LLC 9*
 Global Transport LLC 10**
 Goshen Recycling LLC 12***
 Grecian, Scott Andrew 2*
Jasper, OR
 Hansen, Roger and Hansen, Mary Lucille 5**
Grants Pass, OR
 Hector's Transport, LLC 2*
 Hosanna Transport LLC 2*
 Interstate Transport LLC 3*
 James, Robert Trucking 2*
Prospect, OR
 Jantz, Galen D 1**
Ontario, OR
 Key Line Construction Inc 6*
 Lera Express LLC 3**
 Modern Building Systems Inc 10**
 Modoc Services Inc 6*
 Moll, Keith Trucking 8**
Sublimity, OR
 Monarch Enterprises Group Inc 20**
 Monarch Trans LLC 8**
 Norlund, Christy K 2*
Rockaway, OR
 Oregon Oils Inc 61**
 R D Mac Inc 2*
 R G T Z Transport LLC 2*
 Raugust Trucking & Excavating Inc 6**
 Rogue Line LLC 46**
 Ruiz, J

Enterprises LLC 25**
 Schmoe, Rob Logging 6*
Klamath Falls, OR
 Siskiyou Transportation Inc 3*
 Sunrise Logistics LLC 7**
 Sweet Water Sanitation LLC 1*
 Tyler James Inc 10*
 West coast Wire Rope&Rigging Inc 1*
 Wilson, Richard R Trucking 20**
Eagle Point, OR
 Witt, K Excavating LLC 17**
 Wolfe, Woody Ranch 8*
Wallowa, OR
 Wyatt Enterprises LLC 20****

Other Safety Violations

A total of 119 cease and desist orders and 18 penalty orders were related to failure to return a Driver or Vehicle Examination Report within 15 days after a truck and/or driver safety inspection.

Other Violations

A total of 17 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.

All America Moving Inc 3**
 ASM LLC - All Service Moving 8**
 Crown Moving Co Inc 2**
 Dark Forest Timber Operations LLC 1**
 Davis S Wacker Sanitary Service 1*
Damascus, OR
 Eastside Van & Storage Co 6**
Portland, OR
 Emerald Moving, Inc 3***
 Hernandez, Rodrigo Fino (Brothers Movers) 6**
Beaverton, OR
 Jeffery J Rackley (Portland Movers Ready) 2**
Portland, OR
 Joseph Pilling (Enterprises) 1*
Monroe, OR
 Kyle Thomas Graziani 6*
Beaverton, OR
 Mason Garlow Lake aka Stumptown Movers 1*
Oswego, OR
 Mesa Intermodal Inc 1*
 O'Neill Transfer & Storage Co Inc 4**
 Priestly & Sons Moving & Storage Co. 3**
 Pro Mover LLC aka Groovin Movin 6*
Vancouver, WA
 Tyler Clemens 1*
Keizer, OR

Oregon Motor Carrier Safety Action Plan

Each day hundreds of thousands of travelers use Oregon’s transportation system to transport goods, travel to and from work, travel for business, recreation, and excursions. Even so, more than 400 people died on our transportation system in 2015, which averages out to more than one person every day.

The Oregon Transportation Safety Action Plan (TSAP) aims to eliminate this tragedy by continuing its focus on investments in transportation safety programs. The TSAP is a strategic safety plan for all users, all roadways, and all transportation agencies in Oregon. The plan outlines the vision, goals, policies, and strategies for long-term safety and actions to achieve near-term opportunities for transportation safety in Oregon.

Part of the TSAP is Oregon’s Commercial Vehicle Safety Plan (CVSP). The safety goal of the CVSP is to reduce truck-and bus-at-fault crashes. One of the key objectives of the CVSP is to focus attention on increased traffic enforcement, identifying truck driver behaviors associated with high truck-at-fault crash numbers.

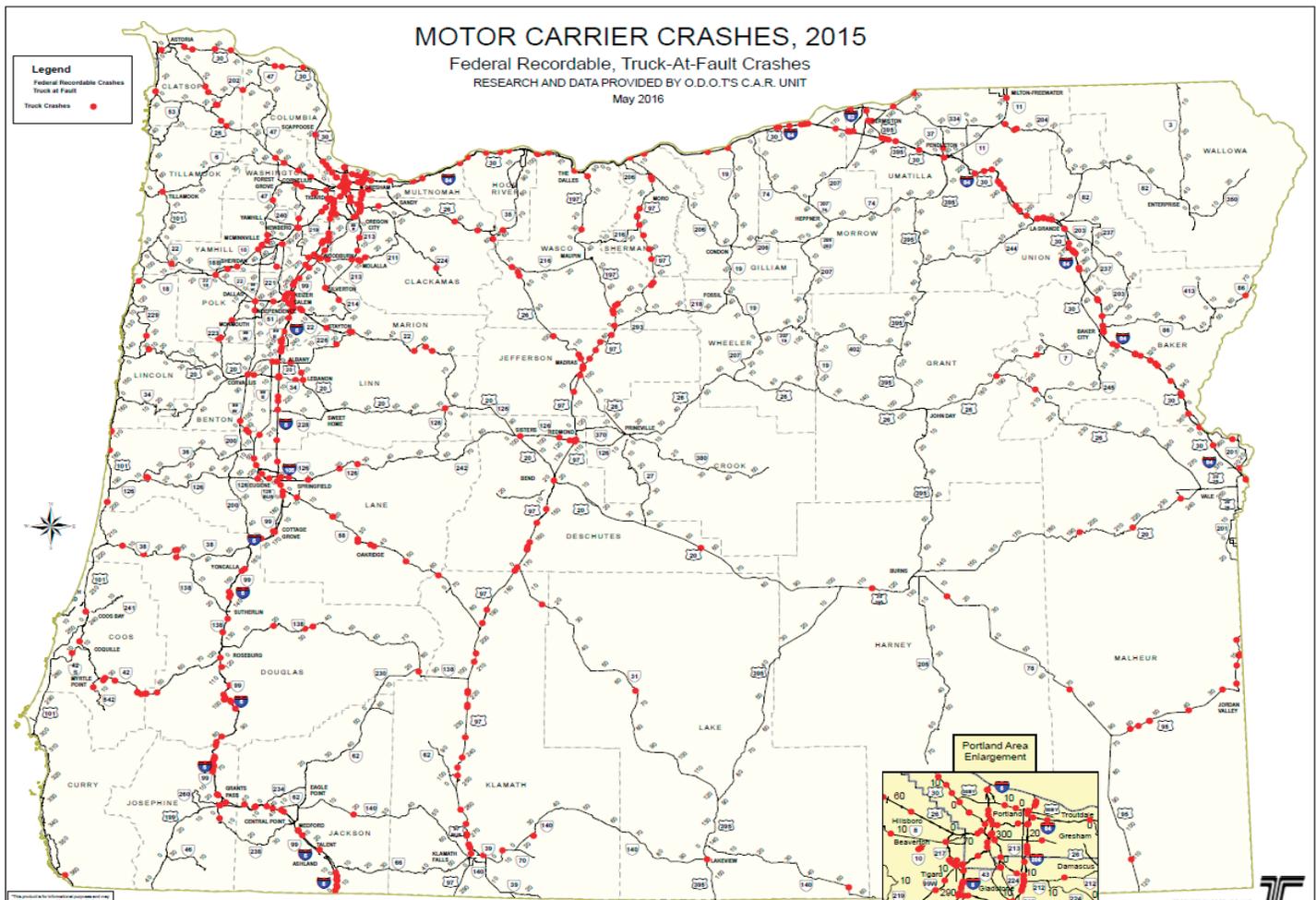
In 2015 there were 1,332 crashes in Oregon involving trucks. This is a 6% decrease from 2014. Of 1,332 crashes, it was determined that the truck was at-fault in 712 of the crashes. The number of people injured in 2015 crashes decreased by 33 to a total of 534. The number of people

killed in 2015 increased by 20 to a total of 54.

In July of 2016, the Oregon Department of Transportation, Motor Carrier Transportation Division (MCTD) implemented a state-funded one-year pilot program called the Oregon Motor Carrier Safety Action Plan (OMCSAP). The goal of this plan is to reduce truck-at-fault crashes in Oregon by focusing on and addressing unsafe CMV driver behaviors that cause truck crashes. MCTD will provide state funds to increase safety inspections in Oregon by engaging the Oregon State Police and local law enforcement agencies to identify unsafe driver behaviors in high-crash locations and conduct truck/driver safety inspections. The result of this enhanced level of roadside inspection activity by law enforcement agencies starts with the increased traffic enforcement identifying unsafe driving behaviors preceding safety inspections.

Focusing on the leading causes of truck crashes in Oregon with increased enforcement activities, along with education outreach, will provide all drivers an opportunity to concentrate on the skills needed to operate motor vehicles safety.

At the end of the OMCSAP pilot, MCTD; will evaluate the results of the plan. If the pilot is successful in reducing truck-at-fault crashes in Oregon, the program may receive additional funding.



Weight-restricted Oregon bridges on state routes

As of August 15, 2016, bridge engineers set weight restrictions on 46 bridges for state routes in Oregon. The complete list of road and bridge restrictions can be found on our website:

www.oregontruckingonline.com/cf/MCAD/pubMetaEntry/restrictionsList/

If you have any questions, please contact the Over-Dimension Permit Unit at 503-373-0000, Option 1. We are available Monday-Friday between the hours of 7:00 a.m. & 5:00 p.m. Pacific Time, closed on all state holidays, and on Wednesday from 12:00 p.m. (noon) to 1:00 p.m. Pacific Time for staff meetings.



All annual Over-Dimension Permits can be obtained electronically!

Motor carriers with access to Oregon Trucking Online can now order and renew all annual permits. This includes Extended Weight Permits, and other COVP (Continuous Operations Variance Permits) that allow county roads and City of Portland streets to be added.

These additions continue the incremental increase of online services available to over-dimension permit holders:

- November, 2013 - the annual Triples permit is available for ordering or renewing. Also, the mandatory reporting of annual triples miles became available. Today, nearly 100% of triples permits are ordered or renewed electronically.
- February, 2014 - single-trip permits are available for ordering or renewing. Shortly after this, we no longer accepted applications for single-trip permits via fax. Today, more than half of single-trip permits are ordered or renewed electronically.
- April, 2015 - MCTD added two route-specific annual permits to be ordered or renewed: the Grass Seed Straw Overheight permit, and the Leaky Load permit.

- December, 2015 - MCTD added the ability to order and renew all remaining non-COVP annual permits, such as self-propelled vehicles and pickup & trailer combinations.
- July, 2016 - MCTD added the ability to order and renew all remaining annual permits, including the extended weight permit.

Annual permits require maps and attachments to be valid, and Motor carriers are subject to enforcement action if they are not with the permit. Maps and attachments can be ordered through Oregon Trucking Online, or carriers can have their annual permits (including maps & attachments) mailed.

If you have any questions, please contact the Over-Dimension Permit Unit at 503-373-0000, Option 1. We are available Monday-Friday between the hours of 7 a.m. & 5 p.m. Pacific time, closed on state holidays, and on Wednesdays from 12 noon to 1 p.m. Pacific time for staff meetings.

Annual Permitting

-  Add/Renew Annual Permits
-  Report Triples Miles
-  Order Maps and Attachments

[More Info](#)



[Payment Options](#)

[More Info](#)

No Fee

[More Info](#)

No Fee

Oversize load restrictions – Labor Day and Thanksgiving Day

SEPTEMBER 2016						
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	

Labor Day - Observed
September 5, 2016

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 Labor Day and Thanksgiving holiday periods.

NOVEMBER 2016						
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			

Thanksgiving Day - Observed
November 24, 2016

Triple trailer combinations can-

not operate on those routes shown as Holiday or Holiday & Weekend restricted on Route Map 5 during the Labor Day period from 4 p.m. Friday, September 2 until Sunrise Tuesday, September 6, and during the Thanksgiving period from Noon Wednesday, November 23 until Sunrise Monday, November 28.



Mobile / modular homes cannot be moved if over 8'6" in width during the Labor Day period from Noon Friday, September 2 until 1/2 hour before Sunrise Tuesday, September 6, and during the Thanksgiving period from Noon Wednesday, November 23 until 1/2 hour before Sunrise Monday, November 28.



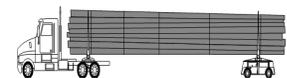
Exceptions: Operations may recommence on Interstates at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 10' AND the outermost extremities are illuminated by lamps or markers as required by ORS Chapter 816.

Towed units cannot be moved if over 8'6" in width or towing a combination of vehicles during the Labor Day period from 2 p.m. Friday, September 2 until 1/2 hour before Sunrise Tuesday, September 6, and during the Thanksgiving period from Noon Wednesday, November 23 until 1/2 hour before Sunrise Monday, November 28.



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 Labor Day period from 2 p.m. Friday, September 2 until Sunrise Tuesday, September 6, and during the Thanksgiving period from Noon Wednesday, November 23 until Sunrise Monday, November 28.



Non-divisible loads cannot be moved if over 8'6" in width during the Labor Day period from Noon Friday, September 2 until 1/2 hour before Sunrise Tuesday, September 6, and during the Thanksgiving period from Noon Wednesday, November 23 until 1/2 hour before Sunrise Monday, November 28.



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 Restrictions — [www.oregon.gov/ODOT/MCT/Pages/OD.aspx#Road and Bridge Restrictions](http://www.oregon.gov/ODOT/MCT/Pages/OD.aspx#Road_and_Bridge_Restrictions)
Permit Attachment H — www.odot.state.or.us/forms/motcarr/od/2362.pdf
Route Maps — [www.oregon.gov/ODOT/MCT/Pages/OD.aspx#State Route Maps and Attachments](http://www.oregon.gov/ODOT/MCT/Pages/OD.aspx#State_Route_Maps_and_Attachments)

Tips to remain compliant and avoid penalties

Running a trucking business is hard work, and the last thing any carrier wants to see is a bump in the road when it comes to complying with federal and state laws, rules, and regulations. Here are a few tips to help you avoid costly missteps:

MAINTAIN AN EXCELLENT PAYMENT RECORD

One sure way to help steer clear of trouble is to make sure your tax reports and payments are accurate and submitted on time. The cost of errors and missed deadlines can be significant. If a payment is late or an audit reveals more taxes and fees are due, the following charges can be added to the amount owed:

- Late Payment Charge: An additional 10% of the taxes or fees due.
- Penalty Charge: 5% to 25% is added to an audit assessment, depending on the amount of the audit findings.
- Interest Charge: Overdue balances are charged an interest rate of one percent per month, or fraction of a month, until paid.

A long overdue balance on your account can also impact your highway use tax bond. The bond can be forfeited to cover unpaid taxes and fees, and the bonding requirements on your account can also be raised.

To help you stay on top of tax reports and payments, consider applying for a motor carrier Trucking Online account (www.Oregontruckingonline.com). The website provides carriers with more than 80 online services including the ability to file tax reports and make payments.

If you do end up with a late payment or an audit assessment, it can be helpful to have a good payment track record. Payment history is taken into account when carriers request a waiver or reduction of late payment,

penalty and/or interest charges.

KEEP ORGANIZED AND ACCURATE RECORDS

Good record keeping will not only help spare you from trouble, but federal and state law requires specific records to be maintained by carriers and available for inspection upon request. Motor Carrier Transportation Division (MCTD) Auditors and Safety Investigators will tell you that one of the most frustrating parts of their job is working with carriers who have failed to keep good, organized records.

Good record keeping can also save time and trouble on the road. Trucks that are stopped for inspection need to be ready to show the following:

- Driver's license
- Medical examiner's certificate/for Non-CDL drivers
- Medical waiver, if applicable
- Record of duty status (logbook)
- Trip receipts
- Shipping/delivery papers or manifest
- Vehicle registration for each unit
- Oregon weight receipt and tax identifier
- Current annual inspections for each unit

To help you, Motor Carrier offers a guide to trouble-free road-use tax audits and safety checks in Oregon: <http://www.oregon.gov/ODOT/MCT/docs/recordkeeping101.pdf>

ADHERE TO ALL SAFETY REQUIREMENTS

Every motor carrier and driver in Oregon shares the duty to use our roads and highways responsibly to ensure the safety of all highway users. Statistics show why safety is a major concern. In 2015, there were 712 truck at-fault crashes recorded in Oregon.

In an effort to keep unsafe drivers and vehicles off the roads, the state

conducted nearly 40,000 truck/driver inspections. Of the drivers inspected, 14.7 percent were placed out-of-service for critical safety violations. Of the inspected vehicles, more than a third were placed out-of-service.

To ensure compliance, motor carriers and drivers must be familiar with all safety regulations. More information can be found on the MCTD website (www.oregon.gov/ODOT/MCT) and on the Federal Motor Carrier Safety Administration website (www.fmcsa.dot.gov/regulations).

KEEP ACCOUNT INFORMATION UP-TO-DATE AND ACCURATE

Carriers are required to provide specific information to MCTD when setting up their account. The type of information required can vary, depending on the carrier's business structure and operating authority.

Any required account information that is missing or not current can lead to any number of problems and compliance issues. Sometimes changes in a trucking company's business structure or operations can require a new account or a different type of operating authority.

Refer to the Oregon Motor Carrier Registration and Tax Manual for account requirements.

Confused? Don't hesitate to ask for help!

- Registration questions: 503-378-6699
- Size & Weight questions: 503-378-6070
- Safety questions: 503-378-6963
- Over-Dimension questions: 503-373-0000
- Economic Regulation & Complaint Resolution questions: 503-378-4851
- Audit questions: 503-378-6658



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.



Quarterly Newsletter and Official Publication of the
Oregon Department of Transportation,
Motor Carrier Transportation Division
3930 Fairview Industrial Drive SE, Salem, Oregon 97302-1166
503-378-5849

www.oregon.gov/ODOT/MCT

Troy Costales, Interim Administrator