



MOTOR CARRIER NEWS

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

In this August 2018 issue:

2019 Renewal Season Tips	Page 2
Congestion Pricing	Page 2
What carriers need to know about responding to fire season	Page 3
New phone system customer survey	Page 4
New bridge postings going up for specialized hauling vehicles (SHVs)	Page 5
MCTD Open House event	Page 5
Oregon Trucking Online to reach 10 million transactions	Page 5
Oregon Commercial Truck Parking Study	Page 6
Oversize load restrictions - Labor Day	Page 7
Oregon weight restricted bridges	Page 7
Safety-Enforcement Activity May - June 2018	Page 8
Motor coach/bus weight-mile tax and registration oversight operations	Page 9

2019 Renewal Season "Tips"

Oregon's 2019 renewal season is almost here and thousands of trucking companies will soon receive their renewal forms and documents. Here are some tips to help ensure a speedy and hassle-free renewal process:



1 Do it online. Not signed up with Oregon Trucking Online yet? Go to www.oregontruckingonline.com to request a Personal Identification Number (PIN).

2 Avoid transactions by phone. During the busy renewal period, it's common for staff to receive up to 20,000 calls each month.

3 Return the vehicle list with your signed fee calculation renewal summary page.

4 Don't post-date checks. Renewal documents received with checks to be cashed on a future date will be rejected and returned. Make checks payable to ODOT/MCTD.

5 Disclose carrier name or ownership changes. Such changes require completion of an Application for Motor Carrier Account (Form 935-9075). Failure to update account information prior to January 1, 2019 may result in processing delays and additional costs.

6 Return a completed Power of Attorney form if one needs to be added to your account.

For Oregon-based vehicles ONLY

7 Provide the name of your Drug and Alcohol Testing Consortium or write "IN HOUSE" if you maintain your own program.

8 Provide proof of federal Heavy Vehicle Use Tax (HVUT). A current copy of your IRS Form 2290 Schedule 1 is required to renew Oregon-plated heavy motor vehicles with a taxable weight of 55,000 pounds or more.

Have questions about Renewal Season? Call our Salem Registration Contact Service Center at 503-378-6699.

Congestion Pricing

An option for addressing Oregon's congestion problem

Oregon has a congestion problem in the Portland metro area. As traffic increases, trips take longer and are less predictable, which impacts our quality of life and the regional economy.

Congestion pricing is one tool among many actions ODOT is taking to improve our transportation system. Our goal is to help more people travel when and where they need to travel.

Oregon's House Bill 2017, also known as [Keep Oregon Moving](#), directs the Oregon Transportation Commission to develop a proposal for congestion pricing on I-5 and I-205 from the Washington state line to the junction of the two freeways just south of



Tualatin, to reduce congestion.

Congestion pricing works by placing a cost on the use of the highway during rush hour and other periods of heavy traffic, providing a choice between paying a fee for faster highway travel, or choosing to take a trip at a different time with a lower fee.

Congestion pricing is still under study and any kind of fee collecting program is likely years away.

For more information on the Congestion Pricing proposal, visit: www.oregon.gov/ODOT/Pages/VP-Feasibility-Analysis.aspx

What carriers need to know about

Responding to fire season

Motor carriers must comply with safety regulations unless an official declaration of emergency has been made by officials having authority to declare emergencies, such as the governor.

When emergencies are declared, MCTD coordinates with enforcement officials around Oregon. If you are responding to an emergency, be sure to tell enforcement personnel. If you are unsure of whether or not hours of service regulations have been waived please call 503-378-6963.

Check the Oregon Governor's [website](#) for specific information about emergency declarations.

As fire season begins in Oregon, it is vital to remind motor carriers that even for vehicles responding to a fire, size and weight requirements cannot be waived.

Loads must be of legal dimensions, or operating under the provisions and requirements of the over-dimension permit issued to the truck by the Motor Carrier Transportation Division.

For information about size and weight permitting in Oregon, contact the Over-Dimension Permit Unit between 7 a.m. and 5 p.m. Pacific time on weekdays at 503-373-0000.

To acquire a permit when responding to an emergency outside of normal business hours call 503-931-1541.

Vehicles responding to fire emergencies are required to enter open scale facilities when a sign posted before the scale reads:

- "All Trucks Over 20,000 pounds GVWR Next Right," or
- Trucks with a GVWR of 10,000 pounds or greater without posted sign unless they are operating with red warning lights and/or siren.

Registration and tax credentials are required, unless otherwise exempt by rule or statute.

For more information about these requirements, contact the Registration Entry Unit at 503-378-6699.

MCTD is working on an administrative rule change

The rule change would allow over-width equipment to operate on summer weekends and holidays, including the return trip home, if in response to an emergency declaration. The carrier will be required to obtain an over-dimension permit for these moves, and abide by all provisions and requirements of the permit.

On average, about 500 forest fires start in Oregon each year, burning around 20,000 acres. Some are caused by lightning strikes, and some are started by humans.

Updates on fires and road conditions:

Use TripCheck.com to check for road closure information related to fires.

Road conditions can be obtained by phone as well. In Oregon, call 511 or 800-977-6368. Outside Oregon, call 503-588-2941.

New phone system customer survey

The results are in!

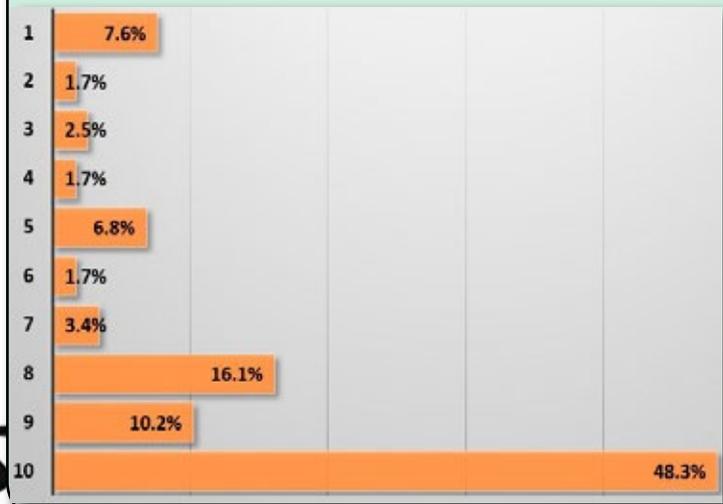
On April 24, 2018, we changed our phone system as part of a state-wide rollout of a new phone platform for all state government agencies.

As of July 11th, we received more than 104,000 phone calls since we switched over to the new system in April.

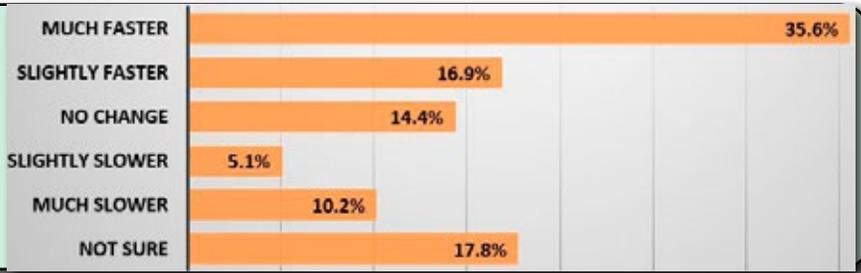
To help us improve our phone services, we published a survey to help us evaluate the new system to look for ways to improve our phone service.

Here are the survey results, based on 118 responses received from our customers:

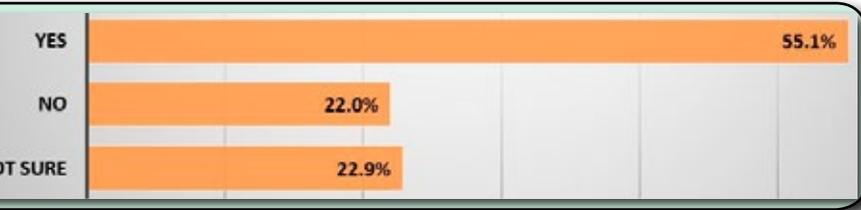
How would you rate our new phone system on a scale of 1 (poor) to 10 (excellent)?



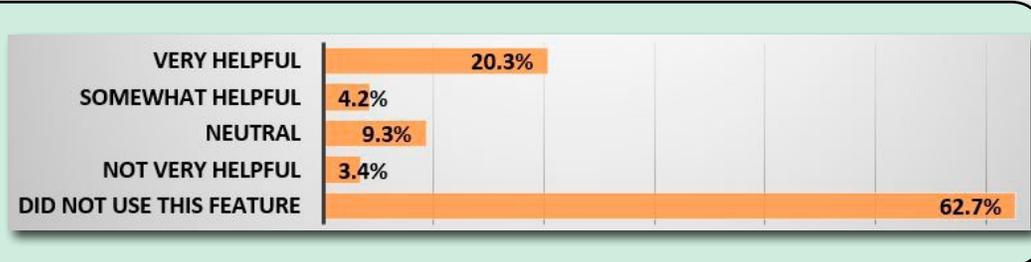
How would you describe the new phone system in terms of the wait time to conduct a transaction or answer your questions?



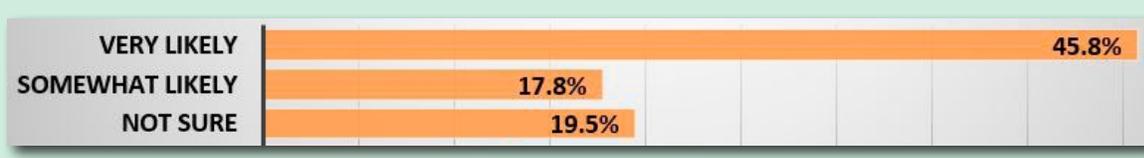
By entering your account number at the beginning of the phone call, did you find it helped the analyst to provide you with better service?



Carriers can now check on the status of their over-dimension permit application. If you have used this service, how helpful did you find it?



During renewal season, carriers will be able to check the status of a renewal application without having to wait on hold to speak with a live person. How likely are you to use this feature?



New bridge postings going up for specialized hauling vehicles (SHVs)

ODOT is deploying new weight limit signs to comply with federal bridge posting requirements for Specialized Hauling Vehicles (SHVs).

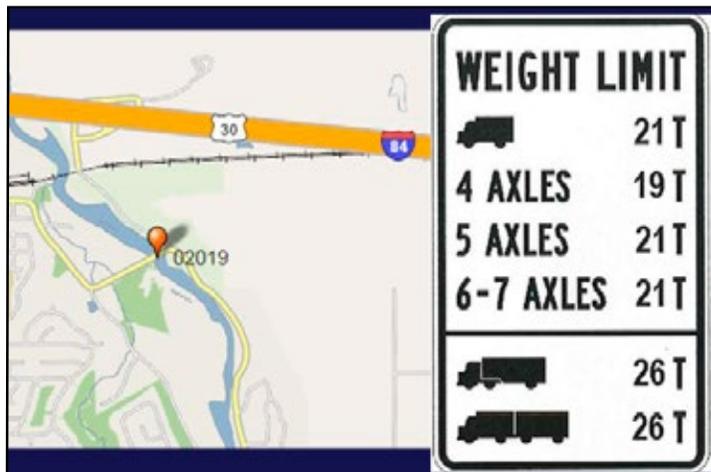
SHVs are single unit short wheel based trucks with multiple drop axles (such as modern concrete and dump trucks). They are commonly used in the construction, waste management, and commodities hauling industries.

Up until now, Oregon used the national standard weight limit sign which has one single unit, a truck tractor/semi-trailer, and a truck and trailer combination. Some truck operators mistakenly try to count the number of axles shown on the silhouettes to determine which one applies to them.

ODOT worked with the freight industry and local agencies to develop weight limit signs that include SHV's, along with the three traditional legal vehicles.

So far, 58 bridges are posted for SHVs and an additional 83 bridges are in progress.

For further reading, a more detailed description of the new bridge posting requirements is available at: http://www.oregon.gov/ODOT/MCT/Documents/Oregon_Load_Posting.pdf.



The first state bridge posted for SHVs is on the Sandy River Bridge in Troutdale on US30. This sign indicates the following restrictions:

- The top portion of the sign limits single unit legal vehicles. In addition to traditional single unit vehicles, the weight limits for SHV's are 19 tons for 4-axle configurations and 21 tons for 5, 6, 7 and other axle configurations.
- The bottom portion of the sign limits truck tractor/ semitrailer and truck and trailer vehicles to 26 tons.

MCTD Open House event



We are hosting one more Open House event at the Ashland Port of Entry on August 2, 2018. The event starts at 6 p.m. and ends at 8 p.m. Staff from Motor

Carrier Safety, Motor Carrier Enforcement, and Registration/OD Permits will be available to share information and answer questions.

Open House Location & Date:

Ashland Port of Entry – 8/2/18

RSVP Required:

If you are interested in attending, please RSVP as space is limited. Call Dianne Birch at 503-378-6963, or email at dianne.m.birch@odot.state.or.us. In the RSVP, indicate how many people will be attending and a phone number where you can be reached.

Oregon Trucking Online to reach **10 million** transactions!

As of August 2018, motor carriers will have completed 10 million transactions using Oregon Trucking Online (www.oregontruckingonline.com).

More than 31,000 carriers are signed up to use Oregon Trucking Online, which launched back in 2003.

The online service is available 24/7, allowing carriers to pay taxes, get permits, renew plates and more.

To sign up, visit oregontruckingonline.com and select the "Sign up for a PIN" tab at the top of the page.



Oregon Commercial Truck Parking Study

Commercial truck drivers nationwide are often unable to find safe and adequate parking to meet hours-of-service regulations.

This holds true in Oregon, where high-use corridor rest areas and truck stops are experiencing a demand for truck parking that exceeds capacity.

In 2017 ODOT completed a research study titled, "Truck Parking: An Emerging Safety Hazard to Highway Users." The study looked at truck parking supply and demand on the US 97 corridor.

The study found that nearly two-thirds of surveyed truck drivers encountered trouble when looking for safe and adequate parking. Further, crash trends in terms of time-of-day, day of the week, and month of the year follow the time periods drivers stated having trouble finding safe and adequate parking.

"Nearly two-thirds of surveyed truck drivers encountered trouble when looking for safe and adequate parking."

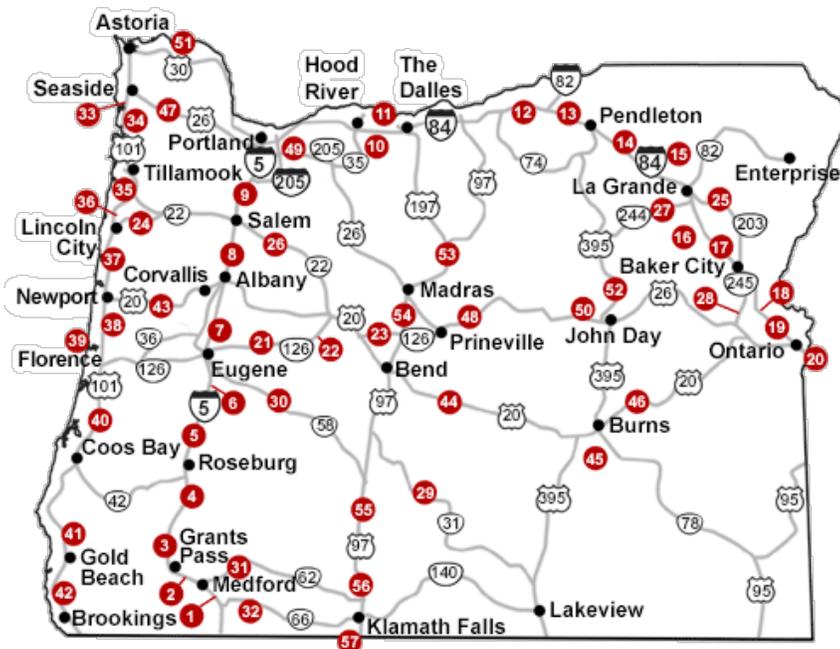
ODOT Research 2017 Study "Truck Parking: An Emerging Safety Hazard to Highway Users"

ODOT is conducting Phase Two of the truck parking study to analyze supply and demand on all of the major freight corridors in the state.

The objectives for the next phase are:

1. Measure current and future truck parking demand on Oregon's highway system.
2. Identify current and future truck parking supply, including locations where trucks park now, legitimate truck parking locations or ad-hoc/illegal truck parking locations.
3. Identify locations where current and future demand for truck parking exceeds supply.
4. Identify opportunities to provide strategic enhancements to the truck parking system (e.g. communication systems and technology, signage, or additional parking locations, etc.).

Phase Two of the truck parking study is expected to be completed by end of 2019.



Map of Oregon's rest areas. Visit to TripCheck.com for rest area details.



Oversize load restrictions - Labor Day

September 2018						
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 30	24	25	26	27	28	29

Labor Day - Observed
Monday, September 3, 2018

From Memorial Day to Labor Day, overwidth 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 the Labor Day period:

Triple trailer combinations: Cannot operate on those routes shown as Holiday or Holiday & Weekend restricted on Route Map 5 from 4 p.m. Friday, August 31 until Sunrise, Tuesday, September 4.



Mobile/modular homes: Cannot be moved if over 8'6" in width from noon Friday, August 31 until 1/2 hour before sunrise Tuesday, September 4.

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 from 2 p.m. Friday, August 31 until 1/2 hour before sunrise Tuesday, September 4.

Exception: This 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 from 2 p.m. Friday, August 31 until sunrise Tuesday, September 4.



Non-divisible loads: Cannot be moved if over 8'6" in width from noon Friday, August 31 until 1/2 hour before sunrise Tuesday, September 4.

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 and Route Maps — www.oregon.gov/ODOT/MCT/Pages/Over-Dimension.aspx
Permit Attachment H — www.oregon.gov/ODOT/Forms/Motcarr/2362.pdf

Oregon weight restricted bridges



As of July 16, 2018 bridge engineers set weight restrictions on 48 bridges for state routes in Oregon. The list of road and bridge restrictions can be found at: <https://www.oregontruck-ingonline.com/cf/MCAD/pubMetaEntry/restrictionsList/index.cfm?>

If you have questions, contact our Over-Dimension Permit Unit at 503-373-0000. The unit is available Monday-Friday, 7 a.m. to 5 p.m. Pacific Time. The unit is closed on all state holidays, and on Wednesdays from 12 p.m. to 1 p.m. Pacific Time for staff meetings.

Safety-Enforcement Activity May - June 2018

From May through June 2018, the Oregon Motor Carrier Safety-Complaint Resolution work group finalized a total of 211 Final Orders.

Safety Violations

The Final Orders issued contain violations of safety, hazardous materials, and/or violation(s) of an out-of-service order or a combination of the three. Violations are found during a Safety Compliance Review conducted by a Safety Investigator.

The 36 motor carriers listed below received a Compliance Review. Of those 36 carriers, 15 were fined a Civil Monetary Penalty.

Chancellor Drilling&Pump
Gelco Construction Co
Openroad Trucking Inc
Carroll Auto Transport LLC
White City Metals&Supply
R&R Enterprises K Falls Inc
Central Petro
Mignola, Chuck Construction
Hale, Ken Trucking
S R E C
Oregon Trail Transport LLC
Hanging Rock Excavation & Construction, Inc.
Art's Service Inc
N W Relocation
H D L Trucking LLC
Warren, Robert Excavation LLC
Superior Home Transport LLC
A&B Septic Service
B F Transport LLC
B T V Express Inc
O K Express Inc
A&E Transport LLC
K N K Transport
Zehner Farms LLC

Stock, Ronald A Trucking Inc
Pacific Transportation LLC
Priscilla Ann Hofenbredl
Tidewater Contractors Inc
Marsh Excavation LLC
Kenco Equipment
Sea Breeze Trucking
Brown, Dillon Trucking
Valley Pacific Construction Inc
Keith Leland Callaway
J P & Sons Trucking LLC
R & R Enterprises K Falls Inc

Motor Carrier Crash Report Filing

The Motor Carrier Transportation Division identified 39 motor carriers that failed to submit the required Motor Carrier Crash Report form to the Department. A total of 39 Final Orders were issued, of which 39 were fined a Civil Monetary Penalty.

Other Safety Violations

A total of 136 Final Orders were issued for failure to return a signed copy (which certifies) that the violations listed on the Driver/Vehicle Examination Report have been corrected.

Of the 136 Final Orders issued, 21 were fined a Civil Monetary Penalty.

Other Violations

The Economic Regulation and Complaint Resolution Unit finalized a total of 6 actions related to other violations, such as operating in excess of size or weight limits, operating without valid registration credentials, illegally bypassing a weight station, offering or providing

unauthorized household goods moving services, or operating in violation of farm registration laws and rules.

City Transfer Company
Michelle's Piano Moving
Irvington Transfer & Storage Co
Corvallis Moving & Storage Co
Moda Moving Services LLC
Boys in Blue Moving LLC

Other Enforcement

Summary of work by Motor Carrier Enforcement Officers:

- Trucks weighed on static scales: 317,398
- Trucks precleared to pass Green Light weigh stations: 312,999
- Weight-related citations: 1,324
- Weight-related warnings: 789
- Size-related citations: 84
- Size-related warnings: 32
- Trucks required to "legalize" (correct size and/or weight): 233
- Other citations: 241
- Other warnings: 1,110
- Citations for operating without Oregon Weight Receipt & Tax Identifier: 1,208
- Warnings for operating without Oregon Weight Receipt & Tax Identifier: 1,461

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

Motor coach/bus weight-mile tax and registration oversight operations

Registration requirements for motor coaches have recently changed.

Beginning in 2016, charter motor coaches became subject to the requirements of the International Registration Plan (IRP). In 2018, calculation of the registration weight for motor coaches changed from a formula that was based on the motor coaches' empty weight plus seating and cargo capacity, to the heaviest actual weight that the motor coach operates.

Soft enforcement operations to take place at Oregon weigh stations

The Oregon Department of Transportation's policy does not generally require loaded motor coaches to enter Oregon weigh stations. However, to assist motor coach operators in gaining compliance with the Oregon weight-mile tax and registration requirements, we will be conducting soft-enforcement operations throughout the state at various times.

This will require all motor coaches with a gross vehicle weight over 20,000 pounds to enter weigh stations to determine if the motor coach/bus is operating within their declared weight.



The weigh station will be signed during these operations to notify motor coach operators to enter. A warning rather than a citation will be issued for failure to operate within the declared weight on the first occasion. This gives operators the opportunity to adjust their declared weight and comply with current requirements.

Our goal is to identify under-declared weight issues and educate motor coach operators early in the process, prior to an audit or other enforcement action.

Motor coaches in violation will be processed quickly to avoid any unnecessary delay to passengers. Safety issues that pose an imminent hazard will be addressed as necessary.

These operations will allow us to verify motor coach operators are complying with the new registration requirements. Our staff will be available during these operations to answer any questions.





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.

Bimonthly 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

Amy Ramsdell
Motor Carrier Transportation Division Administrator
