



# 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 47, Number 119

## *In this December 2017 issue:*

### **Motor Carrier Transportation Division**

*Motor Carriers' Investment to Keep Oregon Moving* ..... page 2

*New for 2018:* ..... page 3

- *Updated Tax and Fee Tables*
- *Weight Exemption Changes*
- *Bus Weight Calculation Change*
- *Registration Plate Enforcement*

*Oregon's New Distracted Driving Law* ..... page 10

*Interstate Speed Limit Changes Approved* ..... page 10

### **Motor Carrier Services**

*2018 Renewal is Underway* ..... page 4

*Holiday Closures for Registration & OD Permit Services* ..... page 5

*2018 Unified Carrier Registration Delayed* ..... page 5

*Weight-Restricted Oregon Bridges on State Routes* ..... page 11

*Oregon's IRP Program Peer Review Results* ..... page 12

### **Motor Carrier Safety**

*When the Weather Gets Frightful: Winter Driving and Oregon Chain Laws* ..... page 6

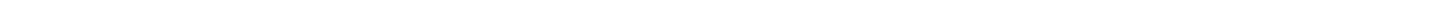
*Driving Decisions in Bad Weather* ..... page 7

*Electronic Logging Device Mandate Dec. 18, 2017* ..... page 8

*Changes to Oregon's CDL Law* ..... page 11

### **Motor Carrier Enforcement Information**

*Motor Carrier Field & Civil Enforcement Actions from July through September 2017* ..... page 13





# Motor Carriers' Investment

Oregon is making major investments to benefit everyone who uses the state's transportation system, thanks to a funding package passed by the 2017 Legislature.



## Roads & Bridges & Infrastructure

Most funding will go to road maintenance and preservation for lasting fixes that keep Oregon's roads and bridges in good condition today and for future generations.



## Congestion Relief & Freight Mobility

Relieving congestion bottlenecks will help motor carriers save time and keep moving. New lanes on Interstate 5 at the Rose Quarter will save motorists an estimated 2.5 million hours wasted in gridlock each year, and widening sections of Oregon Highway 217 and Interstate 205 in Portland will improve reliability.



## Accountability & Transparency

Stepped increases in motor fuel taxes are tied to ODOT meeting accountability requirements. ODOT and local governments will report on the condition of roads and bridges, and a website will show the status, cost and spending results of transportation projects.

## Trucks pay their fair share

Investment proportions by heavy and light vehicles



## The weight-mile tax will rise in steps over seven years.

The first step will add 4.1 cents per mile for an 80,000-pound truck.



That's only an additional \$12.63 to travel Interstate 5 from the Washington border to the California border.

**More information on *Keep Oregon Moving*:**

<https://www.oregon.gov/ODOT/Pages/HB2017.aspx>

# New for 2018

## Updated Tax and Fee Tables

The *Keep Oregon Moving* funding package will result in tax and fee increases in 2018. The following tables have been updated with the new fees effective January 1, 2018.

The tables are available to download at Oregon Trucking Online ([www.oregontruckingonline.com](http://www.oregontruckingonline.com)) (select the “Forms” tab).

TABLE	WHAT IS CHANGING
<b>Weight-Mile Tax Tables A &amp; B</b> <a href="http://www.oregon.gov/ODOT/Forms/Motcarr/9928-2018.pdf">www.oregon.gov/ODOT/Forms/Motcarr/9928-2018.pdf</a>	Tax rates will change for vehicles subject to weight-mile tax (vehicles weighing 26,001 - 105,500 pounds).
<b>Flat Fee Rate Tables</b> <a href="http://www.oregon.gov/ODOT/Forms/Motcarr/9927-2018.pdf">www.oregon.gov/ODOT/Forms/Motcarr/9927-2018.pdf</a>	Flat fee rates will change for carriers electing flat monthly reporting for hauling certain commodities.
<b>Road Use Assessment Fee Table</b> <a href="http://www.oregon.gov/ODOT/Forms/Motcarr/9926-2018.pdf">www.oregon.gov/ODOT/Forms/Motcarr/9926-2018.pdf</a>	Rates will change for heavy loads over 98,000 pounds that cannot be divided (such as a large piece of machinery).
<b>Heavy Motor Vehicle Registration Fee Table</b> • Intrastate: <a href="http://www.oregon.gov/ODOT/Forms/Motcarr/9922-2018.pdf">www.oregon.gov/ODOT/Forms/Motcarr/9922-2018.pdf</a> • Interstate: <a href="http://www.oregon.gov/ODOT/Forms/Motcarr/9969-2018.pdf">www.oregon.gov/ODOT/Forms/Motcarr/9969-2018.pdf</a>	Registration fees will increase for vehicles registered between 8,000 to 26,000 pounds (trucks, buses and tow vehicles used to haul other commodities).
<b>Tow/Recovery &amp; Manufactured Structure Toter Registration Fee Table</b> • Intrastate: <a href="http://www.oregon.gov/ODOT/Forms/Motcarr/9933-2018.pdf">www.oregon.gov/ODOT/Forms/Motcarr/9933-2018.pdf</a> • Interstate: <a href="http://www.oregon.gov/ODOT/Forms/Motcarr/9970-2018.pdf">www.oregon.gov/ODOT/Forms/Motcarr/9970-2018.pdf</a>	Registration fees will increase for vehicles used exclusively to haul manufactured structures, or used exclusively as tow and recovery vehicles.

## Other Changes for 2018

### Weight Exemption Changes

Effective January 1, 2018, Oregon will adopt the following exemptions from maximum weights allowed under Oregon law ([ORS 818.010](http://ORS818.010)).

- The weight limit allowance for a fully functional idle reduction system will increase from 400 to 550 pounds.
- Vehicles using natural gas as a fuel source will be allowed to exceed maximum weight limits by 2,000 pounds.



**NOTE: These are not an exemption from tax and registration.** Carriers operating these vehicles still need to pay and register at the heaviest weight (inclusive of the exemptions above).

### Bus Weight Calculation Change

The weight calculation method for commercial buses will change, beginning January 1, 2018.

The tax declared weight and the registration weight will be based on a bus’s combined weight (the weight of the bus and the maximum load it carries). The current weight calculation method will no longer be used.



### Registration Plate Enforcement

Effective January 1, 2018, Oregon weighmasters or enforcement officers will be allowed to enforce the illegal alteration or display of registration plates in violation of state law ([ORS 803.550](http://ORS803.550)).



The enforcement change is part of [House Bill 2291](http://HouseBill2291) passed by the 2017 Legislature.

# 2018 Renewal Is Underway!

## Is your account up-to-date?

ODOT's Motor Carrier Transportation Division is renewing weight-mile tax credentials and registration for trucks that will operate in Oregon in 2018.

Now is a good time to review your account and make sure your information is up-to-date including business mailing address phone number, fax number and email addresses.

### Change in ownership?

If there has been a change in the ownership of your company, i.e. mergers, adding or deleting partners or LLC members/managers, filing articles of incorporation, or forming a limited liability company, it is necessary to

complete, sign and submit an Application for Motor Carrier Account.

The application must include all ownership information and be signed by the owner, all partners, a corporate officer, a manager/member of a limited liability company (LLC), general partners in a limited liability partnership, a partner in a limited liability partnership, or an agent with accompanying power of attorney.



## Oregon Credentials Renewal Q & A

### What do carriers based in other states and Canada need to do to continue to operate in Oregon in 2018?

*Carriers based outside of Oregon must meet the end-of-year deadline for renewing any existing paper weight-mile tax credential for trucks operating in Oregon in 2018.*

*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 I don't plan to operate in Oregon in 2018?

*It's important that you cancel all Weight Receipts before January 1. Even if Weight Receipts are not renewed, they must be canceled. If not, Weight-Mile Tax Reports must be filed through the cancellation date. Carriers may be suspended for not filing reports until all Weight Receipts are canceled.*

### What is the deadline for Oregon carriers to renew their Commercial and Apportioned license plates?

*Oregon based carriers need to submit payment before January 1, 2018.*

### Is there an enforcement grace period for Oregon-based carriers who are late renewing Commercial and Apportioned plates?

*No. As of January 1, 2018, any Oregon carrier who hasn't submitted forms with payment and continues to operate in Oregon is subject to a citation and possible civil complaint action.*

### Is there a grace period for carriers who completed forms and sent payment, but haven't received 2018 decals for their plates or haven't placed a 2018 Weight Receipt in each truck cab?

*Yes. A display grace period applies to those who submit renewal forms with payment before January 1. They have until March 15, 2018, to put the new 2018 decals on their Commercial and Apportioned plates or the new 2018 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 2018 IFTA license and IFTA decals must be displayed beginning March 1, 2018.*

### What does an IFTA carrier need to travel outside Oregon in the first two months of 2018?

*Carriers who haven't received their 2018 IFTA license and IFTA decals can travel through other states and provinces in the first two months of 2018 if they have one of the following (1) A valid 2017 IFTA license AND 2017 IFTA decals, (2) A valid 2018 IFTA license and 2018 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 I need help with renewal?

*Visit one of our registration offices in Salem or Portland.*



# Christmas 2017 New Year's 2018 Holiday Closures



## Counter Service

### Salem & Portland Registration Offices

#### -CHRISTMAS-

Fri., Dec. 22, 2017: Close at 5:00 p.m.  
Mon., Dec. 25, 2017: Closed Christmas Day  
Tues., Dec. 26, 2017: Offices reopen at 8:00 a.m.

#### -NEW YEAR'S-

Fri., Dec. 29, 2017: Close at 5:00 p.m.  
Mon., Jan. 1, 2018: Closed New Year's Day  
Tues., Jan. 2, 2018: Offices reopen at 8:00 a.m.

## Phone Service Center

503-378-6699

#### -CHRISTMAS-

Sun., Dec. 24, 2017: Staff stop taking calls at 5:00 p.m.  
Mon., Dec. 25, 2017: Closed Christmas Day  
Tues., Dec. 26, 2017: Phone lines reopen at 8:00 a.m.

#### -NEW YEAR'S-

Sun., Dec. 31, 2017: Staff stop taking calls at 5:00 p.m.  
Mon., Jan. 1, 2018: Closed New Year's Day  
Tues., Jan. 2, 2018: Phone lines reopen at 8:00 a.m.

## Over-Dimension Permit Services

503-373-0000

#### -CHRISTMAS-

Fri., Dec. 22, 2017: Close at 5:00 p.m.  
Mon., Dec. 25, 2017: Closed Christmas Day  
Tues., Dec. 26, 2017: Phone lines reopen at 7:00 a.m.

#### -NEW YEAR'S-

Fri., Dec. 29, 2017: Staff stop taking calls at 5:00 p.m.  
Mon., Jan. 1, 2018: Closed New Year's Day  
Tues., Jan. 2, 2018: Phone lines reopen at 7:00 a.m.

## 2018 Unified Carrier Registration Delayed

The Unified Carrier Registration (UCR) Board of Directors is delaying until further notice the start of the 2018 registration period while the Federal Motor Carrier Safety Administration (FMCSA) completes the rulemaking process for 2018 fees.

Due to this unanticipated delay, UCR is recommending to all states that the enforcement period for 2018 compliance not begin until 90-days after the final rulemaking is published. Oregon will follow the guidance on enforcement as suggested.

The fee levels being proposed are based on a recommendation submitted by UCR to the FMCSA in March 2017 to reduce fees for carriers at all levels by

9% in 2018.

The UCR program is a federally-mandated, annual state administered registration program for commercial motor carriers.

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.

Visit the UCR website for more information ([www.ucr.in.gov](http://www.ucr.in.gov)).



# When the Weather Gets Frightful

Winter in Oregon is a challenge for everyone. Come prepared and follow these tips:

- **Know before you go.** Visit [www.TripCheck.com](http://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 (see below).
- **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.

## Oregon Chain Law

### Always Be Ready!

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.

Chains are required whenever SNOW ZONE signs are posted. Truck drivers are advised to carry chains during the Fall and Winter months.

### Increase in Fines!

Enforcement officers now have discretion to issue up to a \$435 citation for failure to carry or use chains.

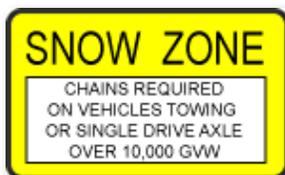
During the winter storms from October 2016 through March 2017 motor carrier enforcement officers issued 1,312 citations and warnings to drivers for not obeying the requirement to carry/use chains or other traction devices.



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.



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.



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.



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. If your vehicle is rated 10,000 pounds GVW or less and is not towing, you must use chains or traction tires.

# Driving Decisions in Bad Weather

We are often asked: “Why are you issuing over-dimension permits when there’s packed snow on the road?”

The answer - we issue permits every day we’re open. In doing so, we make no attempt to predict the weather during the 10-day lifespan of a single trip permit.

Instead, Oregon Administrative Rules and language included in permit attachments make it clear under what circumstances travel is not allowed (see OARs below).

For mobile homes, modular buildings, and non-divisible loads, movement is prohibited when road surfaces are hazardous due to ice, snow, or frost. Movement is also prohibited when visibility is reduced to less than 500 feet or when wind conditions are such that it’s difficult for vehicles to safely move. Reasonable people might disagree, however, when a road surface is hazardous or visibility is limited.

That’s why we remind trucking companies that we cannot make management decisions for them.



Generally speaking, if ODOT Highway Division staff have not closed a highway or posted a sign advising of an adverse condition, then it’s up to motor carriers and their drivers to make the call. If you decide to go, you risk being subject to enforcement action if that decision proves to be incorrect.

## Oregon Administrative Rules To Know Before You Go

### **Movement of Over-Dimensional Mobile Homes and Modular Building Units**

#### **OAR 734-075-0060 — Weather Restrictions**

(1) Movement is prohibited when road surfaces are hazardous due to ice, snow or frost or when visibility is less than 500 feet due to snow, mist, rain, dust, smoke, fog or other atmospheric conditions.

(2) Movement is prohibited when wind conditions exist which cause excessive swaying or weaving, or tip-over of the towed unit, or are such that the towed unit cannot maintain its lane of travel.

(3) To assist the permittee in complying with restrictions caused by weather conditions, the Department of Transportation may place signs in areas where winter weather conditions may cause travel to be hazardous. When restrictions are displayed, movement of units is prohibited.

### **Variance Permits Issued for Non-Divisible Loads**

#### **OAR 734-082-0023 — Weather Restrictions**

(1) Movement of a vehicle or combination of vehicles exceeding eight feet six inches in width is prohibited: (a) When road surfaces are hazardous due to ice, snow or frost; (b) When visibility is less than 500 feet due to snow, mist, rain, dust, smoke, fog or other atmospheric conditions; or (c) When wind or other conditions exist which could cause the vehicle or vehicles to swerve, to whip, to sway, or fail to follow substantially in the path of the towing vehicle.

(2) To assist the permittee in complying with restrictions caused by weather conditions, the Department of Transportation may place signs in areas where winter weather or wind conditions may cause travel to be hazardous. In addition to the prohibitions found in section (1) of the rule, when restrictions are displayed, movement of overwidth vehicles or combinations of vehicles is prohibited.

# Electronic Logging Device Mandate: *What You Need to Know*

The Federal Motor Carrier Safety Administration (FMCSA) issued its final rule in December, 2015, requiring the use of electronic logging devices (ELD) to record hours of service for commercial drivers.

The federal ruling will be implemented in phases:

## Phase 1: Awareness & Transition Feb. 16, 2016 to Dec. 18, 2017

Up until Dec. 18, 2017, a driver can use paper logs, Automatic On Board Recording Devices (AOBRDs), Electronic Logging Devices (ELD), or other manual logging devices such as laptops and cell phone apps.

## Phase 2: Phased-In Compliance Begins Dec. 18, 2017

The only authorized devices will be ELD's, or AOBRDs installed prior to December 18, 2017.

## Phase 3: Full Compliance begins Dec. 16, 2019

Beginning Dec. 16, 2019, only ELDs will be authorized.



when inspectors discover an interstate driver who does not have an ELD when required, they will record a violation of Part 395.22(a). This is a violation of not using an ELD that is on the FMCSA "certified list".

There are no Compliance, Safety, Accountability (CSA) points associated with this violation. This violation will simply document the lack of a required ELD without accessing CSA points to the motor carrier. Drivers will not be placed out-of-service until April 1, 2018. ODOT will not issue citations for this violation and we will encourage our partners to do the same.

Beginning April 1, 2018, drivers without a required ELD will be placed out-of-service after the inspector records a violation of Part 395.8(a)(2). This violation has CSA points associated with it. Beginning April 1, 2018, ODOT may issue citations for this violation.

In summary, any violation before April 1, 2018, will not result in CSA points and drivers will not be placed out-of-service. ODOT will not issue citations for this violation and we will encourage our partners to do the same. This enforcement practice will allow an interstate motor carrier to enjoy a soft enforcement until April 1, 2018.

### Intrastate Drivers

Oregon has already adopted the ELD mandate for intrastate drivers. We first adopted it in 2016 and again in 2017. Following the enforcement practice used for interstate drivers, intrastate drivers would not be harmed by CSA points, placed out-of-service, nor have citations issued until April 1, 2018.

MCTD has reached out to neighboring states and inquired about their implementation schedule for intrastate drivers. We have heard from Washington, Idaho, Utah, and Wyoming. All four states indicate an implementation schedule that is consistent with the guidance provided by FMCSA and is therefore consistent with Oregon's schedule. California is in the process of adopting the ELD rule. They hope to have their rules in place about the first quarter of 2018.

The ODOT Motor Carrier Transportation Division (MCTD) adopts the Federal Motor Carrier Safety Regulations (FMCSRs) to regulate both interstate and intrastate commerce in the State of Oregon.

ODOT believes adapting the FMCSRs in this manner provides for uniformity between federal and state rules and regulations. The ELD rule first appeared in the FMCSRs, Part 395.8(a)(1)(i), on December 16, 2015. Oregon first adopted the ELD rule in Oregon Administrative Rule 740-100-0010 in January 2016. Oregon adopted the ELD rule a second time when it readopted the FMCSRs in April 2017.

### ELD Enforcement Implementation

An FMCSA Memorandum dated October 25, 2017, provides guidance to states on enforcing the ELD final rule. The guidance is summarized below.

#### Interstate Drivers

FMCSA is directing all states begin enforcement of the ELD rule on December 18, 2017. At that time

*ELD Mandate, continued on next page*

### Moving Forward

We continue to hear concerns about the ability to obtain ELDs. As part of our standard practice, we will be adopting the federal regulations again in the beginning of 2018. We will discuss the administrative rule with our Advisory Committee in January to determine if any modifications to the existing rule and implementation time line are needed.



The ELD mandate is vehicle-based and not fleet-based. It applies to every commercial motor vehicle unless an exception applies. Failure to ensure compliance may result in inspection violations and/or being placed out of service.

### ELD Mandate Exemptions

- The following drivers are exempt, provided the driver does not fail the exemption more than 8 times in any 30 day period:

Drivers who operate within a 100 air mile radius and use timecards.

Non-CDL drivers who operate within a 150 air mile radius and use timecards.

### Does the ELD rule apply to me?

Operations requiring log books today will be subject to the ELD mandate. With limited exceptions, every driver using paper logs or AOBRD's will need to convert or upgrade to the ELD standard by the posted deadlines.

Paper logs will continue to be required as a backup when ELD's or AOBRD's fail. However, use of paper logs during an ELD failure is only permissible for eight consecutive days unless a waiver is obtained from the FMCSA.

#### The ELD rule applies to:

- Commercial motor vehicle drivers currently required to keep record of duty status.
- Vehicles that have a Gross Vehicle Weight Rating, actual weight, or combination weight of 10,001 pounds or more.
- Vehicles requiring placards for hazmat.
- Vehicles carrying more than 8 or 15 passengers (depending on vehicle class)

- Vehicles manufactured before model year 2000 as indicated on the VIN.
- Drivers involved in drive-away, tow-away operations where the vehicle being driven is part of the shipment being delivered.
- Drivers involved in drive-away, tow-away operations when the vehicle being transported is a motor home or recreation vehicle trailer with at least one set of wheels on the road.
- Drivers of property-carrying commercial motor vehicles rented for eight days or less are exempt from the ELD mandate until October 11, 2022, provided a rental agreement is carried in the vehicle.

### More Information on ELDs

For more information on ELDs, go to the FMCSA web site at:

[www.fmcsa.dot.gov/hours-service/elds/electronic-logging-devices](http://www.fmcsa.dot.gov/hours-service/elds/electronic-logging-devices)

## Does your ELD meet recordkeeping requirements?

Use care when choosing an ELD system to be sure it meets recordkeeping requirements. Additional requirements can be found at the following websites:

- **FMCSA Frequently Asked Questions:** [www.fmcsa.dot.gov/hours-service/elds/faqs](http://www.fmcsa.dot.gov/hours-service/elds/faqs).
- **Chart showing IRP and IFTA ELD requirements compared with hours of service reporting:** [http://www.irponline.org/resource/resmgr/about\\_irp/eld\\_5\\_23\\_17.pdf](http://www.irponline.org/resource/resmgr/about_irp/eld_5_23_17.pdf)
- **Oregon Weight-Mile Tax and Safety Recordkeeping Requirements:** <http://www.oregon.gov/ODOT/MCT/Pages/Recordkeeping.aspx>.

## Hands On The Wheel - Mind On The Road

# Oregon's New Distracted Driving Law Takes Effect

Effective October 1, 2017, Oregon's basic law makes it illegal to drive while holding or using an electronic device (e.g. cell phone, tablet, GPS, laptop). Beginning Jan. 1, 2018, courts will have the ability waive the fine for first-time offenders who attend an approved Distracted Driving Avoidance course.



There are some exceptions, but for the most part, it's best just to turn off your device when you are driving

### Exception for Commercial Motor Vehicle Drivers

The law does not apply to those employed as a commercial motor vehicle driver, provided they are using a mobile electronic device within the scope of their employment, if the use is permitted under federal regulations (49 U.S.C. 31136).

Other exceptions include:

- When using a two-way radio if you are a CB user, school bus driver, utility truck driver in scope of employment.
- When parked safely, i.e., stopped in a designated parking spot. It is NOT legal to use the device when stopped at a stop light, stop sign, in traffic, etc.



- While providing or summoning medical help and no one else is available to make the call.
- When using hands-free or built-in devices, if you are 18 years of age or older.
- Use of a single touch or swipe to activate or deactivate the device or a function.
- If you are a HAM radio operator age 18 years or older.



For more information and to participate in Oregon's Drive Healthy Campaign, visit the website at [www.drivehealthy.org](http://www.drivehealthy.org).

## Interstate Speed Limit Changes Approved

The Oregon Transportation Commission, approved adjustments to speed limits for trucks and passenger vehicles on certain sections of I-5, I-205 and I-84. Commissioners approved recommendations from the Oregon Speed Zone Review Panel for these two adjustments:

1. Increase speed limits for trucks from 55 mph to 60 mph on specified sections of I-5, I-205 and I-84.
2. Reduce the speed limit for passenger vehicles on I-5 in the Roseburg area from 65 mph to 60 mph (and keep truck speed limits there at 55 mph).



The speed limit adjustments will be in effect when signs are posted, which should be completed by mid-December.

The areas where truck speed limits will be increased to 60 mph are on I-5, south of Portland (except through urban areas, such as Salem, Eugene, Roseburg and Medford, where it will not change); I-205, from the junction of I-5 to West Linn; and I-84, from Troutdale to The Dalles.

On I-5 in the Roseburg area, the truck speed limit will stay at 55 mph and the passenger vehicles speed limit will be reduced to 60 mph, as it is on the interstate in other urban areas around the state.

Two studies and public input helped inform the Speed Zone Review Panel's recommendations. The studies can be viewed online at [www.oregon.gov/ODOT/Engineering/Pages/Truck-Speed.aspx](http://www.oregon.gov/ODOT/Engineering/Pages/Truck-Speed.aspx).

## Changes to Oregon Commercial Drivers License Law

Changes to Oregon CDL law will take effect January 1, 2018, which will eventually bring the state into compliance with changes in federal regulations.

Most significant will be the electronic submission of the medical certification which is planned for implementation mid to late 2020.

Currently, CDL applicants and holders obtain a certificate from a medical examiner who performs their medical exam and certifies their fitness to drive a commercial motor vehicle. The customer provides that certificate to DMV, which records the information including effective dates in the system.

Once new computer systems are in place at DMV, medical certificates will be submitted electronically by the examiner directly to a driver's DMV record. This will alleviate the need for customers to provide the certificate to DMV at application, renewal, and every two years in-between.

Another change in state law will permit Oregon residents who are from the Compact of Free Association (COFA) nations to apply for CDLs and Commercial Learners Permits, as allowed under new federal guidance.

Additionally, Oregon's CDL law will give DMV authority to require drivers to be re-tested under certain conditions. This is not due to federal regulation change.

Other changes to Oregon CDL law includes:

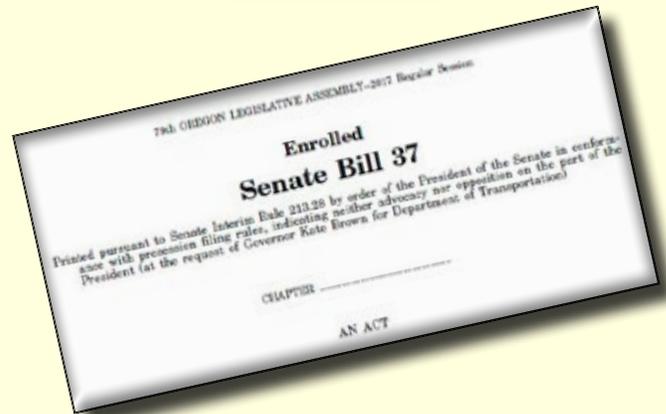
- Clarifies that a passenger endorsement is needed on a Class A or Class B commercial driving

privilege when operating a commercial motor vehicle that is "designed to transport people in commerce" and that a commercial driver license may not be issued without a photograph.

- Clarifies a requirement that the skills test for a passenger endorsement must be in a vehicle the endorsement would allow the applicant to drive.

**View the complete text of the CDL changes passed by the 2017 Oregon Legislature:**

<https://olis.leg.state.or.us/liz/2017R1/Measures/Overview/SB37>



## Weight-Restricted Oregon Bridges on State Routes



As of November 17, 2017, 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:

<https://www.oregontruckingonline.com/cf/MCAD/pubMetaEntry/restrictionsList/index.cfm?>

If you have questions, please contact the MCTD's Over-Dimension Permit Unit at 503-373-0000.

We are available Monday-Friday between 7:00 a.m. & 5:00 p.m. Pacific Time.

The Over-Dimension Unit is closed on all state holidays, and on Wednesday from 12:00 p.m. (noon) to 1:00 p.m. Pacific Time for staff meetings.

# Motor Carrier International Registration Program Peer Review Results

A review of the Motor Carrier Transportation Division's International Registration Program last month found that the division exceeded audit requirements and marked 10 years of perfect compliance.

In a five-year review period by the International Registration Plan Inc. (IRP), the review team examined registration and audit documents for commercial motor vehicles. The review included internal procedures, billings, fee transmittals, audit reports, frequency and much more.



The IRP is a registration reciprocity agreement among U.S. states, the District of Columbia, and provinces of Canada providing for payment of apportionable registration fees on the basis of total distance operated in all jurisdictions.

The review found that the Oregon MCTD Audit Section exceeded the audit requirement by completing nearly 700 audits during the review period. Additionally, the review team concluded that for 10 years running the Audit Section is in compliance with all audit requirements for yet another perfect peer review.



## Oregon MCTD Audit

From left: Sven Johnson, Audit Section Manager; Jenny Galvin, Portland/Eastern Oregon Audit Manager; Tammy Prince, Audit Technical Coordinator; and Ryan Sinks, Salem/Springfield Audit Manager.



## Oregon MCTD IRP Registration

From left: Kollette Mack, Registration Specialist; Jenn Coffin, IRP Vehicle Registration Manager; Audra Shaw, Registration Specialist; Alex Campo, Registration Specialist; and Darcy Halter, Registration Specialist.

The MCTD IRP Registration staff manage about 4,500 Oregon-based apportioned motor carrier accounts, ensuring proper registration and fees are collected and distributed to other participating IRP jurisdictions.

The administrative side was found to be in compliance with all areas of the plan, with the exception of Oregon established place of business and residency for certain motor carrier accounts. Nineteen accounts were identified as having an error.

Motor carriers and agents need to be prepared to provide information for the purpose of validating Oregon basing requirements. Acceptable established place of businesses are physical structures located within Oregon, open during regular business hours, and staffed by an employee of the company. Carriers that do not have an established place of business may qualify for basing by demonstrating residency status in Oregon. For more information on basing requirements refer to the IRP Plan at <http://www.irponline.org/?page=theplan>.

An additional IRP review will be conducted in one year to examine our corrective steps for compliance.

# Enforcement Third Quarter 2017

From July to September 2017, the Oregon Motor Carrier Safety - Complaint Resolution work group finalized a total of 193 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.

Of the 58 Motor Carriers that received a Compliance Review; 31 were fined a Civil Monetary Penalty.

- A M G Transport LLC
- A V R Transport, LLC
- All City Paving Stone
- American Sanitation Inc
- Axis Crane LLC
- B Bar S Enterprises
- Basque Station Inc
- Bob's Excavating Inc
- Boxes2Business
- C Ray Trucking Inc
- Central Pipeline Inc
- Cook, Jack Logging
- Crest Construction LLC
- Crest Transportation Inc
- Cross & Crown Inc
- Diesel Logistics LLC
- Eells, Ted Trucking
- Flying J Trucking LLC
- G A Transport
- Harris, C D Trucking
- Hartley, Nate Oil & Associates Inc
- Imperial Express LLC
- J G Transport LLC
- J T T Transport LLC
- J&G Trucking Inc
- Jakard Plus
- Jim Hicks Excavating Inc

- JZ Trucking LLC
- Kriege Logging LLC
- L A Logging Inc
- Lannis Iron Works LLC
- Linn West Inc
- Lovett Inc
- Marine Lumber Co
- Medinas Transport LLC
- Mitrac Construction Inc
- Moffit Bros Transportation
- N S Five Brothers Trucking Inc
- Northstar Electrical Contractors
- Parker Buildings, Inc.
- Pilling, Joseph Enterprises
- Point Trucking Inc
- Pulliam Petroleum Inc
- R S Energy LLC
- R&G Excavating Inc
- RDL North West
- S-2 Contractors Inc
- Schurter Trucking LLC
- Sineco Construction, LLC
- Skidgel Contracting LLC
- T & C Ranch Trucking
- West Pacific Drilling Inc
- Wright House Trucking
- Z Trucking Inc
- Ziplane Transportation LLC
- Sanguino Cancino, Antonio
- E P Freightlines
- Dahl Disposal Service Inc

## Other Safety Violations

A total of 104 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 104 Final Orders issued, 19 were fined a Civil Monetary Penalty.

## How to Manage Driver/Vehicle Examination Reports:

Motor Carriers can now manage their Oregon safety inspection reports through Oregon Trucking Online. Log in or request a PIN at Oregontruckingonline.com. Once logged in:

1. Select "Inquiry."
2. Select "Driver/Vehicle Inspections"
3. Select "Outstanding Oregon Inspections."

Print the outstanding inspection(s); verify the violations listed on the inspection have been corrected. Sign the printed outstanding inspection and fax it to (503) 373-7481.

In three business days, re-check the outstanding list to confirm the signed certified copy or copies were received by the Department and removed from the "Outstanding Oregon Inspection listing."

## Other Violations

The Economic Regulation and Complaint Resolution Unit finalized a total of three 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.

- Joe's Logistics Inc
- Wilbur Manard Sims
- CBC Trucking LLC

## Other Enforcement

Summary of work by Motor Carrier Enforcement Officers in the 3rd Quarter 2017:

Trucks Precleared to Pass Green Light Weigh Stations	397,072
Weight-Related Citations	2,240
Weight-Related Warnings	1,254
Size-Related Citations	180
Size-Related Warnings	42
Trucks Required to "Legalize" (Correct) Size and/or Weight	300
Other Citations	538
Other Warnings	1,855
Citations for Operating Without Oregon Weight Receipt & Tax Identifier	1,960
Warnings for Operating Without Oregon Weight Receipt & Tax Identifier	2,229

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



## Oversize load restrictions – Christmas and New Year’s

DECEMBER 2017						
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

Christmas - Observed  
December 25, 2017

Triple trailers, mobile/modular homes, towed units, long logs, poles, and piling, and nondivisible overwidth loads are subject to special restrictions on six major holidays - Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas, and New Year’s. Below are the restrictions this year during Christmas 2017 and New Year’s 2018.

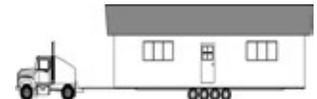
JANUARY 2018						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

New Year’s - Observed  
January 1, 2018

**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. Friday, December 22 until Sunrise Tuesday, December 26, and during the New Year’s period from 4 p.m. Friday, December 29 until Sunrise Tuesday, January 2.



**Mobile / modular homes** cannot be moved if over 8’6” in width during the Christmas period from Noon Friday, December 22 until 1/2 hour before Sunrise Tuesday, December 26, and during the New Year’s period from Noon Friday, December 29 until 1/2 hour before Sunrise Tuesday, 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. Friday, December 22 until 1/2 hour before Sunrise Tuesday, December 26, and during the New Year’s period from 2 p.m. Friday, December 29 until 1/2 hour before Sunrise Tuesday, 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. Friday, December 22 until Sunrise Tuesday, December 26, and during the New Year’s period from 2 p.m. Friday, December 29 until Sunrise Tuesday, January 2.



**Non-divisible loads** cannot be moved if over 8’6” in width during the Christmas period from Noon Friday, December 22 until 1/2 hour before Sunrise Tuesday, December 26, and during the New Year’s period from Noon Friday, December 29 until 1/2 hour before Sunrise Tuesday, 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 Restrictions — [www.oregon.gov/ODOT/MCT/Pages/Over-Dimension.aspx](http://www.oregon.gov/ODOT/MCT/Pages/Over-Dimension.aspx)  
Permit Attachment H — [www.oregon.gov/ODOT/Forms/Motcarr/2362.pdf](http://www.oregon.gov/ODOT/Forms/Motcarr/2362.pdf)  
Route Maps — [www.oregon.gov/ODOT/MCT/Pages/Over-Dimension.aspx](http://www.oregon.gov/ODOT/MCT/Pages/Over-Dimension.aspx)



## **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](http://www.oregon.gov/ODOT/MCT)

Amy Ramsdell  
Motor Carrier Transportation Division Administrator

---