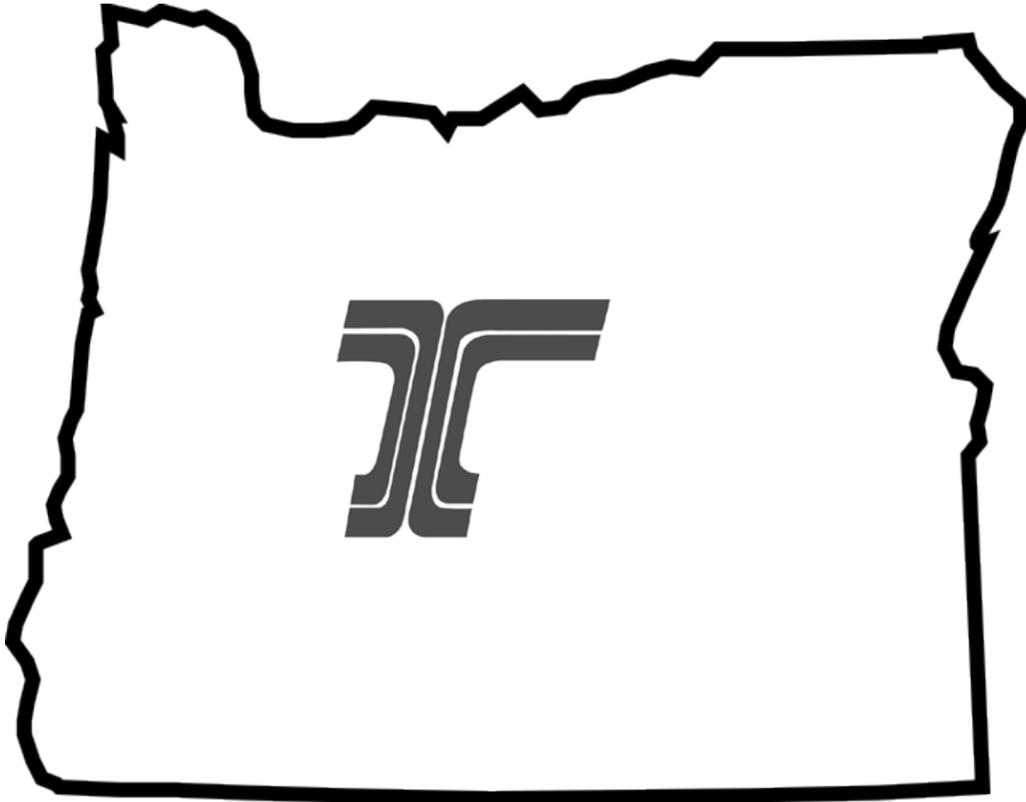


# MOTOR CARRIER NEWS



**Motor Carrier Transportation Division**  
**Oregon Department of Transportation**  
Quarterly Issue III, Volume 1, Fall 2019

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# Message from the Administrator

As you know, at Motor Carrier we are continually searching for ways to simplify regulatory processes and improve the way we do business in our state. Throughout our division, we are adopting ideas to bring efficiencies to government and the trucking industry.

This session's omnibus transportation bill, HB 2592, incorporated our legislative concept to eliminate the Oregon weight receipt and tax identifier (OWRATI).

We realized that the paper receipt is no longer necessary for the Department to enforce Oregon's tax laws, and we found that eliminating the weight receipt would save the trucking industry millions of dollars every year in fees and administrative expenses.

Through a cooperative process with trucking industry representatives and other invested stakeholders, we developed the legislative concept to eliminate the unnecessary document.

For over six months, our division worked with our partners at OTA and other representatives of the trucking industry, fuel sellers, law enforcement, the Association of Oregon Counties (AOC) and the League of Oregon Cities (LOC) to collaboratively identify the full scope of this legislation's affect, allowing us to develop a successful plan of implementation upon its passage.

Eliminating the weight receipt was no small task, but through effective cooperation, we were able to modernize an obsolete paper-based system and illustrate the success that can come from collaboration between government and industry.

I want to thank our stakeholders for their engagement throughout this process. Our success comes from not only the hard work and expertise of our staff, but from effective communication and cooperation with external stakeholders.

As of September 26, 2019, Oregon is no longer issuing weight receipts!

In this quarter's *Motor Carrier News*, you can find details on how the elimination of the weight receipt affects 2020 renewal, along with exciting news about a new partnership with DriveWyze, a glaring review of industry compliance with safety and weight regulations. There is also loads of other news and information on topics from winter travel in Oregon to safety reminders on load securement.

As always, thank you for reading and don't forget to let us know how we are doing by taking our communications survey or reaching out to our communications staff.

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# THANK YOU

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**Amy Ramsdell**  
**Administrator**

# Renewal 2020

With the passing of HB 2592, effective September 26, 2019, Oregon is no longer issuing weight receipts to vehicles subject to weight-mile tax. All subject vehicles operating in Oregon are still required to report and pay for Oregon miles traveled via the weight-mile tax program, same as before. We have simply eliminated the tax credential, which will save the trucking industry millions of dollars every year in fees and administrative expenses.

What does this mean for 2020 renewal?

**Oregon-based carriers** renewing their registration for 2020 will be issued cab cards and decals for the next calendar year:

- **All registered vehicles will be auto-enrolled into the weight-mile tax program.**
- Carriers pay WMT monthly or quarterly, just as you always have.

For **out-of-state carriers** with established Oregon motor carrier accounts, you only need to ensure that your current vehicle list is up to date: **No action is required unless you need to add, amend, or cancel vehicles in your account.**

- Each vehicle you have listed in your carrier account will auto-enroll into the weight-mile tax program for 2020, and you continue to pay your WMT just as you always have.
- There are no fees charged when adding, amending, or canceling vehicles from your account.

Moving forward, if you add vehicles to your fleet, the same is true: Newly registered vehicles for Oregon-based carriers are auto-enrolled in the weight-mile tax program at the time of registration. When out-of-state carriers add vehicles to your fleet, you simply need to add that vehicle information to your account.

If you do not have an established motor carrier account, prior to operation you must obtain a temporary pass.

- You may only operate on temporary passes for a limited time, per Oregon Administrative Rule ([OAR 740-35-0015](#)).
- Once you reach the limit of temporary passes, you will be required to bond and establish an account.

Vehicles operating in Oregon without a permanent plate will receive the new Temporary Enrollment Document (TED).

- This temporary credential is only valid until the vehicle receives its permanent plate, and at that time, the motor carrier is required to call MCTD or log on to Oregon Trucking Online (TOL) to amend their enrollment information.
- All TEDs expire on December 31 of each calendar year if the vehicle is not plated and enrolled by that time.

If you have questions about enrollment in the Oregon Weight-Mile Tax Program, please email us at [MCTDcomms@odot.state.or.us](mailto:MCTDcomms@odot.state.or.us), or call our contact center at 503-378-6699.

# Business Focus: Oregon Green Light Partners with DriveWyze



We are happy to [announce](#) that motor carriers are now able to use the [DriveWyze](#) preclearance application at ten of Oregon's preclearance locations, with the remaining twelve sites to follow as funding allows.

The new DriveWyze sites are located in Woodburn (north and southbound), Booth Ranch (north and southbound), Ashland (north and southbound), southwest of Juniper Butte (north and southbound), Wyeth (westbound) and Rocky Point (westbound).

In recognition of the rising costs of doing business, we want your experience in Oregon to be as easy and efficient as possible.

Motor carriers who participate in our Oregon Green Light Preclearance Program have saved over 2 million hours of travel time and more than \$250 million in operating costs by simply bypassing Oregon weigh stations.

In addition to saving time and money, preclearance programs are better for the environment and reduce safety hazards created by weigh station traffic.

**The Oregon Green Light Program is interoperable with other preclearance programs** in the country, and our new partnership with DriveWyze increases the number of carriers able to save time and money while conducting their business throughout Oregon.



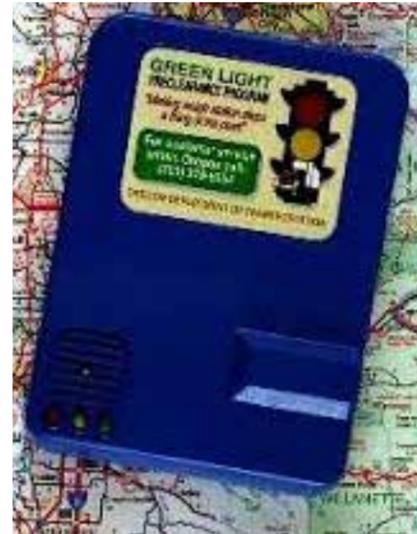
# Green Light Preclearance Program

[Green Light](#) is a preclearance system that verifies a truck's size, weight, registration and safety records as it drives on the freeway. Green Light allows compliant commercial motor vehicles to bypass Oregon automated weigh stations, with no extra cost to the motor carrier. Bypassing a weigh station improves safety, protects the environment and saves time and money.

## Here's how it works:



- 1** Approximately one mile before an Oregon GreenLight Weigh Station, a preclearance site will weigh and take dimensions of vehicle in motion.
- 2** Transponder will report back to vehicle a **red light** or **green light** based on readings and whether or not truck is cleared to pass through without pulling into weigh scale.
- 3** If transponder shows **green light**, truck is free to bypass the weigh scale. If transponder shows **red light**, truck must pull into weigh scale when open sign is showing.



## Additional Green Light Benefits:

- Enjoy better driver retention and easier driver recruitment.
- Provide faster service to customers.
- Qualify for the Oregon [Trusted Carrier Partner Program](#).

## Motor Carrier Qualifications:

- Carrier's account **MUST** be in good standing.
- Truck **MUST** comply with size and weight regulations.
- Carrier **MAY NOT HAVE** an "Unsatisfactory" safety rating with the Federal Motor Carrier Safety Administration, as determined by [SAFESTAT category](#).
- Truck **MUST** have a permanent Oregon motor carrier registration.
- Truck **MUST** have three axles or more in combination with a minimum registered gross vehicle weight of 34,001 pounds.
- Truck **MUST** visit Oregon automated weigh stations an average of at least once per month.

## Sign Up Today!

The Oregon Green Light program is interoperable with other preclearance programs in the country. If you already have a transponder, contact [Chris Scott](#) today to enroll your transponder (503-373-0008).

If you do not have a transponder, go to Oregon Trucking Online to complete a [Green Light Transponder Application](#) to receive your **FREE** transponder.

# Motor Carriers Receive A+ Grade during Recent Enforcement Operation

By Brandon Emmert, MCTD Intern

Motor Carrier conducts several different enforcement-focused operations throughout the year to ensure industry compliance. In addition to our outreach and educational events, MCTD conducts household goods investigations, hours of service operations and size and weight operations.

At our most recent enforcement operation, we are happy to announce that motor carriers received more than just passing scores: Your compliance rates were in the upper ninety percent!

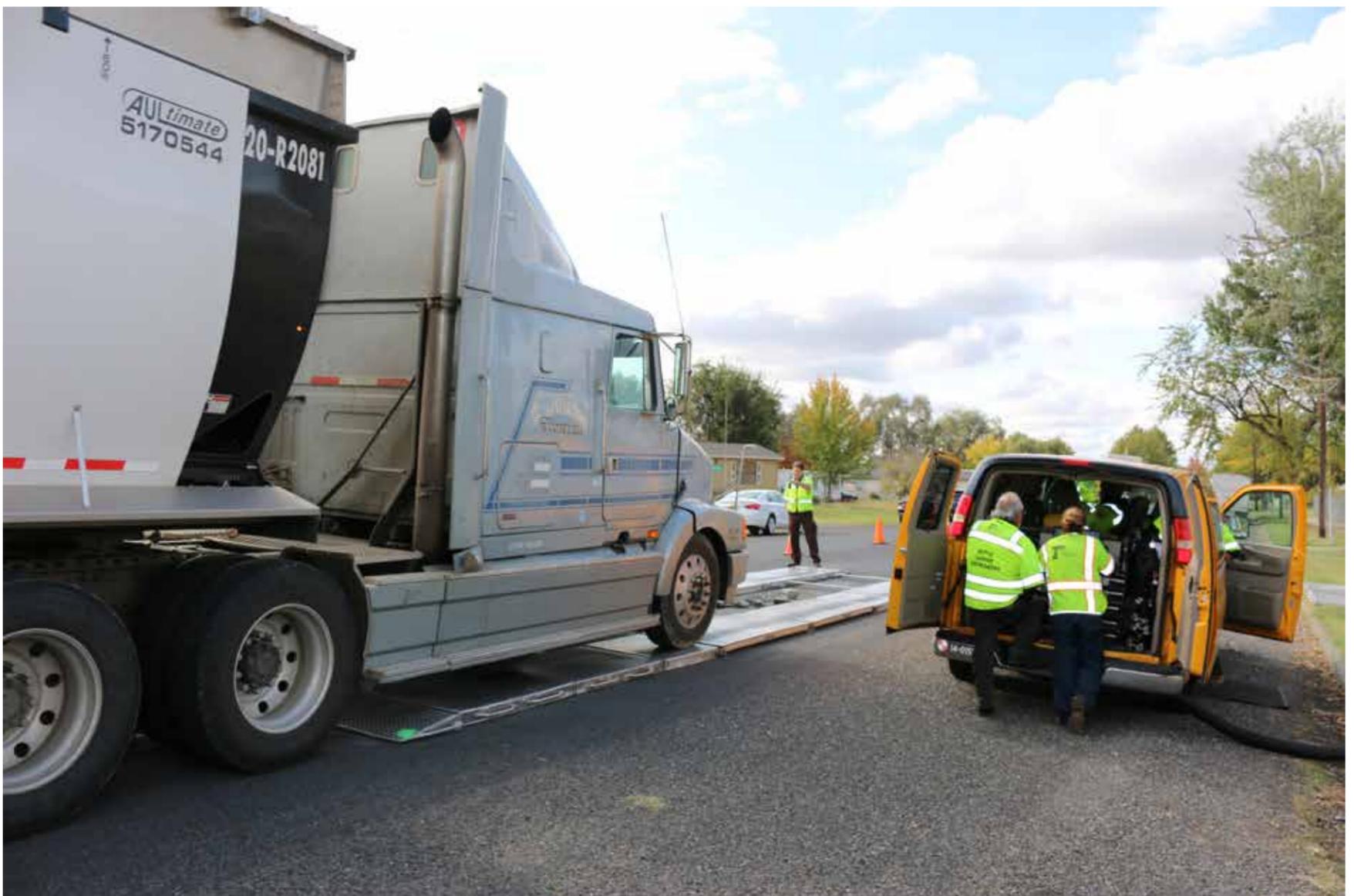
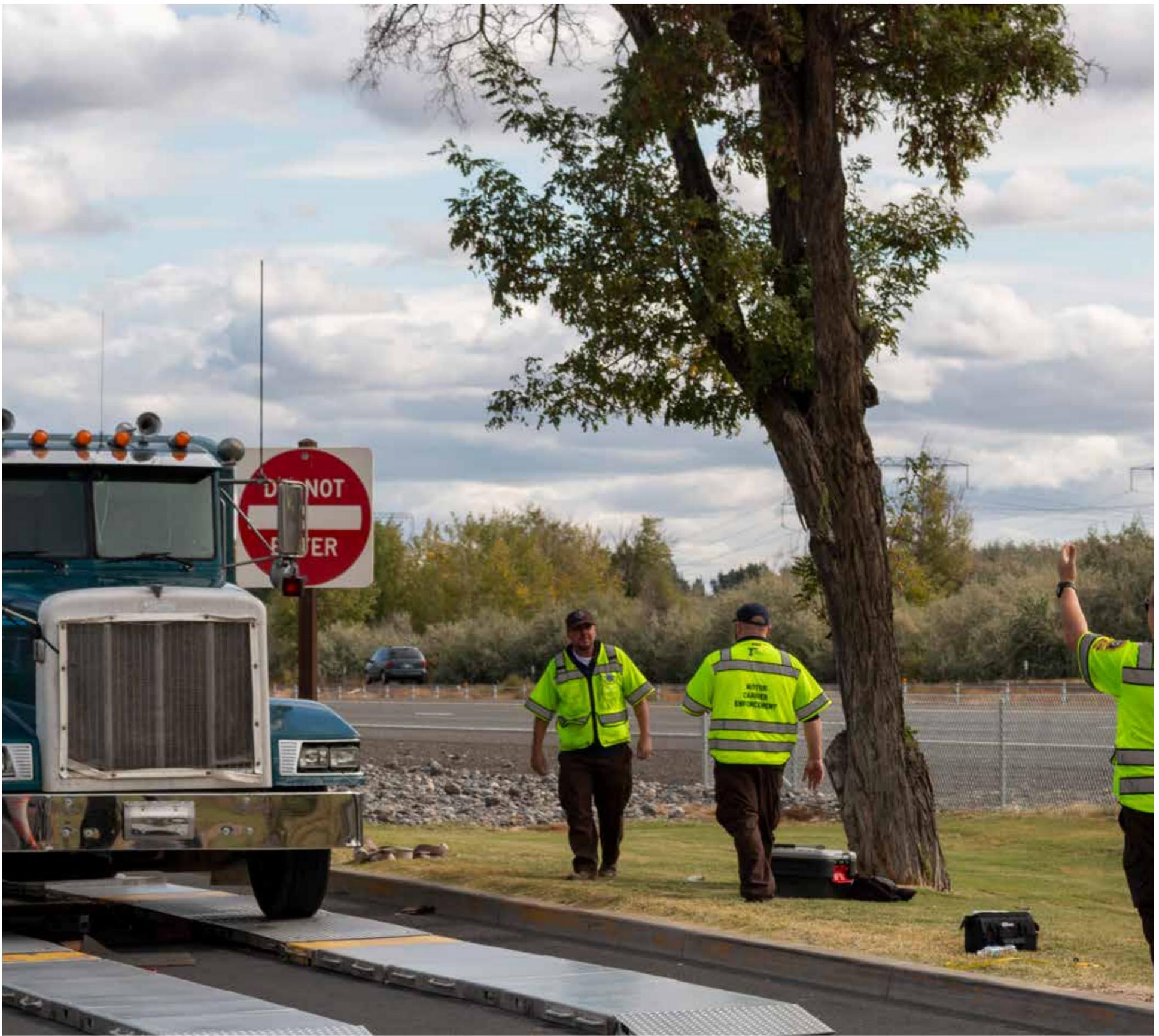
MCTD worked with Oregon State Police, Umatilla and Morrow County Sherriff offices and Umatilla and Stanfield Police Departments to conduct size and weight and truck safety inspections in the Umatilla area.

During the operation, officers weighed 4,491 trucks, and carriers were 96% compliant with size and weight requirements. Among those vehicles that came across the scales, officers issued 81 size and weight citations and 130 warnings. Only 93 vehicles required inspections, resulting in out of service orders for 10 drivers and 45 vehicles. All said this was an A+ compliance rate for the industry in Oregon. As Lloyd Pratt, Blue Mountain Region Enforcement Manager noted, Motor Carrier and law enforcement were “very pleased to see the high compliance rates this year.”

The goal of this operation, according to Motor Carrier Field Services Manager Carla Phelps, was to ensure the safety of the roads for all travelers and protect taxpayer investment in our infrastructure through size and weight enforcement, while also educating drivers on the upcoming winter season and Oregon chain requirements.

Remember, the easiest way to make scale stops as quick and easy as possible is to have your credentials easily accessible, maintain a compliant log book, and have a safe truck at legal weight.





# December 16, 2019: AOB RD Grandfather Provision Sunsets

Per the FMCSA, the grandfather provision in the ELD rule, which allows motor carriers who were using AOB RDs prior to the ELD compliance date to continue using them for two years following that date, expires on December 16, 2019.

**Beginning at midnight on December 17, all motor carriers and drivers subject to the ELD rule must use ELDs to record hours-of-service data.**

There will be no “soft rollout” for Phase 3 of ELD Implementation. In keeping with the [current CVSA Out of Service Criteria](#), if a driver who is subject to the ELD rule is operating with an AOB RD after December 16, 2019, they will be issued a 395.8(a) (1) citation—failure to use an appropriate method to record HOS—and the driver will be placed OOS.

If you are still using AOB RDs prior to December 16, be sure your plan is in place to convert to ELDs by the deadline.

Remember, transitioning to ELDs can be a multi-step process, including selecting a device, contracting with a provider, training drivers and administrative staff and updating software and other equipment. Do not miss this important deadline!



## Reminder: Additional Weight Allowances for EV Trucks

Earlier this year, the Oregon Legislature passed Senate Bill 411, which exempts an additional 2000 pounds of weight for vehicles “powered primarily by means of an electric battery.” This weight allowance is over the axle and group weights allowed legally, similar to what is allowed for vehicles that use natural gas as its fuel source. This exemption is allowed **beginning January 1, 2020**.

The new law does **NOT** allow motor carriers to:

- Exceed the weight stamped onto the side of the tire by the manufacturer.
- Exceed the registration weight of the vehicle.
- Exceed the tax declared weight of the vehicle.
- Operate without an extended weight permit, if the gross weight of the combination of vehicles exceeds 80,000 pounds.

# New ATRI Cost of Business Study

On November 4th, the American Transportation Research Institute released their 2019 [\*An Analysis of the Operational Costs of Trucking\*](#) report.

Using financial data provided by motor carriers of all sectors and fleet sizes, this research analyzes trucking costs from 2008 through 2018. ATRI's analysis seeks to provide "industry stakeholders with an essential benchmarking tool, and government agencies with input on industry finances necessary for comprehensive transportation planning and infrastructure improvement analyses."

This newest report "documents the extremely robust economic environment that carriers and drivers experienced in 2018," but warns "these same economic conditions put considerable upward pressure on nearly every line-item cost center experienced by carriers."

Per the report, the average marginal cost per mile incurred by motor carriers in 2018 increased 7.7 percent to \$1.82. Fuel costs experienced the highest year-over-year growth at 17.7 percent, with insurance costs taking the second fastest year-over-year growth at 12 percent. Additionally, driver wages and benefits increased 7.0 and 4.7 percent, respectively, representing 43 percent of all marginal costs in 2018.



## New FMCSA Clearinghouse

The FMCSA opened registration to the new drug and alcohol Clearinghouse on September 30, 2019.

Employers, Third-Party Administrators (TPAs), Medical Review Officers (MROs), Substance Abuse Professionals (SAPs), and drivers can all register for the Clearinghouse now.

**January 6, 2020 is when employers and service agents will be required to report driver violations of FMCSA drug & alcohol testing regulations.**

At the end of this issue of *Motor Carrier News*, please see the step-by-step guide to registering for the new Clearinghouse provided by our partners at CleanFleet.

Thank you to Luke Kibby at CleanFleet for sharing the how-to guide with our readers!

# Safety Focus: Winter Weather

## Oregon Chain Law

### Know before it snows!

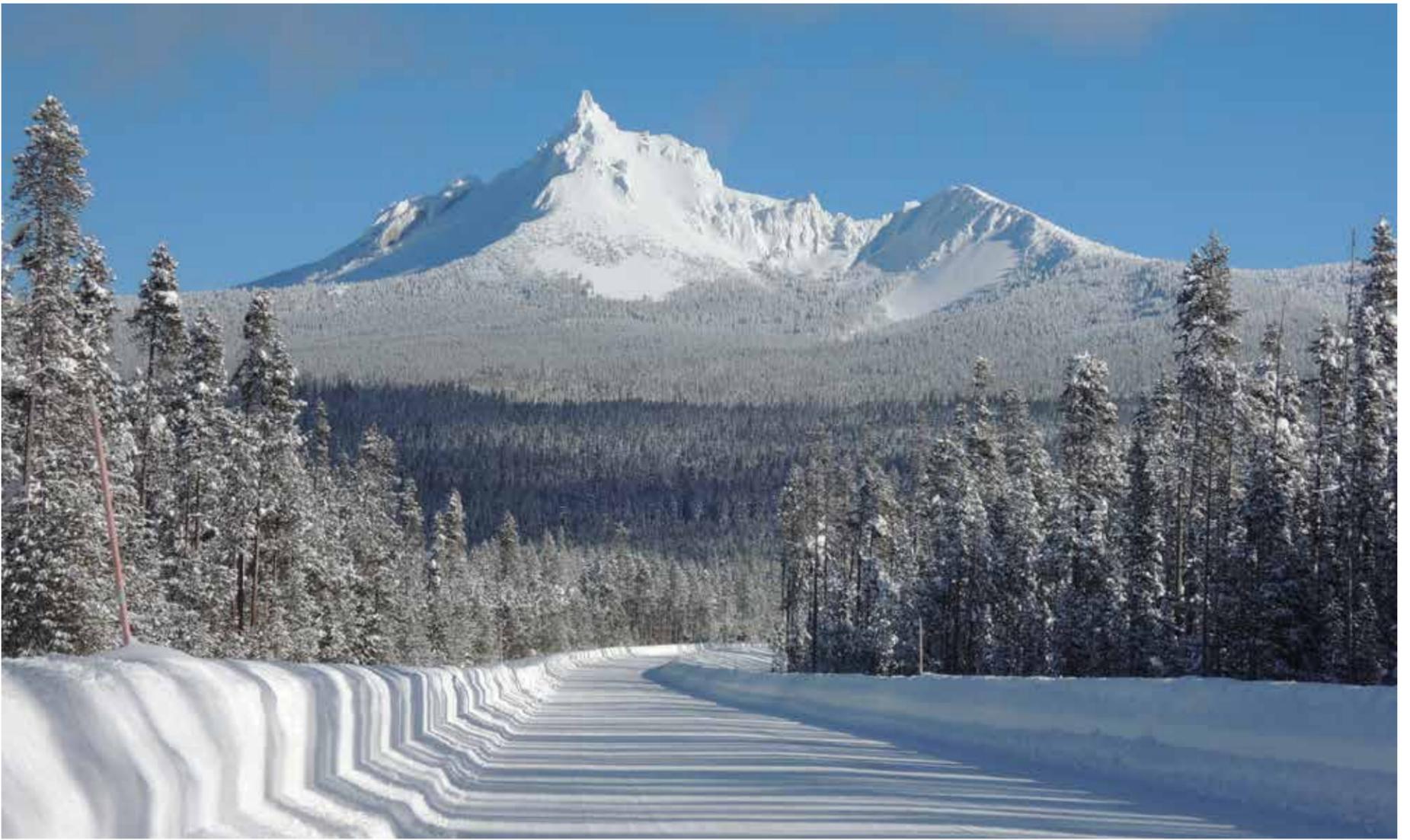
Oregon's chain law applies to all highways throughout the state. When you drive in winter conditions, you may see signs telling you to carry chains or traction tires and when you are required to use them. In some areas, lighted message signs will also advise you to chain up. Traction tires may be used in place of chains on vehicles rated at 10,000 pounds gross vehicle weight (GVW) or less and that are not towing or being towed.

Studded tires are legal in Oregon from November 1 through March 31. Because of the damage caused by studded tires, the Department of Transportation encourages motorists to use studded tires only when necessary. Delaying putting on studded tires or using other traction tires is helpful in preserving the condition of the highways.

Tandem-drive axle commercial vehicles towing semi-trailers in Oregon must have chains on two tires on each side of the primary drive axle; or, if both axles of the vehicle are powered by the drive line, one tire on each side of each drive axle. Chains must also be placed on two tires, one on each side, of any axle on the semi-trailer.

You can find more information on minimum chain requirements online on the TripCheck [website](#).





**SIGNS: Lighted message signs or signs like these will be posted to let you know the current requirements for chains and traction tires**



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



You must use chains if your vehicle is rated 10,000 pounds 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.



You must use chains if your vehicle is towing or is rated over 10,000 pounds GVW. Chains must also be used on 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.

## Conditional Closures

In addition to the chain restrictions defined above, ODOT may impose a conditional road closure. Conditional Closures may occur on any state highway and may apply to specific vehicle types in response to specific road or weather conditions. For example, a road may be closed to low profile vehicles due to high water.

As applied to snow zones, a Conditional Closure may be used when the defined chain restrictions are insufficient for the current conditions.

Typically ODOT or Oregon State Police personnel will be on-site to advise motorists on the nature of any Conditional Closure.

## Definitions

“Chains” include link chains, cable chains, or any other device that attaches to the wheel, vehicle or outside of the tire that is specifically designed to increase traction on ice and snow conditions.

“Traction Tires” are studded tires, retractable studded tires, or other tires that meet the tire industry definition as suitable for use in severe snow conditions.



Note: Tires designated by the tire industry as suitable for use in severe snow conditions are marked with a mountain/snowflake emblem on the sidewall.

“Retractable studded tires” are tires with embedded studs that retract to at or below the wear bar of the tire and project not less than .04 inch beyond the tread surface of the tire when extended.

“Studded tires” are tires with studs that are made of a rigid material that wears at the same rate as the tire tread. The studs must extend at least .04 inch but not more than .06 inch beyond the tread surface. Studded tires are only legal for use in Oregon from November 1 through March 31.

## Penalties

Drivers who disobey the signs requiring chains or traction tires are subject to a Class A traffic infraction.

**Oregon Chain Law can be found in [OAR Chapter 734, Division 17](#).**



## Sign Up for Emergency Text Message Alerts

ODOT now offers SMS/Text Message emergency alert notifications for Motor Carriers. These alerts will only be sent for declared state emergencies in incidents such as fires, severe weather, and other types of emergencies that can affect motor carriers.

NOTE: This alert service will not be used for planned road closures, detours or maintenance/construction activities, or other unplanned events. **This is only for declared emergency situations.**

### To sign up:

1. Go to the ODOT message [sign-up page](#). Click the drop-down box and select “SMS Text Message.”
2. Enter your mobile phone number and click “Submit.”
3. Confirm your number and click “Submit.”
4. Click on the “plus” box next to the Motor Carrier Transportation Division (MCTD) subscription topic.
5. Select the “MCTD Emergency Notifications” box and click “submit.”



**For up-to-date travel conditions, visit TripCheck: ODOT’s mobile-friendly travel information website.**

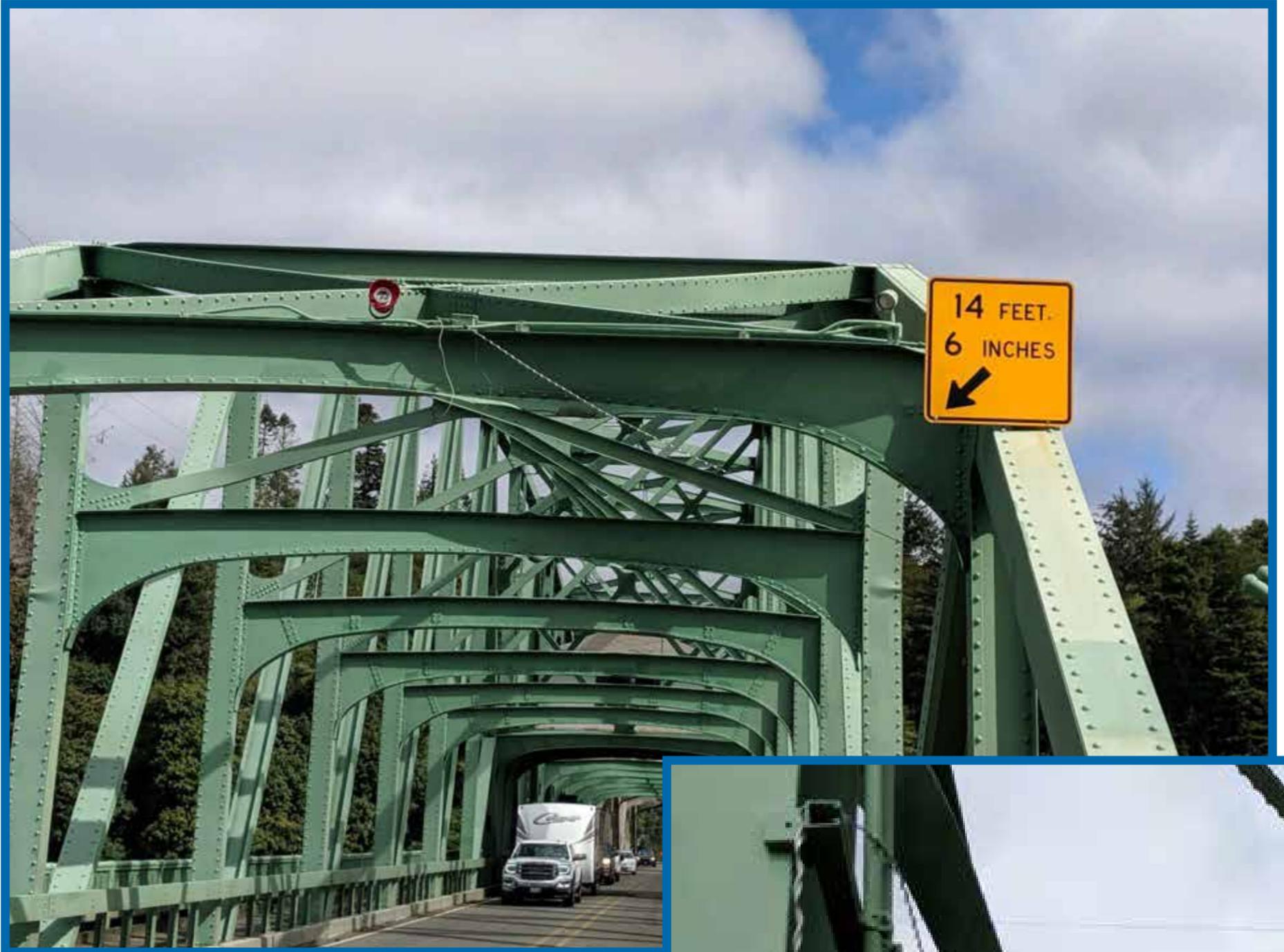
- Maps updated in real time to display road conditions, trouble spots, weather, construction, maintenance and traffic incidents.
- High impact incidents are prominently displayed as “alerts.”
- Detailed information on the use of traction tires and chains in Oregon.
- Waze user reports and traffic jams are overlaid on the TripCheck map, providing real-time traffic and road conditions from Wazers in the area.
- Updated highway closure information associated with winter weather conditions on I-84 and I-5.

**Travelers in Oregon can dial 511 to access the same immediate road and weather information available on TripCheck.**



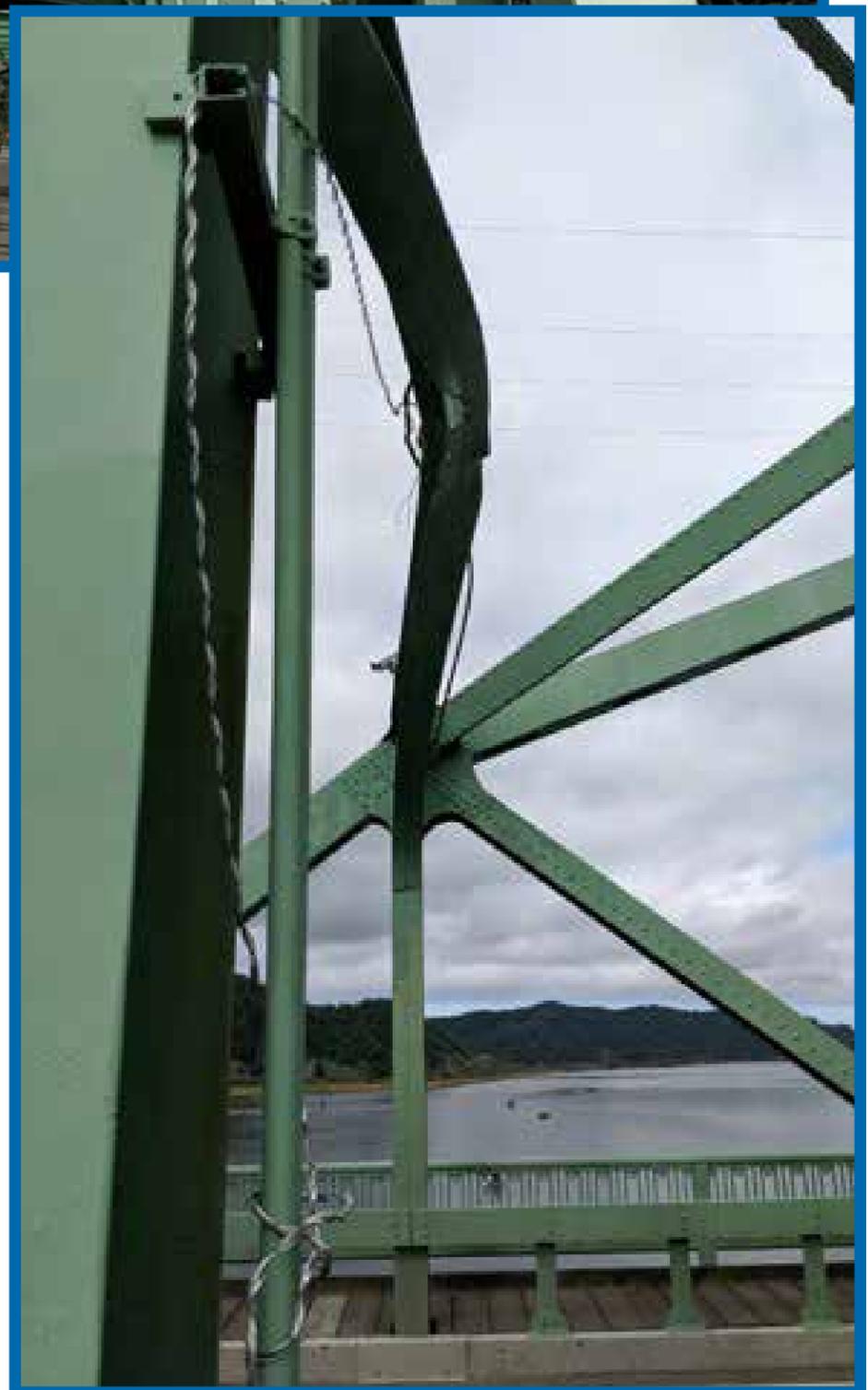
# Safety Focus: Load Securement

On Friday, September 6, the North Umpqua River Bridge on US101 at MP 211.21 near Reedsport was struck by an overheight load. Because of the damage to the bridge, ODOT engineers lowered the maximum vertical clearance for single-trip permits by 5 inches. Until the bridge is repaired, some loads that were able to move before the bridge hit will now have to wait several weeks to move.



Bridge hits can be catastrophic. In 2013, the Skagit River Bridge on I-5 in Washington was struck by an oversize load, leading to the collapse of the entire structure. The economic toll was substantial.

Even non-catastrophic bridge hits are costly. Bridges that are hit must be inspected and repaired. The entire motor carrier industry is impacted by the public perception, especially if additional restrictions or closures are needed.



## **MCTD would like to remind carriers of the following:**

**Load Securement:** Make sure every part of the oversize load is secured properly. This includes booms on excavators and processors, which seem to be the primary cause of many recent bridge hits. Refer to The MCTD Safety Section website for additional information about proper load securement.

**Measure, Measure, Measure:** The only way to make sure you are permitted properly for height is to measure. Measure prior to each and every move, even with the same hauling equipment and load on the same route. Measure at multiple locations on the load.

If the measured height is greater than the permitted height, STOP! Obtain a permit with the correct height, as even an inch or two of additional height can lead to route or provision changes.

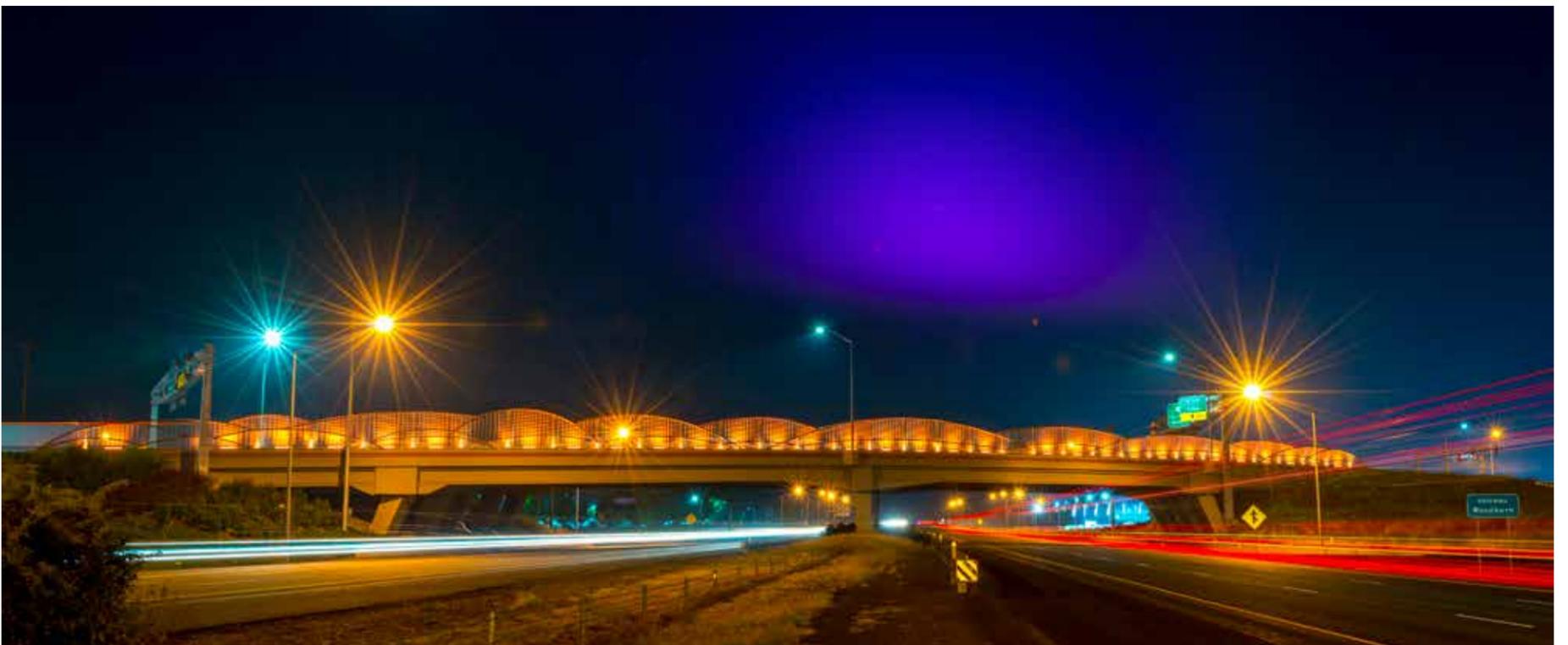
**Follow the Provisions of your Permit:** If you are operating overheight, a height pole may be required, especially on county roads. If the height pole strikes a structure, STOP!

Depending on the width and height of the load, the carrier may need to stop all traffic and straddle the centerline to safely cross a structure. Your permit will include the necessary provisions to do this safely – in most cases, you must do more than just send the front pilot vehicle across the structure to stop oncoming traffic.

If the oversize load hits a structure, STOP! Striking multiple bridge members will further damage the structure.

If you made it to the other side of the structure, STOP! You don't want to add other charges, such as Hit and Run.

If you have any questions about your oversize/overweight permit, please contact the Over-Dimension Permit Unit at 503-373-0000. We are available Monday-Friday between the hours of 7 AM & 5 PM Pacific time, closed on state holidays, and on Wednesdays from 12 noon to 1 PM Pacific time for staff meetings.



# Oversize Load Restrictions for Thanksgiving

From Memorial Day to Labor Day, overwidth loads cannot 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.

## Here are the restrictions for Thanksgiving:

**Triple trailer combinations** cannot operate on those routes shown as Holiday or Holiday & Weekend restricted on Route Map 5 from noon Wednesday, Nov. 27 until sunrise, Monday, Dec. 2.



**Mobile/modular homes** cannot be moved if over 8'6" in width from noon Wednesday, Nov. 27 until 1/2 hour before sunrise, Monday, Dec. 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 from noon Wednesday, Nov. 27 until 1/2 hour before sunrise, Monday, Dec. 2.



*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 movements 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 noon Wednesday, Nov. 27 until sunrise, Monday, Dec. 2.

**Non-divisible loads** cannot be moved if over 8'6" in width from noon Wednesday, Nov. 27 until 1/2 hour before sunrise, Monday, Dec. 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 are required by ORS Chapter 816.

# Compliance Focus: Mobile Unit Base Width

MCTD Enforcement staff have seen an increase in the number of mobile homes and modular building units operating in excess of the dimensions allowed on their single-trip permits. In general, the issues have been around the base width, how it is measured, and how it is permitted.

Oregon Administrative Rules (OAR) Chapter 745, Division 75 (the rules that mobile homes and modular building units operate under) has very specific definitions of “base” and “eave”:

“Base” means the widest point of the outside dimension of a mobile home or modular unit exclusive of appurtenances such as door handles, required safety equipment or eaves.

“Eave” means an extension of the roof past the base of the unit. It does not include external accessories or devices attached to the unit.

With the exception of appurtenances and safety equipment, the measurement for base width includes everything attached to the base. Even if it fits under the eave, it is still considered base width. Some examples of what we have seen:

- Covered porches
- Decorative colonnades
- Picture windows

Multiple drivers have been stopped and cited for operating in excess of the dimensions allowed on their single-trip permit. In addition to the potential fines, carriers need to obtain a new permit with the correct dimensions. Additional pilot vehicle(s) may be required to ensure the safety of the traveling public.

The number and placement of pilot vehicles for most single-trip permits issued for the movement of mobile homes and modular building units can be found in Attachment 75A and Route Map 2.



# Safety & Enforcement Report

From July 2019 through September 2019, the Oregon Motor Carrier Safety-Complaint Resolution work group finalized a total of 173 Final Orders, with 52 receiving Civil Monetary Penalty fines.

## 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.

There were 74 motor carriers who received a Compliance review. Of those, 59 safety cases received findings (listed below), and 16 were fined Civil Monetary Penalties.

ALL AMERICAN TIMBER COMPANY  
CAM TRANSPORTATION  
WESTERN PALLET, INC  
COOS BAY TRANSFER, INC  
HAMMERICH GOAT DAIRY, LLC  
PTS TRANSPORTATION, LLC  
LA LOGGING, INC  
TALL HORSE TRANSPORTATION, LLC  
SEA BREEZE TRUCKING  
GRIZZLY TRANSPORT, LLC  
CG TRUCKING, LLC  
MOORE RANCH TRUCKING, LLC  
WOLF CR TIMBER SERVICES, LLC  
VALLEY PUMP & EQUIPMENT  
DAVID L KENASTON BACKHOE SERVICE  
RAY L ERLNBUSH TRUCKING EXC, INC  
GLACIER WINDOW & DOOR, INC  
SQUARE DEAL LUMBER CO  
ZIPLANE TRANSPORTATION, LLC  
JW LUDEN TRUCKING, LLC  
SALLYMAE EXPRESS, LLC  
KODIAK PACIFIC CONSTRUCTION CO  
TRANS US, LLC  
SOFIE TRANSPORTATION, LLC  
MD PEDRO, LLC  
COBRA LOADING & TRANSPORT  
LITTAU HARVESTER INC  
MA TRUCKING, LLC  
BLUE SKY SAND & GRAVEL, INC  
JOHN VAN HOUTEN TRUCKING

WILDERNESS FIREWOOD, LLC  
TRIANGLE OIL, INC  
GEMINI CONCRETE PUMPING, INC  
FARMER TRUCKING, LLC  
PREMIER AG, INC  
TOPAZ LOGISTICS, INC  
SONRISE FAMILY FARMS, INC  
INDUSTRIAL WELDING SUPPLY, INC  
SUNSHINE AUTO TRANSPORT, LLC  
ULTRA QUIET FLOORS  
SWANSON GROUP AVIATION, LLC  
WARRIOR EXPRESS, LLC  
FERGUSON TRANSFER COMPANY  
RC TRUCKING SERVICE, LLC  
BARK BOYS, INC  
DETWILER LOGGING CO  
GOLD DUST TRANSPORTATION, INC  
CONNOLLY TRUCKING, LLC  
VLAD TRUCKING, LLC  
MOUNTAIN VIEW TREE SERVICE, LLC  
PENDLETON BOTTLING CO  
JOHN W PETERKIN TRUCKING, INC  
NW CRANE SERVICE, INC  
ITL TRANSPORT, LLC  
OK EXPRESS, INC  
FAIRVIEW TRUCKING COMPANY  
MARK'S EXPRESS DELIVERY, INC  
Z&L ENTERPRISES, LLC  
THOMPSON'S TRANSFER & DISPOSAL, INC



## **Motor Carrier Crash Report Filing**

MCTD identified 25 motor carriers that failed to submit the required Motor Carrier Crash Report form to the Department. Of those 25 Final Orders issued, all were fined Civil Monetary Penalties.

## **Other Safety Violations**

A total of 76 Final Orders were issued for failure to return a signed copy certifying that violations listed on the Driver/Vehicle Examination Report have been corrected. Of the 76 Final Orders issued, 11 were fined Civil Monetary Penalties.



## **OTHER VIOLATIONS**

The Economic Regulation and Complaint Resolution Unit finalized a total 5 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. Those violations were committed by the following:

EP MINERALS, LLC

UMPQUA SAND AND GRAVEL, INC

C&R CONSTRUCTION SERVICES, LLC

MICHAEL LEE RUOFF, DBA ANY AND EVERYTHING MOVERS

EZ MOVE, INC





### Other Enforcement

Summary of work by Motor Carrier Enforcement Officers for July 2019 through September 2019:

	JULY 19	AUGUST 19	SEPTEMBER 19
Trucks weighed on static scales	137,008	146,786	143,657
Trucks precleared to pass Green Light weigh stations	147,932	165,421	169,274
Weight-related citations	635	731	782
Weight-related warnings	311	361	394
Size-related citations	64	53	48
Size-related warnings	11	11	27
Trucks required to "legalize" (Correct size and/or weight)	101	110	120
Other Citations	80	115	103
Other Warnings	594	629	630
Citations for operating without OWRATI	609	582	626
Warnings for operating without OWRATI	782	842	782
<b>Total enforcement</b>	<b>3,086</b>	<b>3,324</b>	<b>3,392</b>

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

# Holiday Hours

## Counter Service Salem & Portland Bridge Offices

### Thanksgiving

Wednesday, November 27:  
Staff stop taking calls at 5pm

Closed Thanksgiving Day and  
Friday

### Christmas

Tuesday, December 24:  
Closed at 5pm

Wednesday, December 25:  
Closed for holiday

### New Year's 2020

Tuesday, December 31:  
Closed at 5pm

Wednesday, January 1, 2020:  
Closed New Year's Day

Thursday, January 2, 2020:  
Offices reopen at 8am

## Registration Service Center (503) 378-6699

### Thanksgiving

Wednesday, November 27:  
Staff stop taking calls at 5pm

Closed Thanksgiving Day &  
Friday

Saturday, November 30:  
Phone lines reopen at 8am

### Christmas

Tuesday, December 24:  
Staff stop taking calls at 5pm

Wednesday, December 25:  
Closed Christmas Day

Thursday, December 26:  
Phone lines reopen at 8am

### New Year's 2020

Tuesday, December 31:  
Staff stop taking calls at 5pm

Wednesday, January 1, 2020:  
Closed New Year's Day

Thursday, January 2, 2020:  
Phone lines reopen at 8am

## Over-Dimension Permit Services (503) 373-0000

### Thanksgiving

Wednesday, November 27:  
Staff stop taking calls at 5pm

Closed Thanksgiving Day and  
Friday

Monday, December 2: Phone  
lines reopen at 7am

### Christmas

Tuesday, December 24:  
Staff stop taking calls at 5pm

Wednesday, December 25:  
Closed Christmas Day

Thursday, December 26:  
Phone lines reopen at 7am

### New Year's 2020

Tuesday, December 31:  
Staff stop taking calls at 5pm

Wednesday, January 1, 2020:  
Closed New Year's Day

Thursday, January 2, 2020:  
Phone lines reopen at 7am



# MCTD Communications Survey

Here at Motor Carrier we are always seeking ways to improve communication with our customers by finding the best ways to share important information, and by making that information more readily available and easy for you to access.

**We have developed an online survey to help us improve our communications:**

<https://www.surveymonkey.com/r/MCTDNews>

The survey is only 12 questions and will take about 3 minutes to complete. Your answers will help us better serve carriers operating in Oregon. We thank you for your feedback!

## New Feature Added to Trucking Online



The Motor Carrier Transportation Division is happy to announce that we have added a new timesaving feature to our Trucking Online (TOL) services.

**OREGON TRUCKING  
ONLINE**

Motor carriers are now able to self-certify Outstanding Driver/Vehicle Examination Reports (Inspections) through TOL.

When carriers log in to their account, they can find their outstanding inspections under the “violations” tab. When clicking on that tab they will be directed to a new page listing outstanding inspections. If they have corrected their violations, they will be able to self-certify.

## Oregon Trucking Online

Oregon Trucking Online allows you to completely manage your account, including paying your taxes, getting your permits, processing your IFTA and IRP transactions, and renewing your plates.



Trucking Online is free, secure, and available 24/7 year round.



When tax rates change, TOL automatically updates for those changes so you don't have to. Just enter your miles and let TOL do the rest.



There's no waiting on the phone. Handle your business when you want without waiting.



You can print or save documents directly from your account.



You get instant results, no waiting.



TOL makes things easy and saves you time and money!

# MOTOR CARRIER NEWS



Motor Carrier Transportation Division  
Oregon Department of Transportation  
<https://www.oregon.gov/ODOT/MCT/>

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Motor Carrier can  
be found online  
[here](#).



(503) 378-5849



3930 Fairview Industrial Dr SE  
Salem, OR 97302-1166



Comments and Feedback:  
[MCTDComms@odot.state.or.us](mailto:MCTDComms@odot.state.or.us)



## Step-by-Step Guide to Registering for the FMCSA CDL Clearinghouse Courtesy of Luke Kibby, CleanFleet

The FMCSA opened registration to the Clearinghouse on September 30, 2019. Employers, Third-Party Administrators (TPAs), Medical Review Officers (MROs), Substance Abuse Professionals (SAPs), and drivers can all register for the Clearinghouse now.

January 6, 2020 is when employers and service agents will be required to report driver violations of FMCSA drug & alcohol testing regulations. Employers must run full queries in the Clearinghouse each time they hire a CDL driver to perform safety-sensitive functions. Additionally, employers must run queries on all current drivers performing safety-sensitive drivers once a year, and continue manual inquiries with previous employers to meet the previous three years of employment history.

Employers are also responsible for reporting the following information to the Clearinghouse (within three business days of each instance):

- Alcohol confirmation test result with alcohol concentration of 0.04 or greater
- A refusal to test
- A report that the driver completed all follow-up tests prescribed in SAP report
- Report actual knowledge of workplace drug and alcohol use
- Reporting a negative drug and alcohol return to duty tests

[Click here to learn more about what CDL Clearinghouse.](#)

### How to Register to the FMCSA CDL Drug and Alcohol Clearinghouse

In order to help with registration process, CleanFleet has put together a [step-by-step video guide for registering](#) to the Clearinghouse that covers most of the following steps.



#### 1. Set up an FMCSA Portal Account

The first step of the CDL Clearinghouse registration process is to log into your [FMCSA Portal account](#) in order to give permission to the Clearinghouse website to access the portal account data.

If you have never created an FMCSA Portal account, you will need to know your DOT# and Pin#, and [register for a portal account](#).

What if you forgot your DOT Pin #? You can request the DOT Pin # to be emailed to you [by filling out this form](#). You also need your Tax ID (EIN) or social security number (SSN). You should receive an email or phone call, depending on what information is associated with your motor carrier information.

If there is old or no email or phone number after filling out the above form, the government will have to mail you your DOT Pin #, which can take 7-10 business days, plus any time it takes for you to get to that mail box.

In this scenario, a quicker way to get your DOT Pin # is to update your company information by filling out the MCS-150 form (this is basically a bi-annual update that is required every two years) and include a current phone number and email address. The estimated time to complete the form is approximately 20 minutes. This is free to do online, but if you want CleanFleet to hold your hand through this process, we can fill out the form for you for \$29.00. Call CleanFleet at 503.479.6082 and tell them you need help with your MCS-150 and Clearinghouse registration.

This will take about 2-3 days for information to be updated online. Now, you can request the DOT Pin# be emailed to you [by filling out this form](#), then create the FMCSA portal account, and then finish the Clearinghouse registration.

## **2. Log into FMCSA Portal Account & Give Permissions**

Now you can log into your [FMCSA Portal account](#) in order to **give permission** to the Clearinghouse website to access the portal account data.

If you don't know your login credentials, selecting the "forgot your User ID?" link requires you to submit the email associated with the account. If you know your User ID but not your password, you need to also remember your security questions.

Don't remember anything? You will then have to call the FMCSA and prove who you are before receiving the login credential to the portal account.

When logged in, hover over "*Account Management*" and click the drop-down "*My Profile*".

Under the new tab "Portal Roles/USDOT#", you need to put in your DOT#, select "*DACH Motor Carrier Admin*" and click "add role", and add a "reason for request" where you can type in "Clearinghouse" or just "CH". Then click "update profile".

## **3. Register to the Clearinghouse via the Clearinghouse Registration website (<https://secure.login.gov/>)**

This process goes much quicker. You can download the [PDF Clearinghouse Registration Guide](#) to follow the registration process onward. However, there are some common issues that many companies are having.

**Two-step Verification:** While registering to the Clearinghouse, there is a two-step verification process that you must create. This includes receiving a text message for a code prior to a second option (another text message on a different phone, an app like Google Authenticator for security code, etc). We recommend the "text" & "app" methods to finish the two-step verification.

**Selecting Consortium/TPA:** While registering to the Clearinghouse, motor carriers that use a Consortium/TPA to manage their drug testing program will need to select their Consortium/TPA company and select the three boxes to allow them to use the Clearinghouse fully on your behalf. This is required for Owner-Operators.

#### **4. Purchasing Query Bundles**

Lastly, you can now **purchase the Query Bundles within the Clearinghouse**. The FMCSA assesses a small fee of \$1.25 for each query, limited or detailed. Employers must purchase queries through the Clearinghouse. Purchasing queries is not a responsibility that employers can delegate to TPAs.

Query bundles are available to purchase to allow employers to buy queries in bulk. Purchased queries do not expire and can be carried over from year to year.

For Owner-Operators, we recommend purchasing 5 queries (to last 5 years). For fleets, especially if you plan on hiring new drivers after Jan 5<sup>th</sup>, 2020, we recommend purchasing queries for all drivers and any additional new hires expected for that year. These queries would last for the first year and you can purchase more anytime.

Now you are done, good job!