



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 February 2018 issue:

Get your motor carrier news more often!	Page 2
New Oregon motor carrier fees in effect.	Page 2
Phone change anticipated for spring 2018.	Page 3
Oregon's display grace period ends March 15, 2018.	Page 4
2018 Unified Carrier Registration now open.	Page 4
Take our reader poll!	Page 4
How are we doing?	Page 5
PrePass can now be used with Oregon's Green Light Program.	Page 5
Interpreting Oregon's new weight limit signs for bridges.	Page 6
Oregon weight restricted bridges.	Page 7
Looking for ELD mandate info?	Page 7
Bridge of the Gods toll increase.	Page 7
Got chains? Winter weather can still happen.	Page 7
Safety-Enforcement Stats 4th Quarter 2017.	Page 8
No Human Trafficking Act now federal law.	Page 8

Get your motor carrier news more often!

Oregon Motor Carrier News now available bimonthly

Beginning February 2018, Oregon Motor Carrier News will publish bimonthly instead of quarterly.

Our newsletter is another way we strive to share relevant information with the trucking industry. The publication contains information that will help you successfully comply with Oregon operating laws and policies.

Current and past issues are available on the Oregon Motor Carrier Transportation Division website at: www.oregon.gov/ODOT/MCT/Pages/MCNews.aspx.



Sign up to receive an email when a new issue of the Motor Carrier News is published. Go to <https://public.govdelivery.com/accounts/ORDOT/subscriber/new>. Enter your email address and select "Oregon Motor Carrier News" under the Motor Carrier subject heading.

New Oregon motor carrier fees in effect

New funds are part of a major investment in Oregon transportation

New motor carrier fees for Oregon took effect January 1, 2018, providing funding for a major investment in Oregon's transportation system. Here are some of the components of the transportation funding package that your fees will support:

Roads, bridges and 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 and 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 and transparency

Stepped increases in 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.

Motor carrier fees and taxes that increased include: weight-mile taxes, road use assessment fees, weight receipt fees, and over-dimension single trip and continuous trip permit fees.

Fees that did not change include continuous operation variance permits (Over-Dimension annual permits that include county roads), heavy vehicle trip permits, temporary passes and most registration fees.

A detailed list of fee increases can be found on our website at www.oregon.gov/ODOT/MCT/Pages/HB2017_MotorCarrier.aspx.

Phone change anticipated for spring 2018

We are preparing to change to a new phone system in spring 2018. The transition is part of a statewide rollout of a new system for all state agencies.

***NOTE:** All of our phone numbers will remain the same after the transition to the new system

How to stay informed

Check for updates, including our migration date and time, at <https://www.oregon.gov/ODOT/MCT/Pages/Phone-Updates.aspx>.



Prepare for possible phone disruptions and delays on the day of implementation

Based on recent experience with some of our other offices, it is possible there will be service disruptions during the switchover that could result in longer hold times that day.

We encourage you to plan ahead and use our online services. Oregon Trucking Online is available 24/7 for carriers to complete transactions and inquiries. Sign up at: www.oregon-truckingonline.com.

New phone system features: what to expect when you call us

Once we switch over to the new system, you'll notice some changes when you call us:

- The new system will prompt you to enter your Oregon account number. This will help us retrieve information faster when answering your call. If you can't remember it or don't have one, the system will still route your call.
- Some phone lines will include menu options to help route your call more efficiently to the correct department.
- Some phone lines will offer a courtesy call back feature during peak call times.
- Customers calling our Portland Registration Office will have the option to transfer to Salem, if Portland analysts are not available.
- During Registration Renewal season, carriers will be able to check the status of a renewal without having to wait to speak with a live person.
- Carriers with over-dimension permits will be able to check the status of their single-trip permit (STP) application without having to talk to an analyst. Currently established carriers that are approved for Oregon Trucking Online can check the status of their STP from their online account.



Oregon's display grace period ends March 15, 2018

Oregon honors a display grace period for credentials, until March 15, 2018.

The grace period applies to Oregon based carriers who have submitted completed forms and sent payment for Commercial and Apportioned renewal on or before December 31, 2017, but have not received 2018 decals for their plates or haven't placed a 2018 Weight Receipt in each truck cab.

Carriers who do not renew timely and operate during the grace period are subject to monetary penalties



and could be assessed fees for operating illegally.

For carriers who participate in the International Fuel Tax Agreement (IFTA), there is a grace period until March 1, 2018 to display the 2018 IFTA decals and carry a IFTA license.

If you sent your renewal application and payment and have not received your 2018 credentials, contact our Registration Unit at 503-378-6699.

2018 Unified Carrier Registration now open

Registration for the Unified Carrier Registration Plan (UCR) is now open for 2018. The federal government announced 2018 reduced fees on January 5th. The UCR Board requests states not to enforce registration requirements until April 5, 2018.

Visit the UCR website at www.ucr.in.gov for registration and fee payment information.

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.



Take our reader poll!



Go to <https://ows.io/qs/6yt0pp72> and answer the following question. Look for the results in our next newsletter.

What do you anticipate for 2018 Oregon operations compared to last year?

- A big increase in miles.
- A small increase miles.
- About the same number of miles as 2017.
- A small decrease in miles.
- A big decrease in miles.
- No miles expected this year.



How are we doing?

Customer satisfaction surveys coming soon

For the 10th time in 20 years, MCTD is reaching out to approximately 4,000 customers to get feedback on how we are performing. Unlike in years past, this year's survey will be done electronically.

Recipients will be selected among 11 survey groups:

1. Oregon companies that had a truck inspected by MCTD staff in the past year.
2. Companies subject to a Safety Compliance Review in the past year.
3. Oregon truck drivers inspected by MCTD staff in the past year.
4. Companies based in Oregon, Washington, and Idaho that participate in the Green Light weigh station preclearance program.
5. Companies based in Oregon, Washington, and Idaho that are recognized as Oregon Trusted Carrier Partners.
6. Companies that transacted business with the Salem Permit Analysts during one week in March 2018.

7. Companies that transacted business with the Over-Dimension Permit Unit during one week in March 2018.
8. Companies subject to a weight-mile tax audit in the past year.
9. Companies subject to an International Registration Plan and/or International Fuel Tax Agreement audit in the past year.
10. Truck drivers who received a citation or warning in the past six months by officers at Oregon weigh stations.
11. Companies that were subject to a Household Goods fitness audit.



If you are selected from one of these groups, look for an email coming soon with a survey link and instructions. We encourage you to respond and your feedback is appreciated!



PrePass can now be used with Oregon's Green Light Program

Help Inc. and ODOT announce new agreement

Under an agreement between ODOT and HELP Inc., PrePass carriers that operate in Oregon can now allow their transponders to be enrolled in and utilize Oregon's Green Light weigh station bypass system.

HELP Inc., the non-profit provider of PrePass, and MCTD signed a Memorandum of Understanding on December 15, 2017.

PrePass carriers wishing to have their transponders enrolled in the Oregon Green Light Program must first submit a signed waiver of HELP Inc.'s data privacy policy to PrePass.

The waiver is available on the PrePass website at www.prepass.com. Upon receipt of the signed waiver, HELP Inc. will send a letter of authorization to Green Light on the carrier's behalf.

Interpreting Oregon's new weight limit signs for bridges

Oregon designed 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. SHVs use closely-spaced axles that raise or lower as needed for weight, and can result in heavier loads concentrated over a shorter length.

When crossing bridges, SHVs can exceed the weight stress caused by standard commercial vehicles by almost 50 percent in certain cases. Some bridges can have sufficient weight capacity for standard commercial traffic, but not for SHV configurations.

As an example, a four-axle SHV may meet weight requirements on [Weight Table 1](#), as do the 4-axle groups of a combination operating under an extended weight permit (which allows more than 80,000 pounds gross weight). When not moving, the load effects on a

bridge are essentially the same in each case.

However, the Federal Highway Administration requires states to consider load restrictions differently for these two situations.

Weigh-In-Motion data shows a greater variation in vehicles operating at 80,000 pounds or less, than those combinations operating under an extended weight permit.

Up until now, Oregon used a 3-vehicle combination weight limit sign which does not show different SHV axle configurations. Some truck operators mistakenly try to count the number of axles shown on the silhouettes to determine which one applies to them.

To correct this, ODOT designed new signs to be used under different scenarios for weight restricted bridges (see below).

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



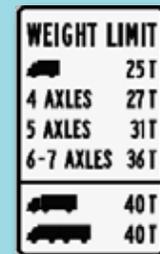
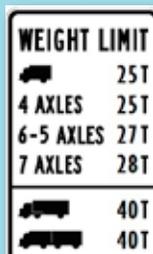
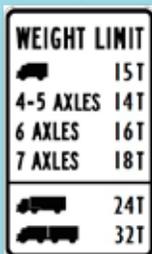
Example of a 3-vehicle combination sign to be replaced by new designs.

New weight limit sign designs

The following are used when a bridge has restrictions that only apply to multi-axle SHVs:



When a bridge has restrictions for both standard commercial vehicles and SHVs, the following variations are used depending on the load capacity of the bridge:



Oregon weight restricted bridges

As of January 16, 2018 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 our Over-Dimension Permit Unit at 503-373-0000. The unit is available Monday-Friday between 7 a.m. and 5:00 p.m. Pacific Time.

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

Bridge of the Gods toll increase

A toll increase goes into effect February 1, 2018 for commercial trucks crossing the Bridge of the Gods which connects SR14 in Washington with Interstate 84 in Cascade Locks, Oregon.

The new rate will be \$3 per axle for customers paying with cash or credit card. The rate applies to all three to eight axle vehicles. Customers purchasing a coupon book can get a discounted rate of \$2 per axle.

The bridge is owned and operated by the Port of Cascade Locks. A full list of toll rates, can be found on the port's website: <http://portofcascadelocks.org/bridge-of-the-gods/>.



Looking for ELD mandate info?

Helpful links available on MCTD's website

Motor carriers looking for information about the electronic logging device (ELD) mandate can find links to a variety of information on our website at: <https://www.oregon.gov/ODOT/MCT/Pages/NewsArticle-A.aspx>.

The Federal Motor Carrier Safety Administration issued its final rule on ELDs in December, 2015. FMCSA began phased-in compliance of the mandate on December 18, 2017.



Got chains? Winter weather can still happen.

In Oregon, we've experienced a fairly mild winter so far. Yet, in November and December of 2017 a total of 253 citations and warnings were issued for failure to carry and/or use chains when required. That's just over four drivers per day taking a chance of not causing a truck related traffic delay, accident, or fatality.



Know before you go. Call 511 when in Oregon or use www.Tripcheck.com to check road conditions, chain requirements and Oregon's chain laws.

Safety-Enforcement Stats 4th Quarter 2017

From October through December 2017, the Oregon Motor Carrier Safety-Complaint Resolution work group finalized a total of 187 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 56 motor carriers that received a Compliance Review; 12 were fined a Civil Monetary Penalty.

E Z Timber Inc
Eagle Carriage & Machine, Inc.
Earth20
Empire State LLC
Energy Transport, LLC
First Call Heating & Cooling Company
Fort Heavy Repair LLC
Garcias Enterprise LLC
General Freight Corporation
Henarie Trucking Inc
Hicks Transportation LLC
J C M Logistics LLC
J S N LLC
Jackson & Son Distributors Inc
Jag Transportation LLC

Jon M Thompson Excavation LLC
Larry J Hofenbredl
Leave Your Mark LLC
Limb Walker Tree Service Inc
Malmberg Trucking
Night&Day Express LLC
Patrick, Howard L
Payne, Scotty Joe
Payne's Express
Precision Countertops Inc
Premier Ag Inc
Richard Allan Todd
Rock Products Mfg Inc
Rojas, Ramiro F
Scheradella Trucking
Scott Thompson Trucking Inc
Signature Paving Services Inc
Stafford, Mark Trucking
Stafford, Michael Trucking
Staley, Wesley Marvin
Tolman & Sons
V L C Transport LLC
Van Norman Off Road
Weissenfluh, Bill Trucking
Wilson, Richard R Trucking
Wyatt Enterprises LLC
Zwald Transport Inc
Panter, Terry L.

Other Safety Violations

A total of 131 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 131 Final Orders issued, 17 were fined a Civil Monetary Penalty.

Other Enforcement

Summary of work by Motor Carrier Enforcement Officers in the 4th Quarter 2017:

- Trucks weighed on static scales: 551,776
- Trucks precleared to pass Green Light weigh stations: 407,925
- Weight-related citations: 2,407
- Weight-related warnings: 1,447
- Size-related citations: 176
- Size-related warnings: 42
- Trucks required to "legalize" (correct size and/or weight): 289
- Other citations: 821
- Other warnings: 2,044
- Citations for operating without Oregon Weight Receipt & Tax Identifier: 1,686
- Warnings for operating without Oregon Weight Receipt & Tax Identifier: 2,098

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

No Human Trafficking Act now federal law

The No Human Trafficking on our Roads Act disqualifies individuals from operating a commercial motor vehicle for life if they use a CMV to commit a felony involving human trafficking.

Up until now, federal law prohibited an individual from operating a CMV if convicted of any of nine different offenses, including alcohol abuse, negligent manslaughter, and drug trafficking.

The new law adds a felony involving human

trafficking to the list of disqualifying offenses. The disqualification is for life.

The full text of the act is available to read at www.congress.gov/bill/115th-congress/senate-bill/1532.

According to the non-profit group Truckers Against Trafficking, human trafficking has been reported in all 50 states, and the number of victims in the United States is estimated in the hundreds of thousands.



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

Amy Ramsdell
Motor Carrier Transportation Division Administrator
