



# **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

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# MCTD to host Open House events

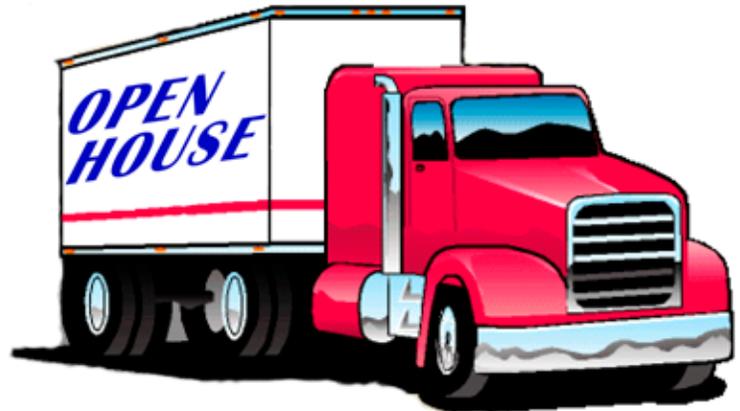
Motor Carrier Transportation Division is hosting Open House events at the following locations and dates. The events start at 6:00 p.m. and end at 8:00 p.m. Staff from Motor Carrier Safety, Motor Carrier Enforcement, and Registration/OD Permits will be available to share information and answer questions.

## Open House Locations & Dates:

- Woodburn Port Of Entry – 5/31/18
- Umatilla Port of Entry – 6/14/18
- Roseburg Region 3 Building – 7/12/18
- Ashland Port of Entry – 8/2/18
- Ontario Region 5 Building – 9/13/18

## Topics Covered:

- **Motor Carrier Safety** – ELD Mandate, ELD exemptions, General Hours of Service Rules, and common issues inspectors are finding during roadside inspections.
- **Motor Carrier Enforcement** – General size and weight enforcement rules.
- **Registration/OD Permits** – Will cover after hours emergencies and any other registration questions.



## RSVP Required:

If you are interested in attending, please RSVP as space is limited. Call Dianne Birch at 503-378-6963, or email at [dianne.m.birch@odot.state.or.us](mailto:dianne.m.birch@odot.state.or.us).

In the RSVP, indicate how many people will be attending, which location you are coming to, and a phone number where you can be reached. If we get an overwhelming response for any of the locations we will add more dates.

## Motor Carrier Newsletter Reader Poll

### April poll results:

*What will be the biggest impact on the trucking industry in the next five years?*



- 36.8%** Availability of qualified professional drivers to fill industry needs.\*
- 26.3%** Technology changes (e.g. automation, hybrid-electric, platooning, etc).
- 26.3%** New regulations (such as the ELD mandate).
- 5.3%** Traffic congestion in metro areas.
- 5.3%** Changes in traditional supply lines.

\*A [2014 study](#) by the American Transportation Research Institute found that the trucking industry is disproportionately dependent on employees 45 years of age or older, many of whom will retire in the next 10-20 years.

### June poll question:

*What is the most frequent trip length completed by your truck or fleet?*

- Local Pickups and Deliveries (<100 miles)
- Regional Pickups and Deliveries (100 to 500 miles)
- Inter-Regional Pickups and Deliveries (501 to 1,000 miles)
- Long-Haul Pickups and Deliveries (> 1,000 miles)

Go to <https://1gh830t5.optimalworkshop.com/questions/june-readerpoll> to enter your response. Look for results in our next newsletter.

# Five Tips for a quicker roadside ELD inspection

Electronic Logging Devices (ELDs) became mandatory on December 18, 2017. With this implementation, motor carriers, drivers, and roadside inspectors have all had to learn how these devices work.

There are currently more than 300 different ELD models on the market that are registered with the Federal Motor Carrier Safety Administration (FMCSA). On any given day, a roadside inspector encounters as many as 10 different ELD devices. When drivers are not familiar with their device or ELD regulations, inspections can often take an hour or longer to complete.

Here are some tips to help shorten inspection times and get you back to moving freight:

## 1 Make sure drivers know their device.

Is your device an ELD or an Automatic On-board Recording Device? When drivers know the type of device they're using, inspectors can apply the correct standard and conduct the inspection quickly. The FMCSA explains the difference on their website: <https://www.fmcsa.dot.gov/faq/what-are-differences-specs-1988-aobrd-rule-and-eld-rule>

## 2 Instruct drivers how to operate their ELDs.

Drivers especially need to know how to upload logs to an inspector's computer. When an inspector asks for logs, the driver should know how to perform the data transfer.



## 3 Use "Telematics" for transmitting logs.

When selecting an ELD, consider purchasing one designed with the Telematics transmission option rather than the "Local" option. With the Telematics option, ELD logs instantly upload to inspectors' computers and inspections move along rapidly. The Local option can take far longer.

## 4 Know what to do if your device malfunctions.

When a device malfunctions, drivers must advise their carrier in writing (email is ok), immediately switch to paper logs, and advise inspectors of the malfunction when stopped for inspection. If the malfunction cannot be cured in eight days, the carrier must contact the FMCSA for an extension or stop operating the vehicle until the malfunction is repaired. Guidelines for malfunctioning ELDs are found in the FMCSA Code of Federal Regulations [395.34](#).

## 5 Know when an ELD is not required:

If a vehicle's engine is older than model year 2000, an ELD is not required. However, we suggest keeping documentation in the vehicle verifying the model year. This could include a picture of the engine's data-plate. Anything that helps the inspector confirm the age of the engine shortens inspection time.

Additional exemptions, waivers and vendor malfunction extensions can be found on the FMCSA website: <https://www.fmcsa.dot.gov/hours-service/elds/electronic-logging-device-eld-exemptions-and-waivers>.

## Have more questions about ELDs?

Visit our ELD Information web page for additional information such as FAQ's, FMCSA waiver information and other helpful links: <http://www.oregon.gov/ODOT/MCT/Pages/NewsArticle-A.aspx>

## Filing or paying HVUT in person? The IRS reminds you to make an appointment.



The Internal Revenue Service is reminding customers that an appointment is required for in-person service at its local Taxpayer Assistance Centers.

For those wishing to file and/or pay the federal Heavy Highway Vehicle Use Tax in person, call the IRS at 844-545-5640 to schedule an appointment.

For more information about the HVUT, including electronic filing instructions, visit the IRS Trucking Tax Center website at [www.irs.gov/trucker](http://www.irs.gov/trucker).

Before vehicles can be registered in Oregon, carriers must provide us with proof of payment of the HVUT with an e-filed or IRS-stamped copy of Form 2290 Schedule 1.

# Our phone system has changed!

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

While our phone numbers remain the same, you'll notice some new features when you call us:



- The system prompts you to enter your Oregon account number. This helps us retrieve your information faster when answering your call. If you don't have an Oregon account number or can't remember it, the system will still route your call.

- Some phone lines include menu options to help route your call more efficiently to the correct program area.
- Some phone lines also offer a courtesy call back feature during peak call times.
- Customers calling our Portland Registration Office have the option to transfer to Salem, if Portland analysts are not available.
- During the Registration Renewal season, carriers will be able to check the status of a renewal without having to wait on hold to speak with a live person.
- Carriers with over-dimension permits can 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 are able to check the status of their STP by going to their online account.



## ***Tell us what you think of our phone system!***

Please take a minute to complete our customer satisfaction survey to help us improve our phone service. The web survey will be available over the next two months.

**Survey Link:** <https://1qh830t5.optimalworkshop.com/questions/mctd-phones>

## ***Frequently called numbers for MCTD***

- |  |  |
|--|--|
| • MCTD General Information Line:<br>503-378-5849           | • Jantzen Beach/Portland Bridge Registration<br>Office: 971-673-5900 |
| • Salem Registration Phone Service Center:<br>503-378-6699 | • Bond and Insurance Unit:<br>503-378-4823                           |
| • Over-Dimension Permit Unit:<br>503-373-0000              | • Tax Help Unit:<br>503-378-6220                                     |
| • Apportioned Registration Unit:<br>503-378-6643           | • International Fuel Tax Agreement Unit:<br>503-373-1634             |

# Portland area interchange makes top 100 national truck bottleneck list

*The I-84 and I-5 interchange ranks #62 in the American Transportation Research Institute Top 100 Bottleneck List for 2018*

The I-84 and I-5 interchange in Portland ranks among the top congested truck bottlenecks in the country, according to the American Transportation Research Institute.

In its most recent 2018 truck bottleneck report, ATRI ranked the Portland area interchange 62 out of the 300 locations that were studied nationwide. An average of 147,000 vehicles pass through the I-84 and I-5 interchange on a daily basis.

Since 2002, ATRI has collected and processed truck GPS data in support of the Federal Highway Administration's Freight Performance Measures Initiative, a program that maintains and monitors performance measures related to the nation's truck-based freight transportation system.

View the complete Top 100 Truck Bottleneck list at <http://atri-online.org/2018/01/25/2018-top-truck-bottleneck-list/>.



## Keep Oregon Moving investments planned to reduce congestion

The I-5 Rose Quarter Project, which includes the I-84 and I-5 interchange, has been identified for funding in the *Keep Oregon Moving* transportation investments.

The project area, which covers the section of I-5 between I-84 and I-405, has the highest crash rate in Oregon. The corridor also experiences up to 12 hours of congestion each day.

The project includes highway and local street improvements to provide better connections through the Rose Quarter area.

View more Information:

- **Rose Quarter project website:** <http://i5rosequarter.org/>.
- **Keep Oregon Moving transportation investment information:** <https://www.oregon.gov/ODOT/Pages/HB2017.aspx>.



### ATRI I-84/I-5 interchange findings:

- Overall average speed is 33.9 mph.
- Average speed during peak traffic is 24.4 mph.
- Non-peak average speed is 38.4 mph.
- Peak average speed dropped 7.83% from 2017 to 2018.



# Oregon 'Green Lights' 25 millionth truck

## Inspection bypass program saves trucking industry an estimated quarter billion dollars

The Oregon Green Light Program ushered the 25 millionth truck to bypass one of the state's preclearance sites on March 30.

The program, launched by the Oregon Department of Transportation in 1999, allows trucks that qualify for the preclearance program to bypass inspection and scale locations equipped with the Green Light System. The trucking companies and drivers must be in good standing, and the trucks must not be due for periodic mechanical inspection.

As a qualified truck approaches a preclearance site, its transponder gives the driver a "green light" to bypass the ODOT inspection station.

The 25 millionth bypass took place at 10:33 a.m. March 30 at the Woodburn station on southbound Interstate 5. The truck was a 2017 Freightliner belonging to Premier Oxygen LLC operating out of Grants Pass.

### Green Light program benefits:

- Saves money in terms of fuel consumption and drivers' time.
- Speeds delivery time for trucking companies' customers
- Reduces exhaust emissions by reducing low-speed engine idling and acceleration to resume highway speed.
- Saves taxpayer money by focusing ODOT inspection staff and resources at inspection sites.



- Saves time and improves safety for all motorists by reducing the potential for highway backups on the inspection site off-ramps

According to the most recent estimate, the program has generated these savings since its beginning in 1999 through Dec. 2017:

- Truck fleet operating cost savings: \$263,362,258
- Travel time savings: 2,070,458 hours
- Carbon dioxide reduction: 47,479,743 pounds
- Nitrous oxide reduction: 265,027 pounds
- Carbon monoxide reduction: 79,506 pounds
- Hydrocarbon reduction: 33,119 pounds
- Particulate matter reduction: 16,572 pounds

For more information – and how to sign up – visit <https://www.oregon.gov/ODOT/MCT/Pages/Green-LightProgram.aspx>.

## FMCSA Update: CDL Medical Examination Certificates

The Federal Motor Carrier Safety Administration (FMCSA) announced on April 27, 2018 that it anticipates extending the compliance date of the Medical Examiner's Certification Integration (National Registry II) final rule from June 22, 2018 to June 22, 2021.

**Until further notice, medical examiners will continue to issue a paper medical examiner's certificate (MEC) to qualified drivers.**

In order to maintain medical certification, all Oregon commercial driver license and commercial learner permit holders must continue to provide Oregon DMV with a copy of their medical examiner's certificate.

Drivers should continue to carry a copy of their MEC for 15 days after issuance as proof of medical qualification.

For more information on Oregon CDL/CLP medical examination and physical qualifications, visit:

<https://www.oregon.gov/ODOT/DMV/Pages/DriverID/CDLmedex.aspx>.



# Oversize load restrictions - Independence Day

July 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				

Independence Day - Observed  
Wednesday, July 4, 2018

From Memorial Day to Labor Day, overwidth loads can't move in Oregon during the daytime after noon on Saturdays and all day Sunday. **Exception:** if overall width is 14' or less, then weekend daytime travel is allowed on Interstate routes or on permitted routes east of the summit of the Cascade mountains.

Also, Triple trailers, mobile/modular homes, towed units, long logs, poles, and piling, and non-divisible overwidth loads are subject to special restrictions on major holidays.

Here are the restrictions this year during Independence Day:

**Triple trailer combinations:** Cannot operate on those routes shown as Holiday or Holiday & Weekend restricted on Route Map 5 from 4 p.m. Tuesday, July 3 until 12:01 a.m. Thursday, July 5.



**Mobile/modular homes:** Cannot be moved if over 8'6" in width from noon Tuesday, July 3 until 1/2 hour before sunrise Thursday, July 5.

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

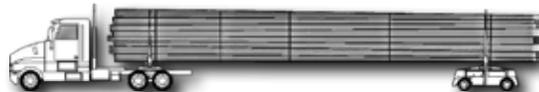


**Towed units:** Cannot be moved if over 8'6" in width or towing a combination of vehicles from 2 p.m. Tuesday, July 3 until 1/2 hour before sunrise Thursday, July 5.

*Exception: This rule does not apply when the tow vehicle is performing the initial emergency removal of a disabled unit from the highway or when the disabled vehicle or combination of vehicles is operating under a rule or variance permit allowing movement prior to the emergency. See Permit Attachment H for specific hauling hours and days for overwidth movements.*



**Long logs, poles, and piling:** Cannot be moved if over 105' in overall combination length from 2 p.m. Tuesday, July 3 until sunrise Thursday, July 5.



**Non-divisible loads:** Cannot be moved if over 8'6" in width from noon Tuesday, July 3 until 1/2 hour before sunrise Thursday, July 5.

*Exceptions: Operations may recommence on Interstates at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 12' AND the outermost extremities are illuminated by lamps or markers as required by ORS Chapter 816. Operations may recommence on Green Routes on Route Map 2 at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 10' AND the outermost extremities are illuminated by lamps or markers as required by ORS Chapter 816.*



Oversize Load Restrictions and Route Maps — [www.oregon.gov/ODOT/MCT/Pages/Over-Dimension.aspx](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)

## Oregon weight restricted bridges



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

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

# Safety-Enforcement Activity March - April 2018

From March through April 2018, the Oregon Motor Carrier Safety-Complaint Resolution work group finalized a total of 169 Final Orders.

## Safety Violations

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

The 51 motor carriers listed below received a Compliance Review. Of those 51 carriers, 15 were fined a Civil Monetary Penalty.

- DODGE TRUCKING, INC.
- MT HOOD WOOD PRODUCTS INC.
- BLACKSTONE CONSTRUCTION LLC
- THE EXCAVATORS LLC
- LILES, GREG LOGGING
- TEWALT & SONS INC
- WINDSWEEP TRUCKING INC
- RD MAC INC
- GLOBAL TRANSPORT LLC
- J & J EXCAVATION INC
- MARSON TRUCKING INC
- K DIAMOND INC
- R J G TRANSPORT, LLC
- RAMOS & SONS LLC
- SEGERSON TRUCKING INC
- H TRANS INC
- CESARIN TRUCKING LLC
- ALL DIRT INC
- PAVEMENT MAINTENANCE INC
- FRY, ROGER TRUCKING LLC
- ANDERPULL
- WC P INC
- ALOHA GARBAGE COMPANY
- FAIRVIEW TRUCKING COMPANY
- M A C TRUCKING INC
- JOHN LEE MOSIER
- GLOBAL IMPORTING GROUP INC
- Y L T TRANSPORT
- ZACHARIAS LOGGING INC
- 3 GENERATIONS TRANSPORT LLC

- THE EXCAVATORS LLC
- I SECURE INC
- NORMAN'S, ED ASPHALT PAVING
- VALLEYVIEW BLDG INC
- MOORE RANCH TRUCKING, LLC
- JENNINGS, SAM COMPANY INC
- EVERY, CHARLIE TRUCKING
- BEE LINE TRANSPORT, INC
- DP EXCAVATING INC
- ROBINSON & OWEN HEAVY CONSTRUCTION
- OWEN CONSTRUCTION INC
- CTS INC
- VALLEY VIEW LOGGIND INC
- JAMES HOSFORD
- GO BROKE TRUCKING LLC
- R B S TRANSPORT LLC
- DONNIE DEAN HEATON
- JAY-C INC
- DAN NIELSEN TRUCKING INC
- EXTREME EXCAVATING INC
- SCOTT, C&D FARMS LLC

## Motor Carrier Crash Report Filing

The Motor Carrier Transportation Division identified 42 motor carriers that failed to submit the required Motor Carrier Crash Report form to the Department. A total of 42 Final Orders were issued, of which 42 were fined a Civil Monetary Penalty.

## Other Safety Violations

A total of 76 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 76 Final Orders issued, 15 were fined a Civil Monetary Penalty.

## Other Violations

The Economic Regulation and Complaint Resolution Unit finalized a total of 8 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.

- JOSHUA WADE CONGER
- A-Z MOVING LLC
- ALL MY SONS MOVING & STORAGE OF PORTLAND LLC
- KONEN ROCK PRODUCTS INC
- RD MAC INC
- METRO MOVING LLC
- REDEFYNE MOVING LLC
- SMOOTH MOVE PEOPLE INC

## Other Enforcement

Summary of work by Motor Carrier Enforcement Officers:

- Trucks weighed on static scales: 370,751
- Trucks precleared to pass Green Light weigh stations: 331,235
- Weight-related citations: 1,709
- Weight-related warnings: 983
- Size-related citations: 100
- Size-related warnings: 23
- Trucks required to "legalize" (correct size and/or weight): 261
- Other citations: 465
- Other warnings: 1,455
- Citations for operating without Oregon Weight Receipt & Tax Identifier: 1,539
- Warnings for operating without Oregon Weight Receipt & Tax Identifier: 1,609

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



# **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.

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

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