



**MINUTES**  
**MOTOR CARRIER TRANSPORTATION ADVISORY COMMITTEE MEETING**  
**November 08, 2018**

**Attendees:**

Dan McFadden – ODOT/District 1  
Brian Morey – ODOT/District 4  
Andrea Comer – ODOT/MCTD  
Tara Caton – ODOT/MCTD  
Amy Ramsdell – ODOT/MCTD  
Ben Kahn – ODOT/DMV  
Grant W. Thurston – NW Navigator Motor coach  
Charlie Hutto – ODOT/MCTD  
Andrew Eno – FMCSA  
Dave Gray – Glostone  
Sven Johnson – ODOT/MCTD  
Craig Olson - ODOT/R2  
Bert Hartman – ODOT/Bridge  
Steve Bates – V. Van Dyke Inc.  
Bob Hooker – Knife River  
Waylon Buchan – OTA  
Kristan Mitchell – ORRA  
Kimberly Caldwell – Marion County  
Scott Grossman – Marion County  
Amy Joyce – ODOT/Government Relations  
Jana Jarvis – OTA  
Sal Hernandez – OSU  
Jason Anderson – OSU  
David McKane – ODOT/MCTD  
Doug Hedlund – ODOT Contractor  
Carla Phelps – ODOT/MCTD  
Audrey Lawson – ODOT/MCTD  
Jenn Coffin – ODOT/MCTD

**PHONE:**

Steve Duvall - OSP  
Greg Kelley – May Trucking  
Joel McCarroll – ODOT/Region 10  
Jeff – ODOT/Region 5

**October MCTAC Minutes**

Dave Gray motioned to approve the October minutes and Kristan Mitchell seconded the motion. The minutes were approved unanimously.

**DMV – System Conversion Update . . . Ben Kahn**

**(See Attachment A)**

DMV's computer systems and record retention processes were antiquated. The Service Transformation Program goals include improving business processes by leveraging technology.

Part of the process included converting from microfilm to digital imaging, which makes searching for and retrieving information faster. We also added the ability for customers to use debit and credit cards and removed ATM machines from our field offices. Card transactions now equal approximately 30% of the field office payments received each month. The merchant fees associated with the transactions are absorbed by DMV and are considered a cost of doing business.

All three DMV call centers statewide were updated to the new IBM Unify phone system in May 2018. The new system allows callers to request a call back rather than waiting on hold. It also provides call monitoring and recording to help with customer service. In addition to the telephone upgrades, connectivity was enhanced when bandwidth was increased in 59 of 60 locations to meet the agency standard.

DMV held online open house discussions to share information and used survey tools to get public feedback. Survey results indicated that a large percentage of users want to conduct transactions via computer or mobile phone. They would also like to spend the time needed to get everything right at the initial interaction rather than have to come back or be contacted with additional questions. When questioned about a mobile option for the Oregon Driver License, people expressed strong concerns about the potential for identity theft.

DMV is replacing its legacy computer systems with the new Oregon License Issuance and Vehicle Registration (OLIVR) system. It will walk users through the system, automatically calculate fees, and has built in business rules that will help ensure the accuracy of the transaction.

Coming in January 2019, the new DMV website DMV2U will roll out. The new Oregon Driver License will follow beginning in the spring. (The license will be either vertical or horizontal depending on if it's for an adult or minor.) Compliance with the Real ID goes live in 2020. Also, in January of 2020, HB2017 tiered vehicle registration rates go into effect.

Dave Gray expressed concern that title transfers to an out of state carrier still haven't been processed by DMV more than six weeks after the transactions were submitted and wondered if the new system would be an improvement. Ben explained that the process is currently done by hand, which takes time, but that the new system will automatically be able to verify information. DMV is working on some ideas for the future which would allow dealers to issue their own temporary registration and transfer titles electronically.

## **Review of Oregon MCSAP . . . David McKane & Drs. Hernandez & Anderson**

The Motor Carrier Transportation Division has agreements with certain law enforcement partners to conduct truck inspections when those officers have already stopped a truck for specific safety violations like speeding, following too closely, etc. MCTD has agreed to reimburse these partners for the time it takes to conduct inspections under these parameters. We have been working under similar agreements for 1.5 years and Doug Hedlund has been managing the effort.

Doctors Sal Hernandez and Jason Anderson with Oregon State University have been evaluating redacted data on these truck inspections to determine if the effort has been effective in reducing truck at fault crashes. The program is scheduled to conclude in June of 2019. The gentlemen are here today to share the preliminary report. **(See Attachment B)**

The intent was to look at the trends in the 3,231 inspections which were conducted between 9/2016-6/2018 on I-5 and I-205.

- The most common traffic violation that resulted in an inspection was speeding followed by lane restriction violations, vehicle lighting issues, and seatbelts.
- The primary causes of TAF crashes were following too closely, followed by improper lane change, and speeding.
- In general, as truck inspections increased TAF crashes decreased.

- TAF crashes decreased in spring and fall, but increased in summer and winter.

As we collect more data on TAF crashes, a more in-depth analysis can be done to determine optimal cost for the inspection program.

Drivers are communicating with each other about law enforcement presence. They are aware and driving more cautiously.

Jana Jarvis asked if the statistics shared correlated to a particular time of day. She felt that information would be helpful as would data on the type of crash. If crashes are occurring during congestion times, it could be an educational opportunity on a larger scale about what a truck driver can and can't do at speed.

Jason and Sal indicated that the larger research project is taking that kind of data into account.

Steve Bates noted that the inspections are based on traffic stop and wanted to know if the number of officers increased to conduct these inspections or if it's a new body of work. He also said the time of day is extremely important as frustration and lack of patience in congestion zones could increase TAF crash numbers. His drivers have noted that people following their large, slow loads only have about a 4-7 minute time frame before people start to make very poor decisions, like attempting to pass unsafely. Education of the public in addition to commercial groups is important.

David McKane said that he's unaware of additional officers. OSP is doing more inspections today than they did a year ago, but they aren't part of the group of reimbursed law enforcement partners. We attracted law enforcement in the I-5 and I-205 corridors and said we'd reimburse them for inspections that were instigated due to a stop for one of ten specific TAF causal factors.

Amy Joyce commented that an enforcement vehicle on the side of the road is a visual deterrent to everyone driving past. That visual presence is likely affecting TAF crash behaviors as well.

David noted that reimbursement comes from the truck safety budget, meaning we can only reimburse based on inspections. We can't use that budget for things like advertising campaigns.

When asked about having law enforcement riding along in a truck, David McKane said that there had been such an effort approximately five years ago. Officers and video equipment in the trucks showed how other drivers interact with trucks. That effort included a lot of public outreach and worked well as an educational opportunity.

Steve agreed that the OSP deterrent factor is huge. If we have officers out there that take some sort of corrective action, if it's known that there is a cop out in an area, it has an impact. He mentioned that his company would be open to working with law enforcement again if another ride along effort is planned.

Amy Ramsdell said that it would be a good time to talk about outreach and education after January 2019. We can come back to put together a communication plan.

### **SHV Load Restrictions . . . Bert Hartman**

Bert shared information with the group specifically related to Specialized Hauling Vehicle load restrictions for Region 2 bridges. Joel McCarroll shared similar information for bridges in District 10. **(See Attachment C)**

ODOT is looking for input on signage. Amy R. asked that industry let us know if you have any feedback. The Regions and counties are working together to make sure we have viable routes for SHV loads.

Joel said that there is a meeting scheduled for November 26<sup>th</sup> to work out detour routes in District 10. If you have concerns or want to join the meeting, please reach out to [Joel.R.MCCARROLL@odot.state.or.us](mailto:Joel.R.MCCARROLL@odot.state.or.us).

## **ELD / Hours of Service Update . . . David McKane**

David shared an informational update with the group on where we are in Oregon with the ELDs and included a recap of inspection activities over the last two years. **(See Attachment D)**

Hard enforcement of the ELD rule began April 1, 2018, though Oregon intrastate carriers are not required to have an ELD. A comprehensive list of registered ELD devices can be found at the [FMCSA's website \(https://eld.fmcsa.dot.gov/List\)](https://eld.fmcsa.dot.gov/List).

There are multiple devices and applications available to log information including ELDs, AOBRD (Onboard Recording Device), and Stand Alone phone applications. It can be difficult to determine exactly what an inspector is looking at.

There are also some ways that drivers have been able to manipulate ELD data. Glostone Trucking Solutions has provided information in this [article \(https://www.glostone.com/2017/06/28/eld-creative-writing-8-ways-data-may-manipulated/\)](https://www.glostone.com/2017/06/28/eld-creative-writing-8-ways-data-may-manipulated/).

Overall, violation rates for out of service issues are a little smaller this year than last, which indicates the industry is doing a little bit better.

We don't know if it's an ELD impact or not, but the raw numbers for Hours of Service violations were significantly higher in 2017 than they are thus far in 2018, and compliance with HOS rules has improved since implementation of the ELD rule.

MCTD still conducts HOS operations. We do a lot of driver-only, level 3 inspections. We check the CDL and Oregon DMV register if it's an Oregon driver, as well as CDLIS and the National Driver Registry.

Oregon's Driver OOS numbers are significantly higher than the national average of 3-4%.

There's a software system called ERODs which allows a device to electronically transfer data to us. The device uploads data to FMCSA via their portal and we log in to the portal which unencrypts the data. One of the FMCSA requirements is that a device must have the ability to transmit data to the federal portal.

## **E-Credentialing . . . Audrey Lawson**

**(See Attachment E)**

The Motor Carrier Transportation Division has implemented Electronic Credentials. Beginning January 1, 2019, motor carriers operating in Oregon may carry an electronic version of certain credentials in their vehicles. E-credential implementation is the result of an IRP / IFTA Ballot. These credentials must be saved in a legible PDF format on an electronic device within the truck and must be accessible without WiFi or cellular service.

To maintain the integrity of E-credentials and ensure compliance, carriers must obtain an electronic credential from Oregon Motor Carrier and save it as a PDF file on your device to expedite the review process. They are subject to citation if they cannot present the requested credentials at the time of inspection. Motor carriers are still required to display registration plates, stickers, and IFTA decals on each vehicle.

To prevent falsification of documents, additional security features have been added, including: watermarks, the Oregon seal, and the USDOT #.

MCTD is soliciting feedback from carriers as we go forward to be sure that we are moving in the right direction. One of the issues we're grappling with is how to identify one credential from another. We have reached out to DMV and law enforcement.

Jana offered space in the OTA newsletter if MCTD would like to provide an article on the subject.

## **Administrator's Report . . . Amy Ramsdell**

## **HB2017 positions:**

- The Mobility Unit is almost fully staffed. We are in the final stages of filling the last two open positions within that crew.
- We will have a new OD Permit Unit Manager next week. It took longer than anticipated to fill because we had to post the announcement multiple times.
- We have two recruitments currently posted, one for a position which will primarily focus on communication and training and a second that will be a technical coordination position.
- Both Audit positions have been filled.

**Renewal update:** The renewal process is going well. On the tax side, we are ahead of where we were at the same time last year. Paperless renewal for out of state carriers frees up our staff for more complex transactions. 93% of out of state carriers are using Trucking Online to renew. We are ahead on all fronts for Oregon carriers.

**Introduction:** Carla Phelps is MCTD's new Field Motor Carrier Enforcement Manager. She will be responsible for the program while Ed Scrivner is on another assignment. Carla will be travelling to our field locations regularly and working on outreach internally and externally. We would like to focus on changes based on feedback. If there are issues out in the field please reach out to local enforcement manager or Carla.

**Other:** The Maintenance Leadership Team meets at the same time as MCTAC. Maintenance needs input from the industry about any challenges and superload harmonization. There was also recently an issue with a crash involving a pilot vehicle which raised questions about insurance requirements for them and who's liable. Neither Maintenance nor Construction want to make things more restrictive or complicated than they need to be.

**OD Permits:** We are currently recruiting for multiple vacancies in the unit and will potentially be looking at double filling positions on a limited duration basis as well. The process is expected to move forward more rapidly with the new Unit Manager in place.

Steve Bates asked if we are any further forward on obtaining blanket authorizations from the counties for self-issue permits. Charlie answered that we are going to ask for those we already have in place for non-self-issue. If they agree, great, if not, whatever they do allow will be better than what we currently have for SIPP.

Amy has presented information on SIPP to the Agency Leadership Council and is trying to get them on board citing the benefits of the program. We will next be reaching out to the county commissioners. She will be meeting with Douglas County November 21<sup>st</sup>.

## **Agenda Build:**

**The group agreed to cancel December's meeting and next meet on January 10, 2019.**

- Annual re-adoption of the federal OOS criteria (OAR Revision).
- Legislative update? (probably in Feb/March).
- Triple test results – OTA suggested measuring trailer length w/o the tractor.
- Steve asked about interstate bridge restrictions in May 2019.

Amy said that every district has had their winter operations meetings and reached out to MCTD to participate. Everyone is ready to go and up to speed.

Jana commented that triples reduce carbon emissions so it is counterintuitive to not allow them.

Meeting adjourned 11:10 am

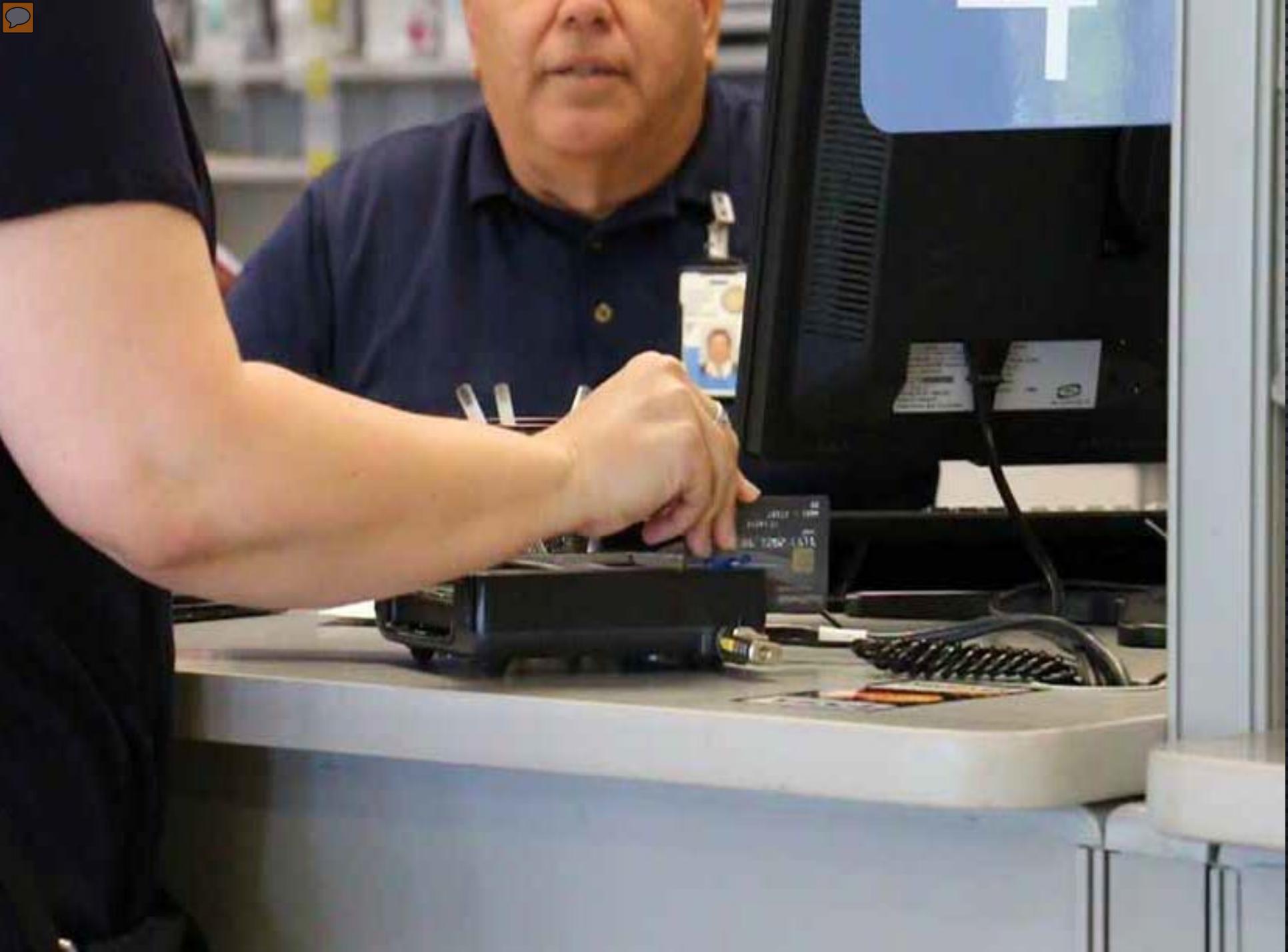


# PROGRESS REPORT

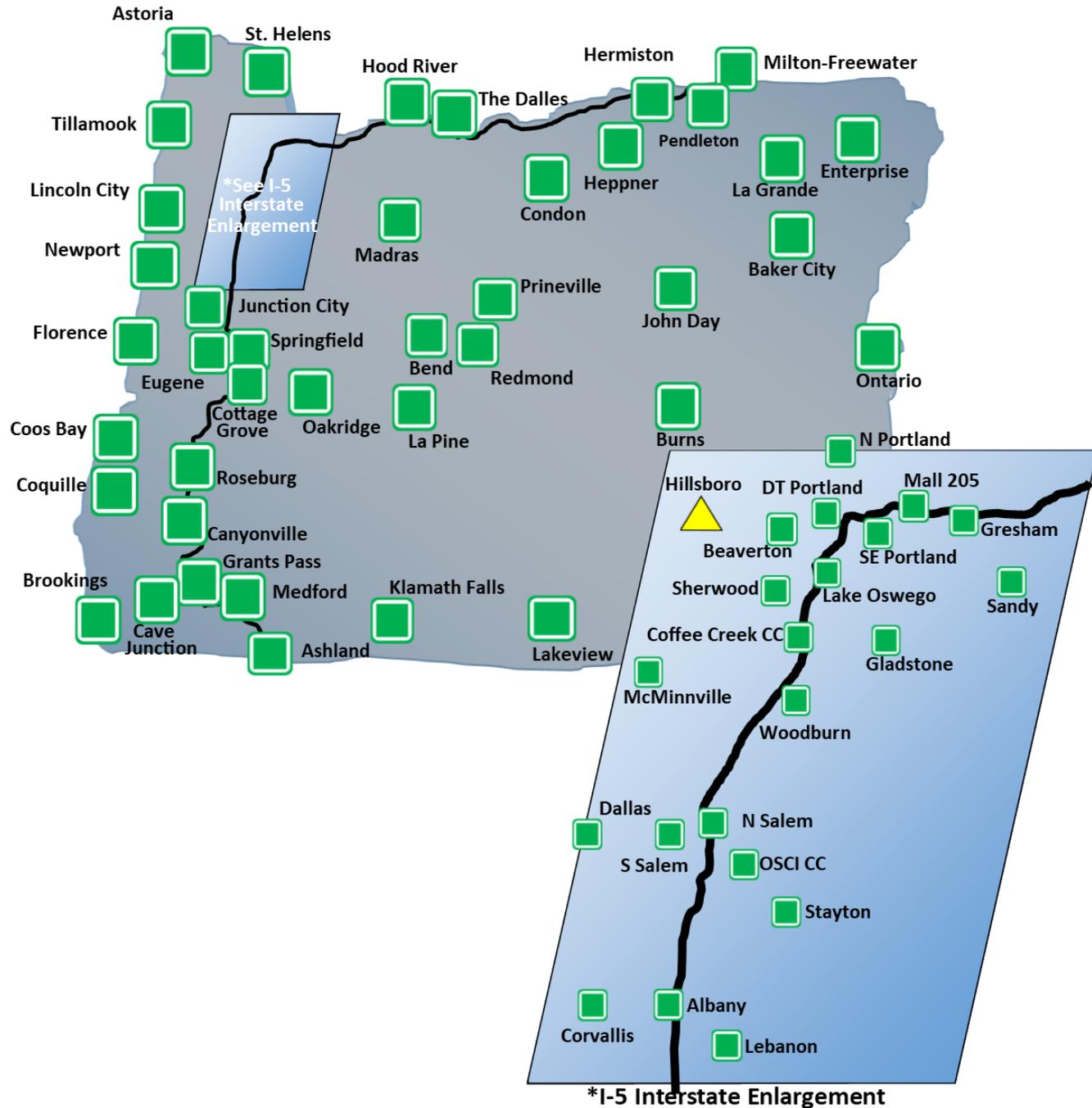
DMV SERVICE TRANSFORMATION PROGRAM













[Get Started: Service Transformation Program ▶](#)

## Help us set priorities and give input on ideas for the future of DMV.

The way services are delivered in both the public and private sectors is rapidly changing. Today's customers expect less standing in line, and more flexibility in how they can do business. Held back by outdated technology, Oregon DMV hasn't been able to keep up with the modern ways Oregonians want to do business. That is about to change.



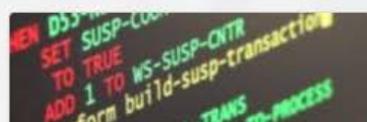
### Your input will shape the DMV of the future

Modern technology will make DMV better equipped to serve our customers, but it is only part of the solution. We want to know what other changes are important to Oregonians. This online open house is your opportunity to share ideas for what you would most like to see at the DMV of the future.



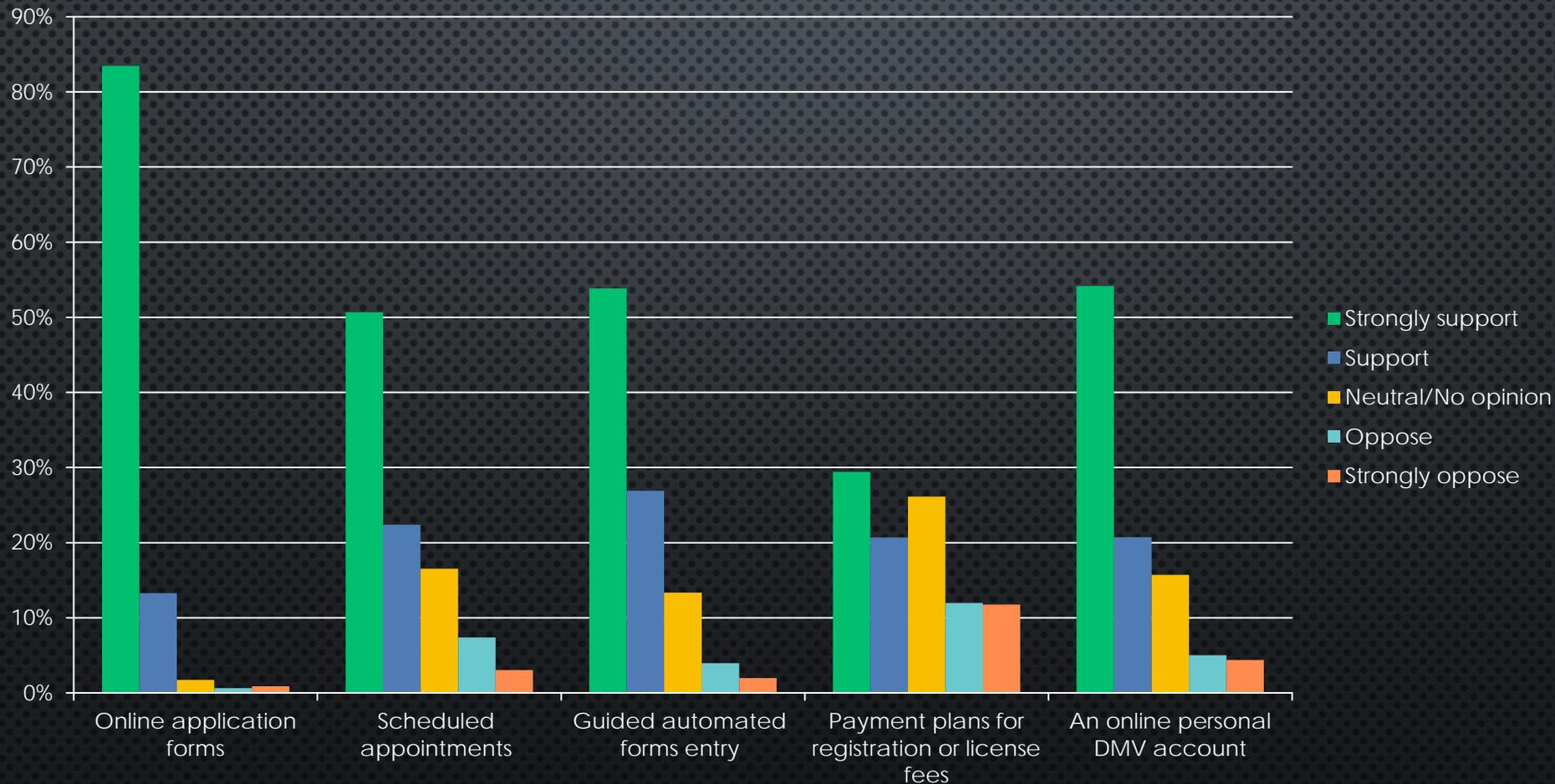
*To learn more, select a station below or click the buttons at the top of the page.*

### Stations

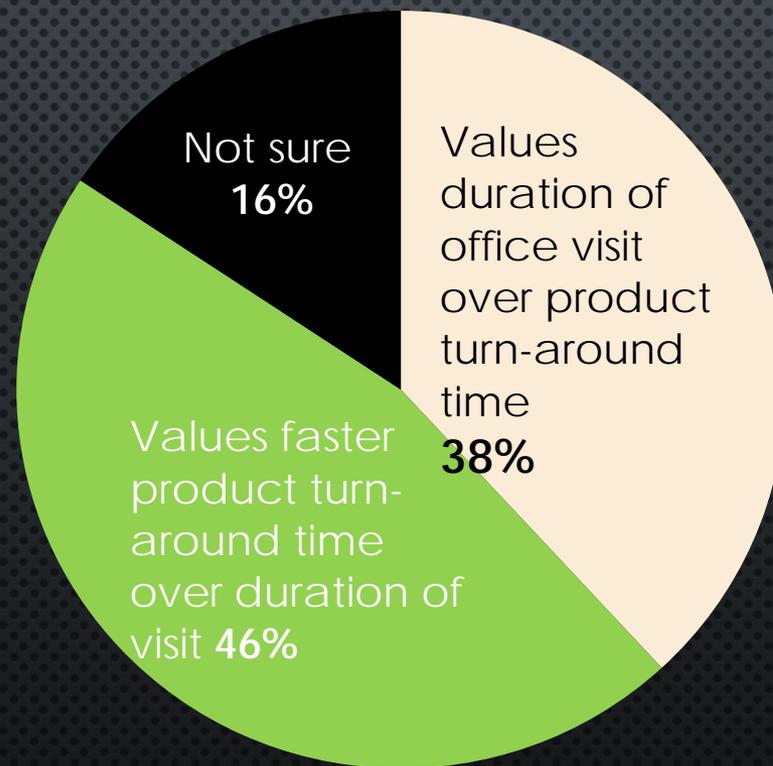




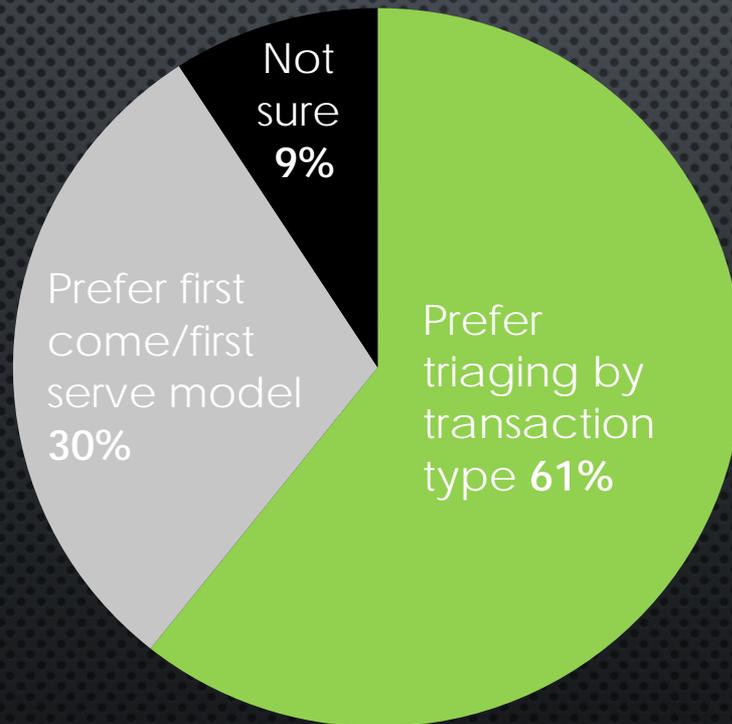
# HOW MUCH WOULD YOU SUPPORT THE FOLLOWING CHANGES, SERVICES, OR FEATURES IF THEY WERE OFFERED BY DMV?



# WHICH DO YOU VALUE MORE – SERVICE OR TIME?

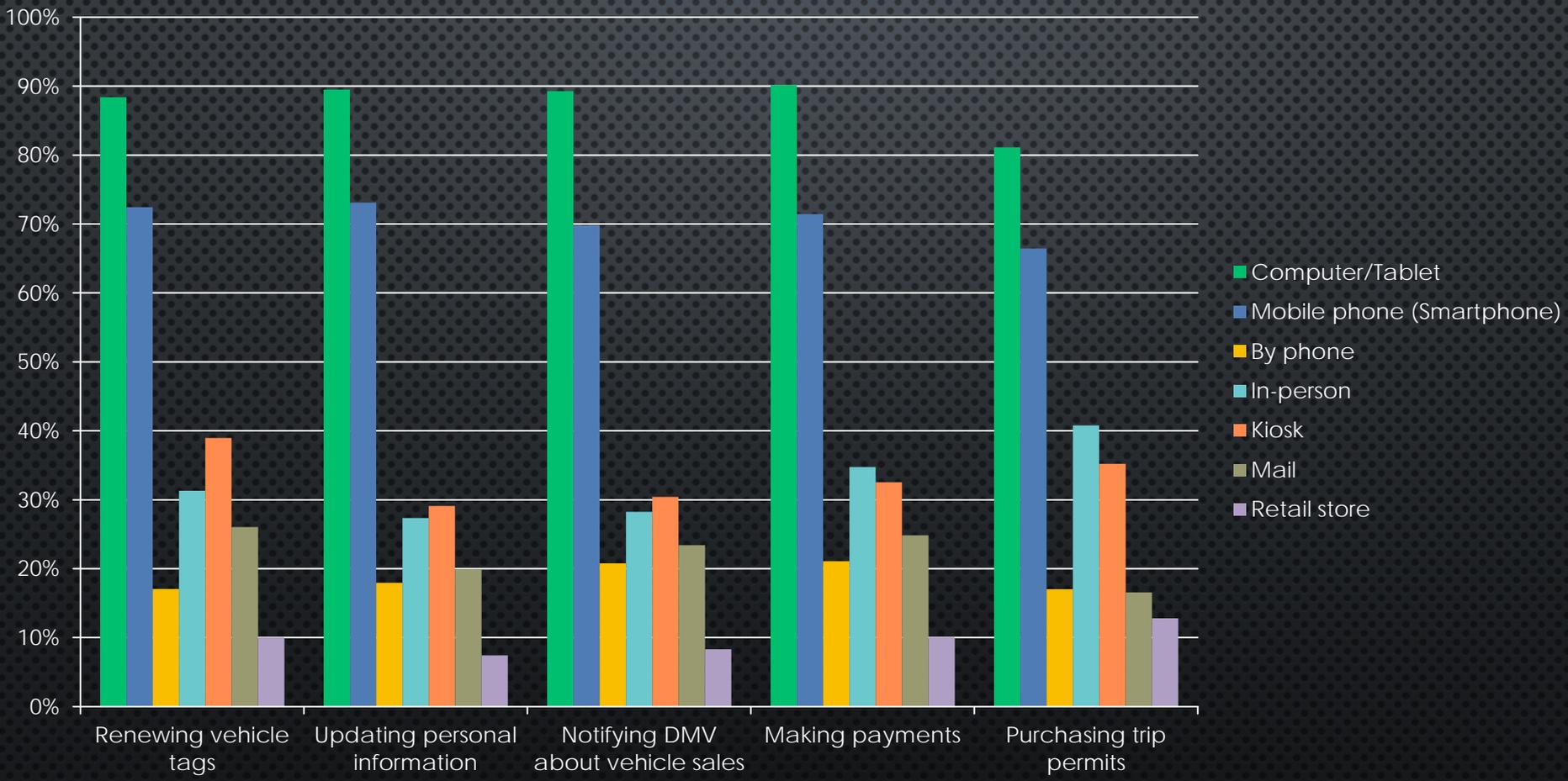


# HOW DO YOU THINK CUSTOMERS SHOULD BE SERVED AT DMV OFFICES?





# HOW DO YOU WANT TO CONDUCT BUSINESS WITH DMV?





 **Lisa Simonte Mathis** No! This is such a bad idea. There is enough cyber criminal crap going on that this info does not need to be a part of it. I'm sticking with my plastic license and refuse to buy a cell phone.

 **Colette Kordon** No to the digital license. Already had to deal with ID theft and don't want anything like this to make it easier for crooks. Thanks

 **Jared Morgan** The digital license is good on the outside. But from a cyber security perspective, absolutely NOT. Either you need to have the phone unlocked when given to an officer. Which is a hell no. Or your ID be available when unlocked. Which presents and ID theft risk. I like the other ideas

[openhouse.oregondot.org](https://openhouse.oregondot.org)

Help set priorities and give input on ideas for the fu

[OPENHOUSE.OREGONDOT.ORG](https://openhouse.oregondot.org)



Like



Comment



**DMV is Ready for a New Ride**

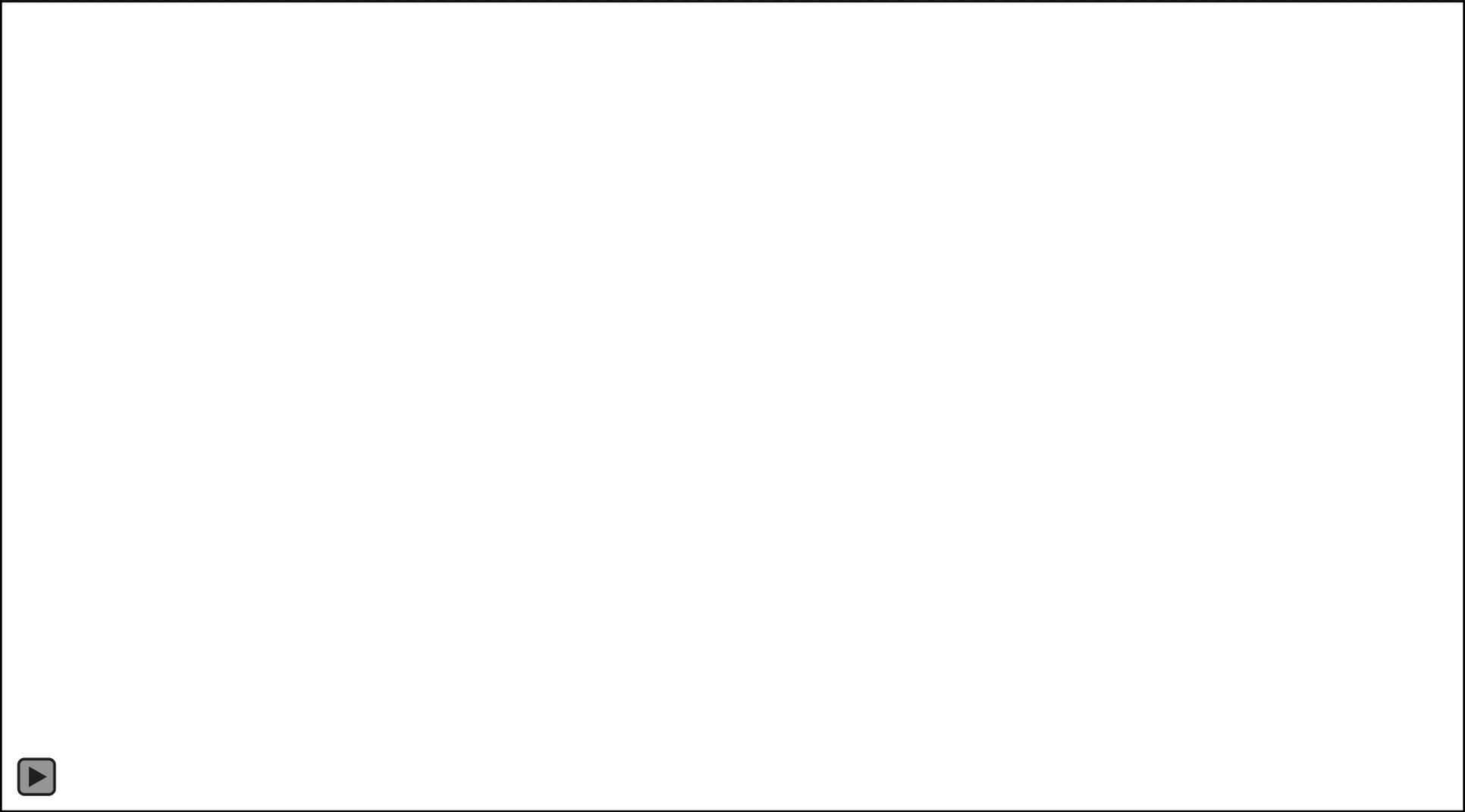




# DMV2U

DMV ONLINE SERVICES







QUESTIONS?  
SUGGESTIONS?

[SERVICE\\_TRANSFORMATION\\_PROGRAM@ODOT.STATE.OR.US](mailto:SERVICE_TRANSFORMATION_PROGRAM@ODOT.STATE.OR.US)

BEN KAHN, TRANSFORMATION MANAGER  
ODOT/DMV [BENJAMIN.S.KAHN@ODOT.STATE.OR.US](mailto:BENJAMIN.S.KAHN@ODOT.STATE.OR.US)



# Truck At-Fault Crashes and Inspection Frequency: Empirical Trends

## *Oregon Motor Carrier Safety Action Plan*

Sal Hernandez, Ph.D.  
Assistant Professor  
Oregon State University

Jason C. Anderson, Ph.D.  
Post-Doc Research Associate  
Portland State University

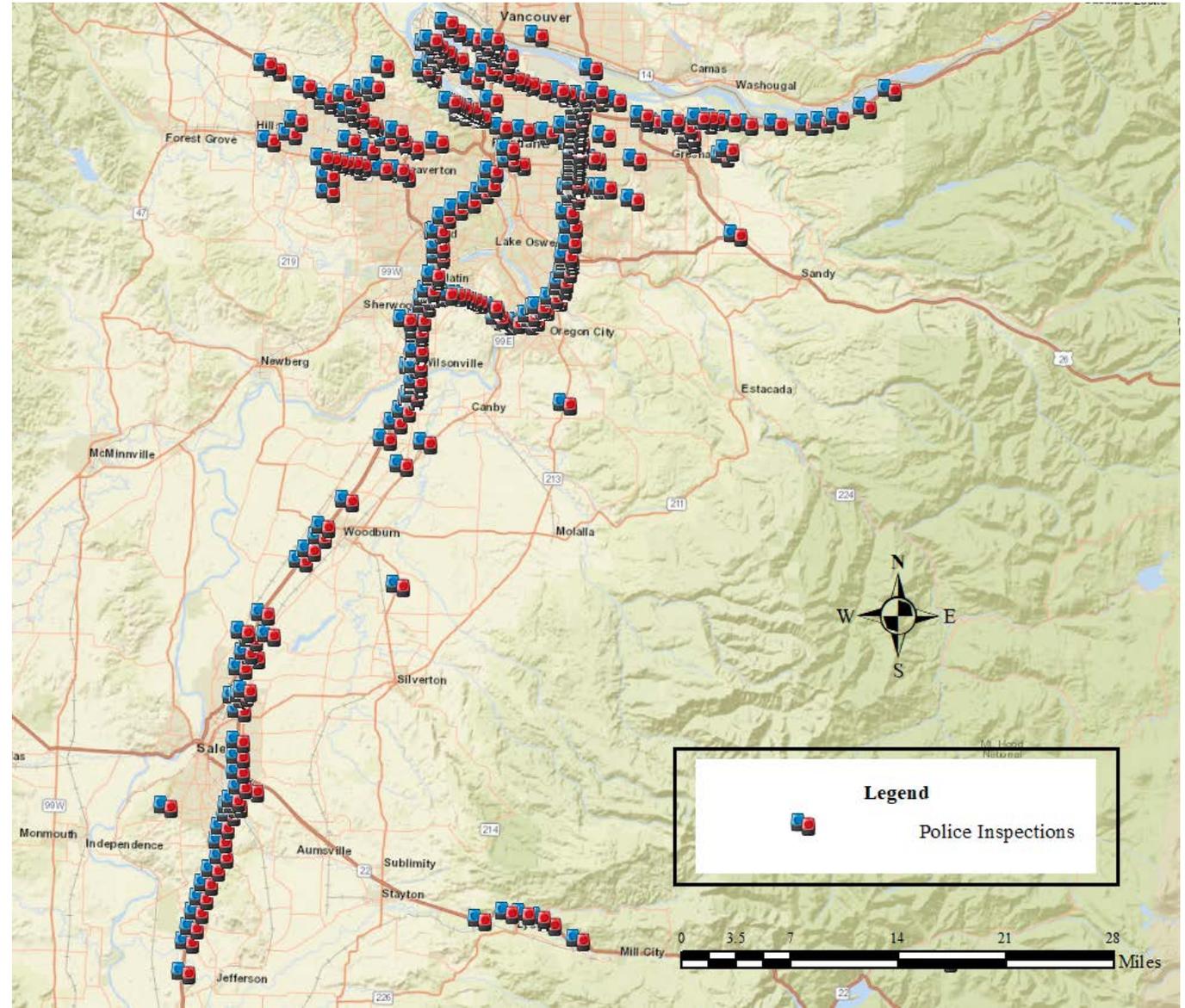


# Inspections in Oregon



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College of Engineering

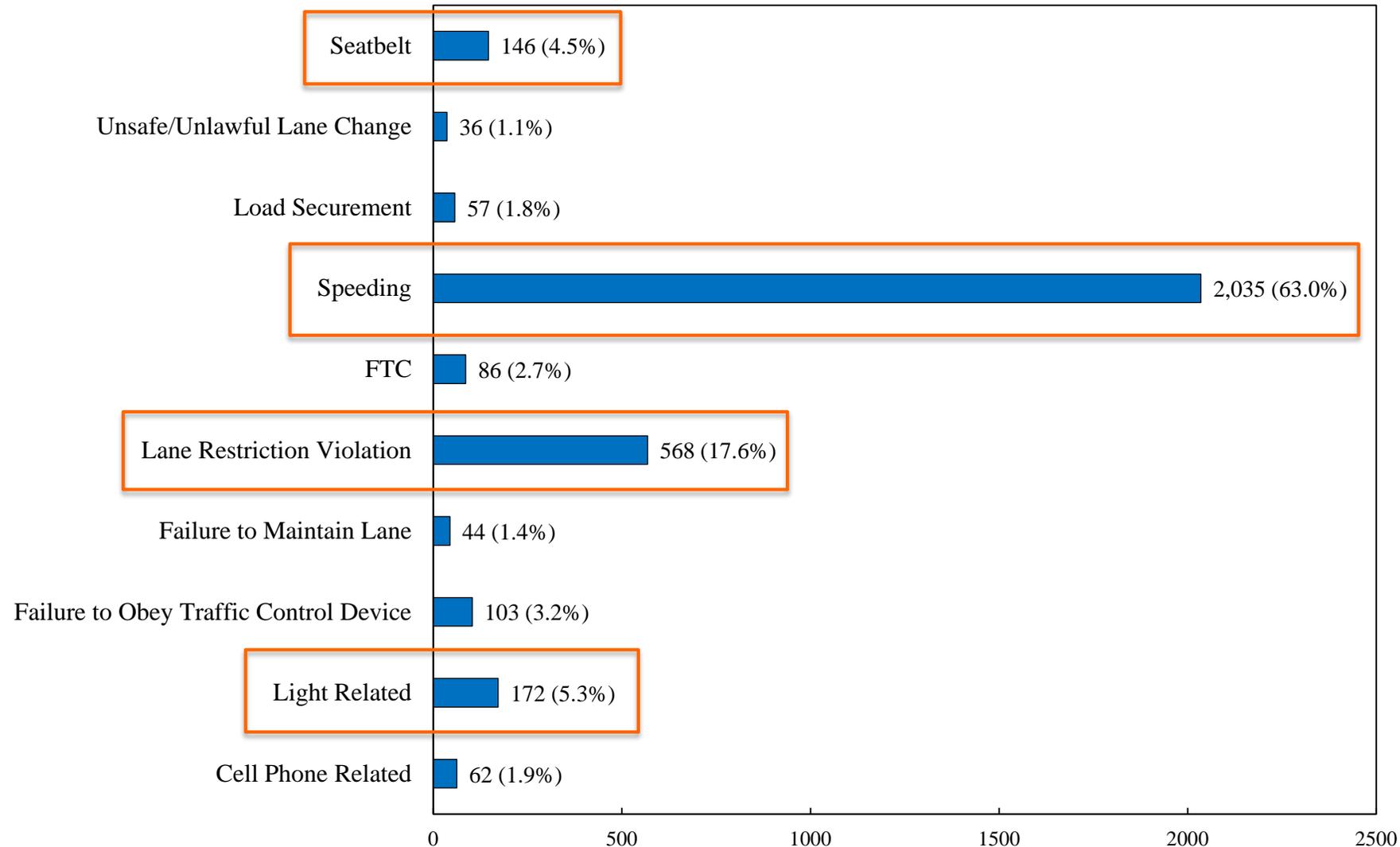
- 3,231 Inspections
- September, 2016 to June, 2018



# Traffic Violations → Inspection



Frequency of Most Occuring Traffic Violations

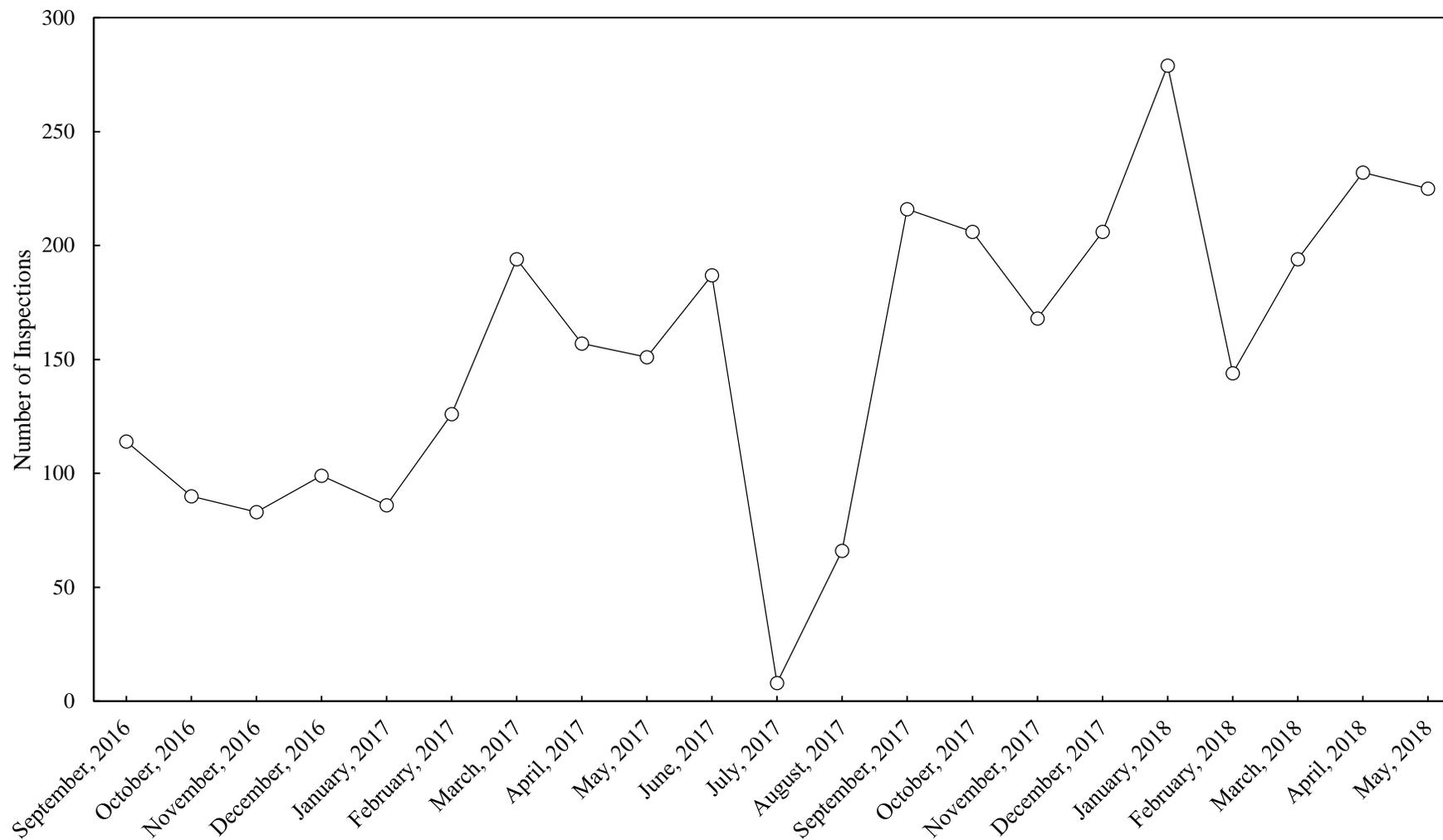


# Inspection Frequency



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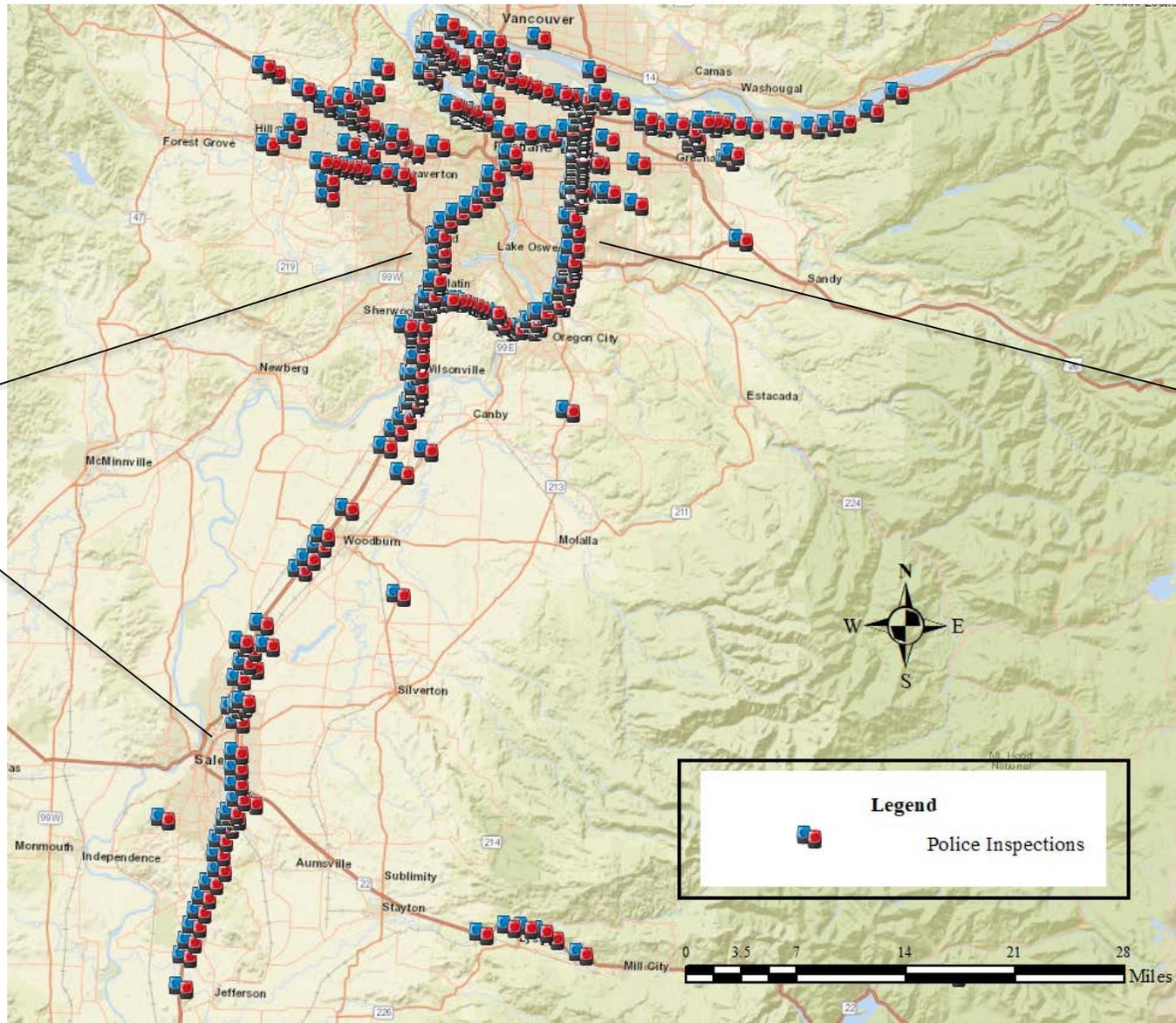
Number of Inspections by Month on All Highway Segments

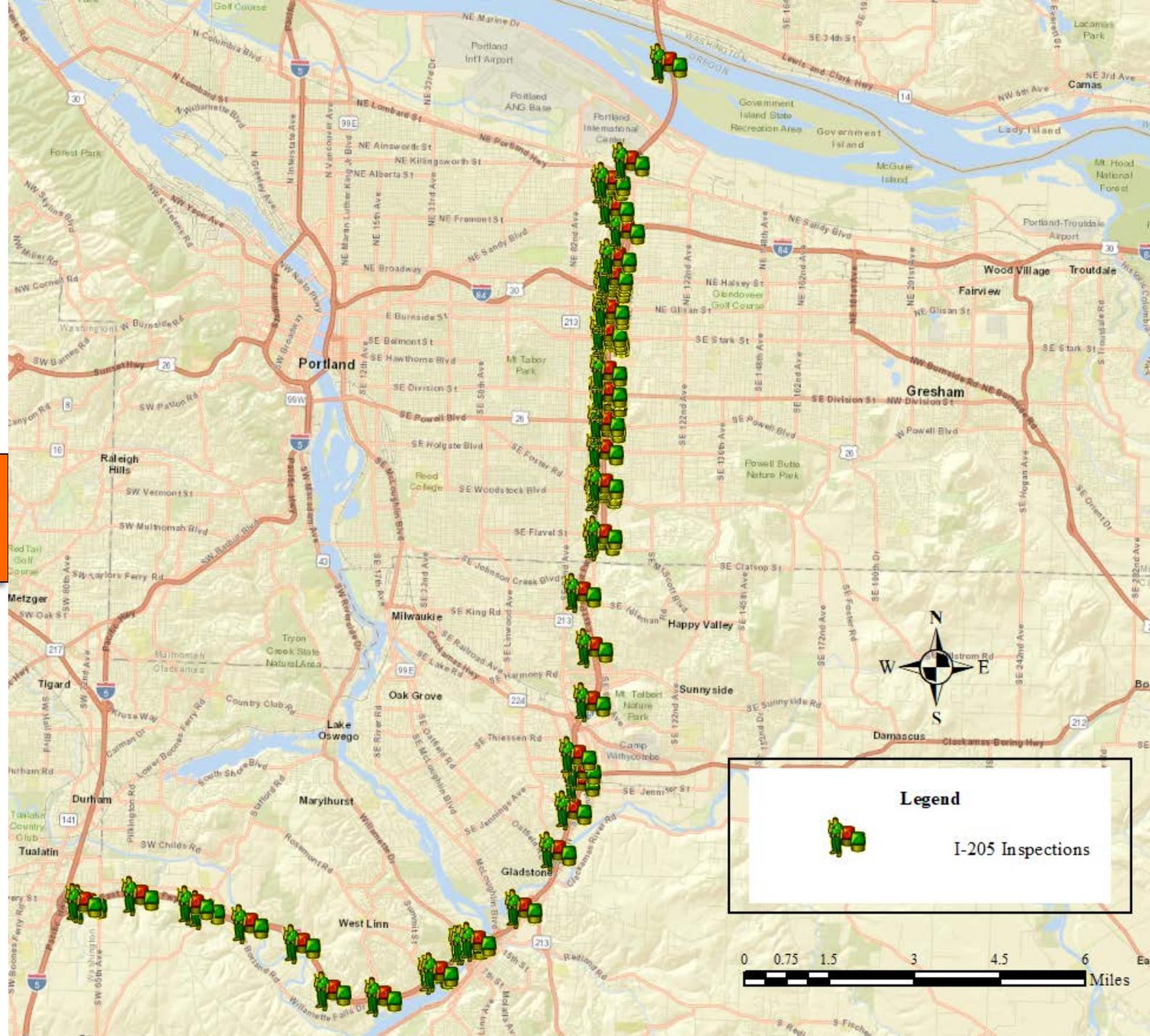


# Inspections in Oregon



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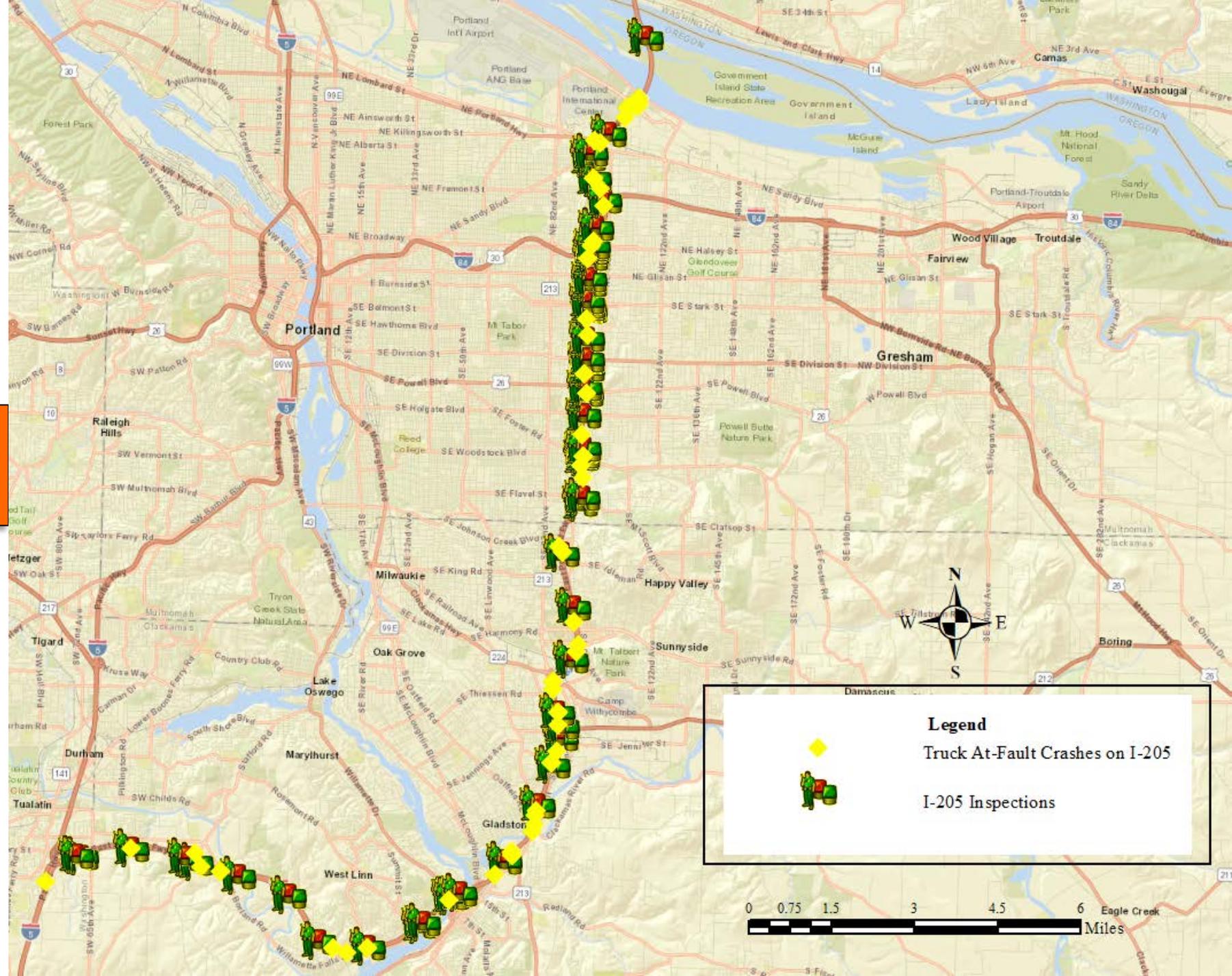


# I-205 Segment

2,031 Inspections

# I-205 Segment

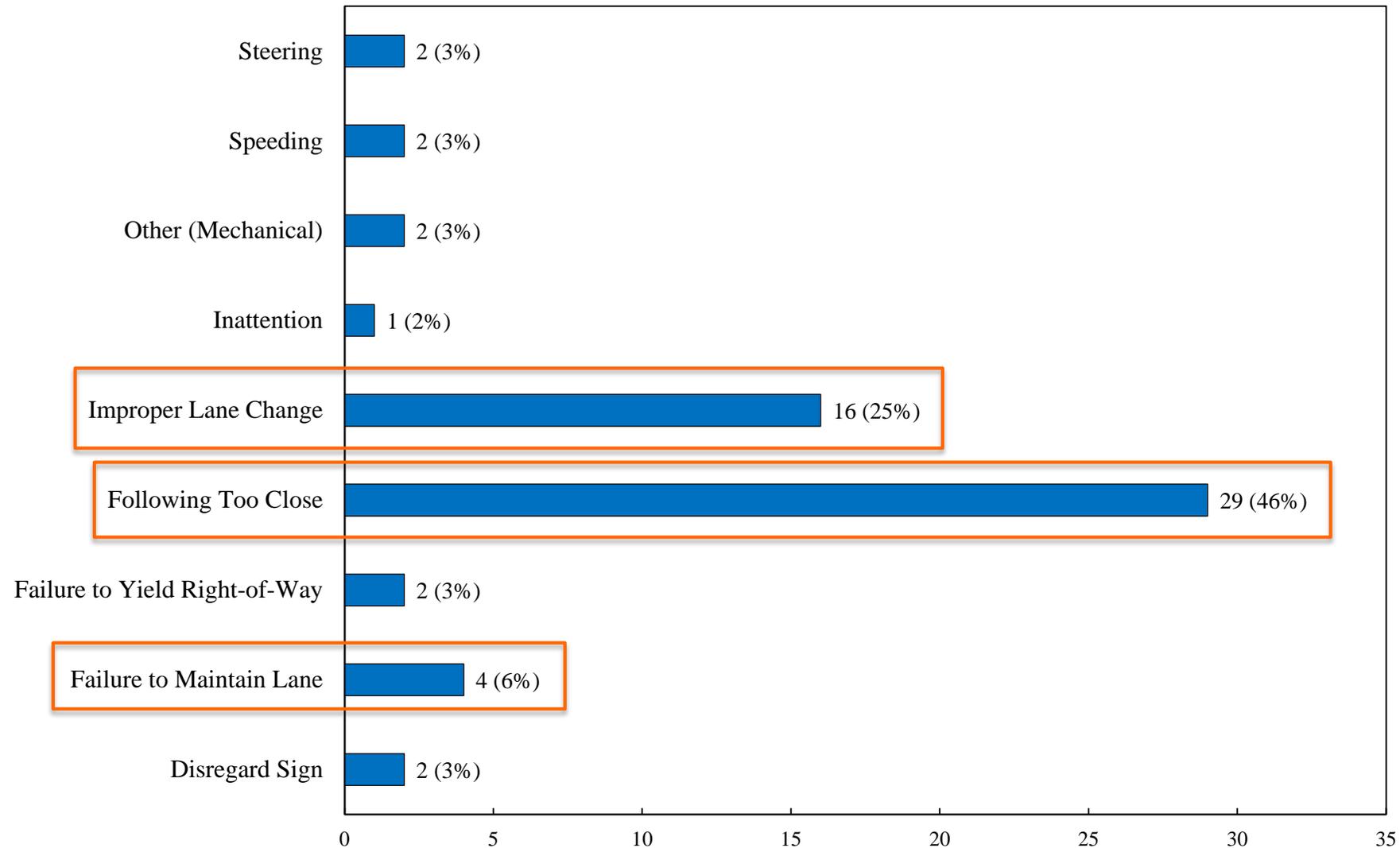
63 Crashes From 2015  
Through March, 2018



# I-205 Crash Types

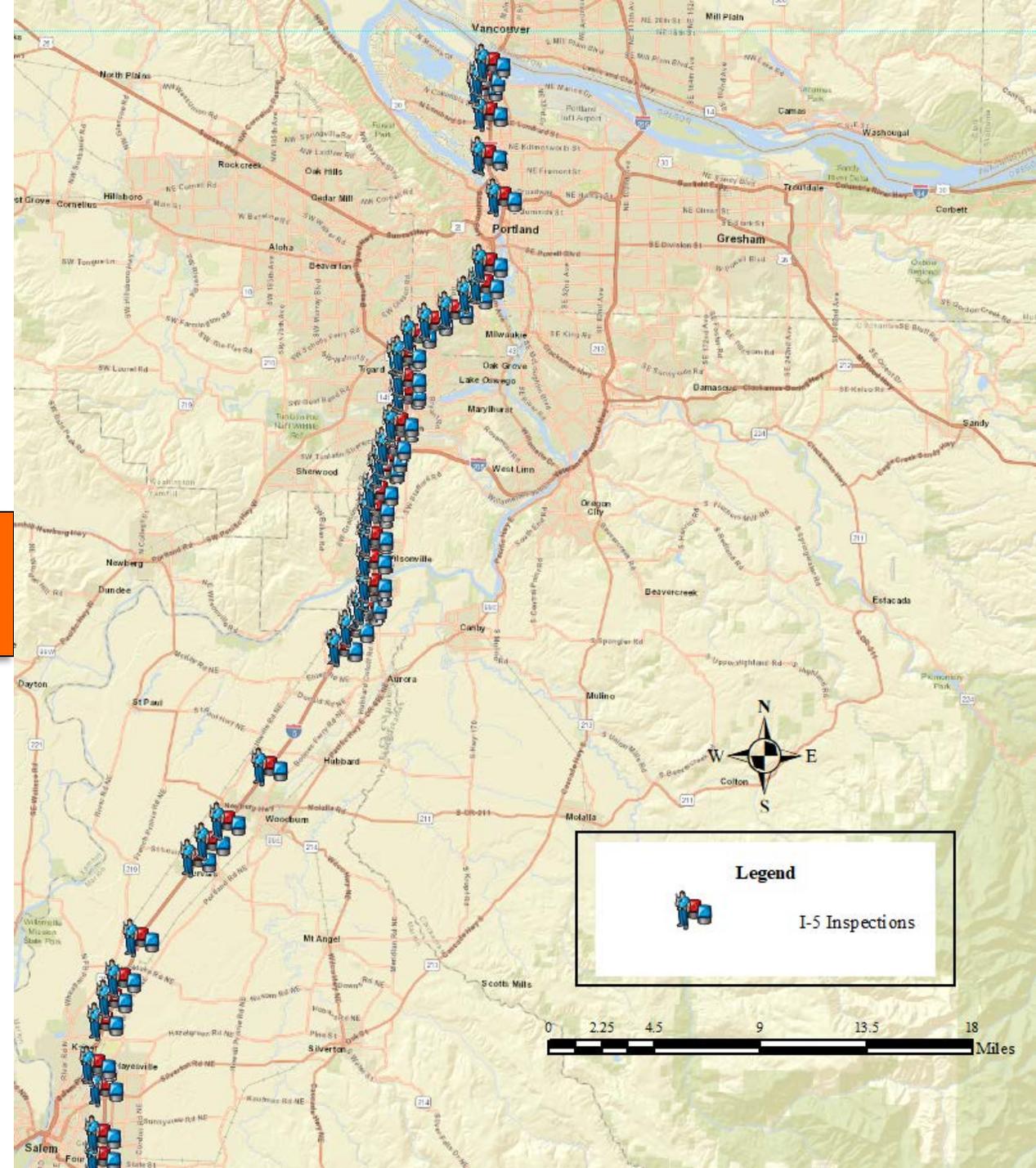


Most Occuring Causes of Truck At-Fault Crashes on I-205 Segment



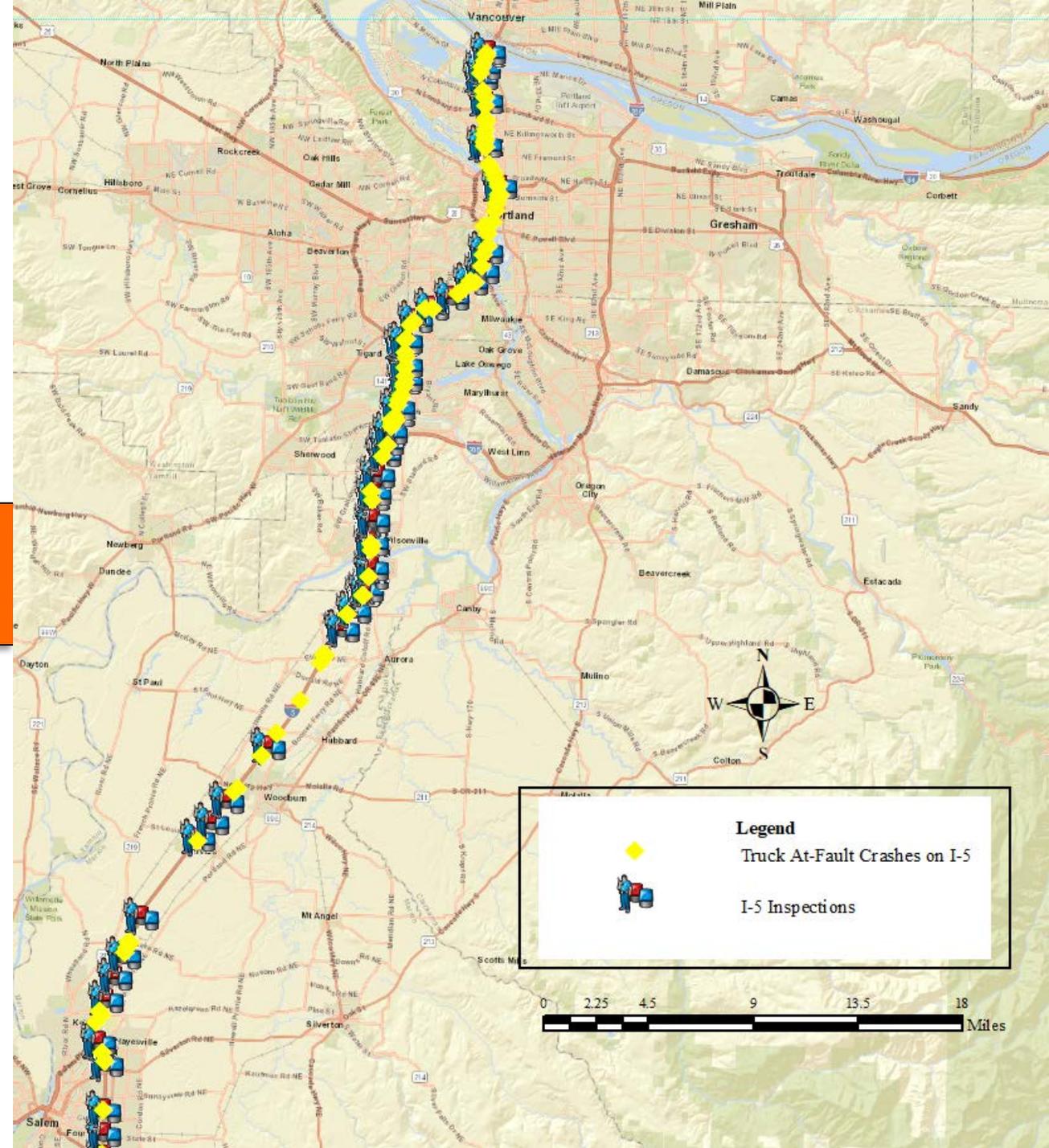
# I-5 Segment

349 Inspections



# I-5 Segment

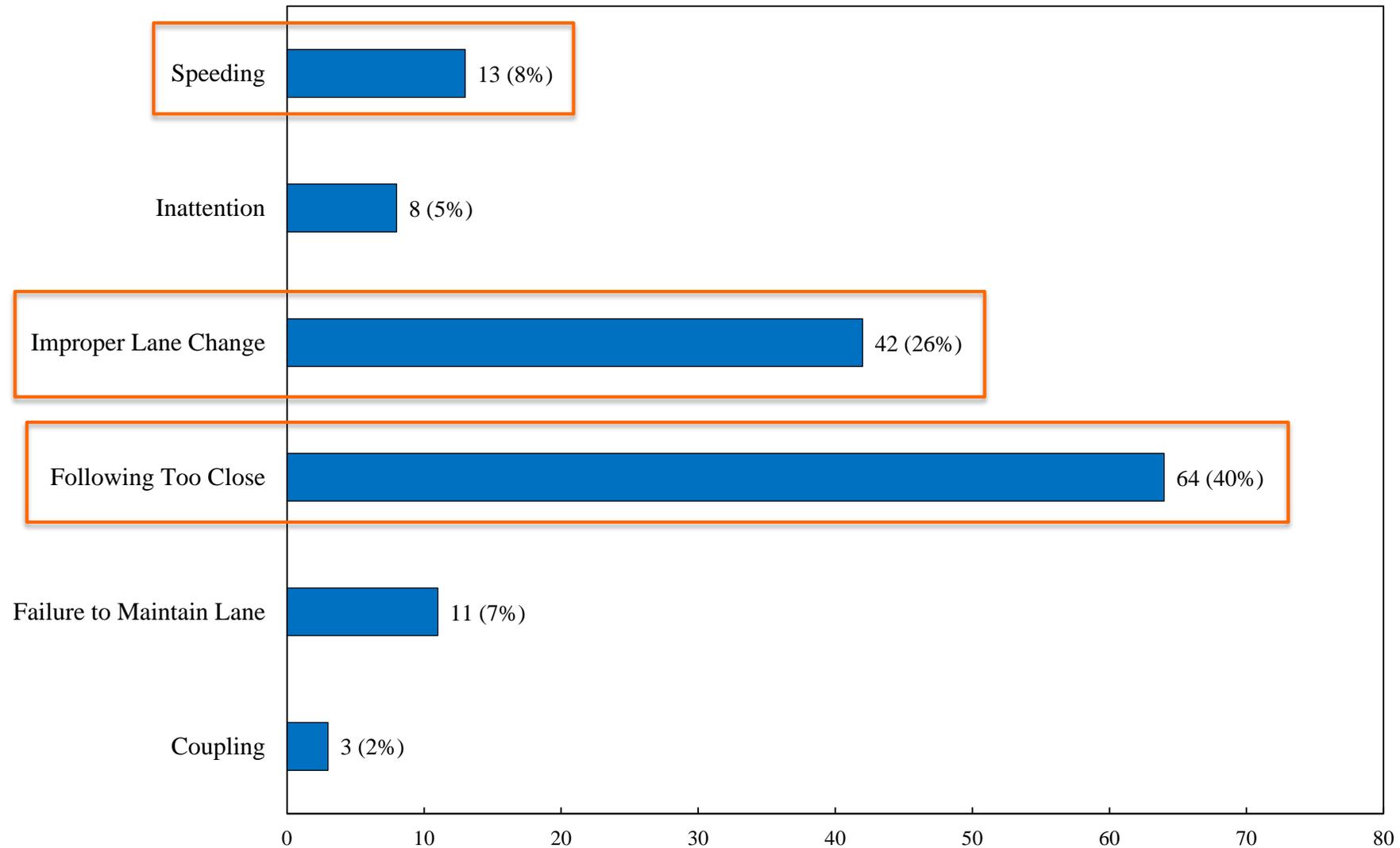
159 Crashes From 2015  
Through June, 2018



# I-5 Crash Types



Most Occuring Truck At-Fault Crashes on I-5 Segment

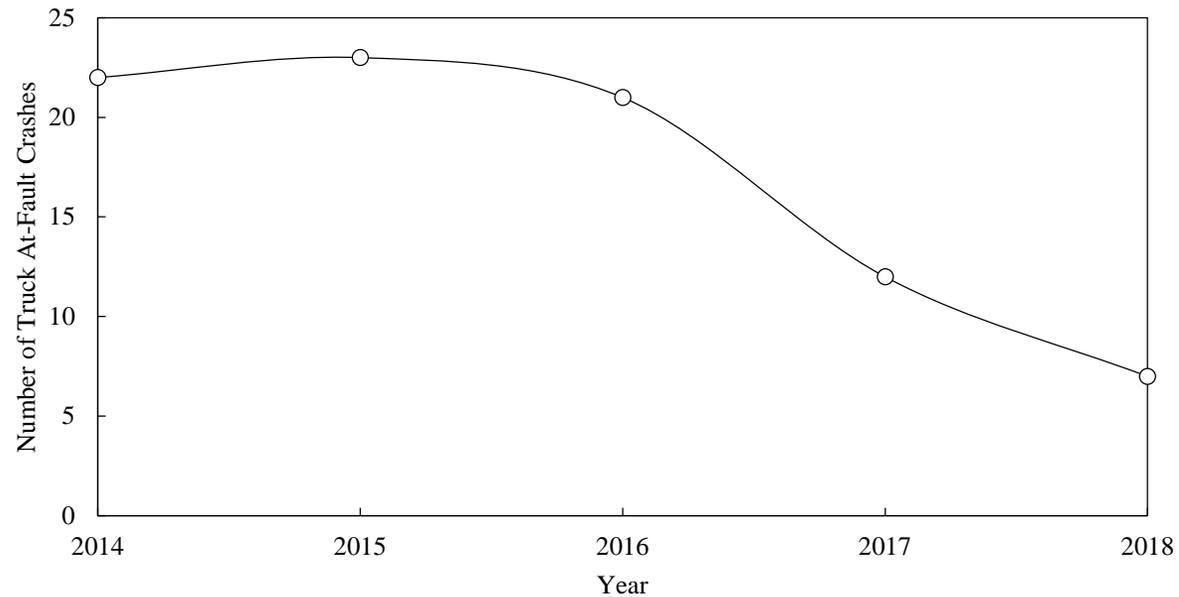


# Truck At-Fault Crashes

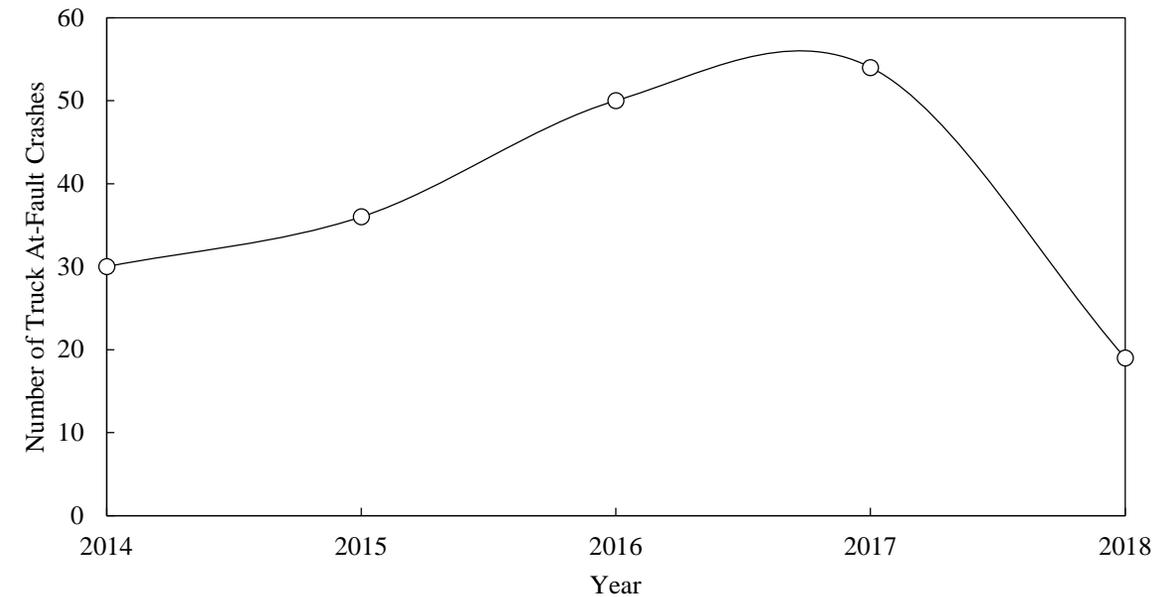


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Truck At-Fault Crashes on I-205



Truck At-Fault Crashes on I-5 Segment

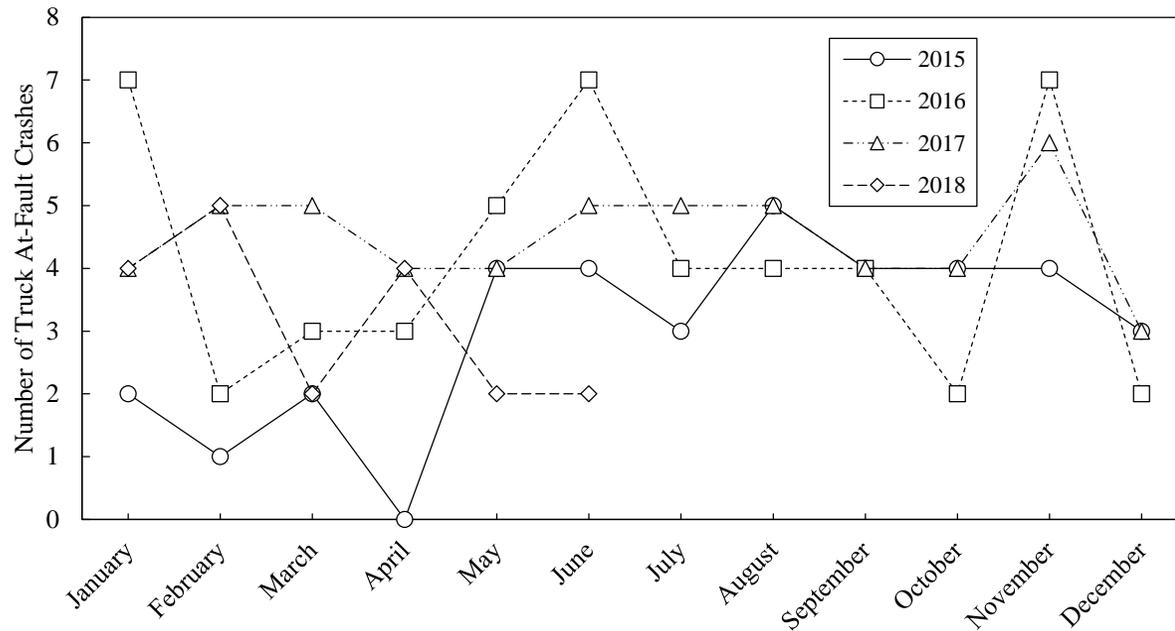




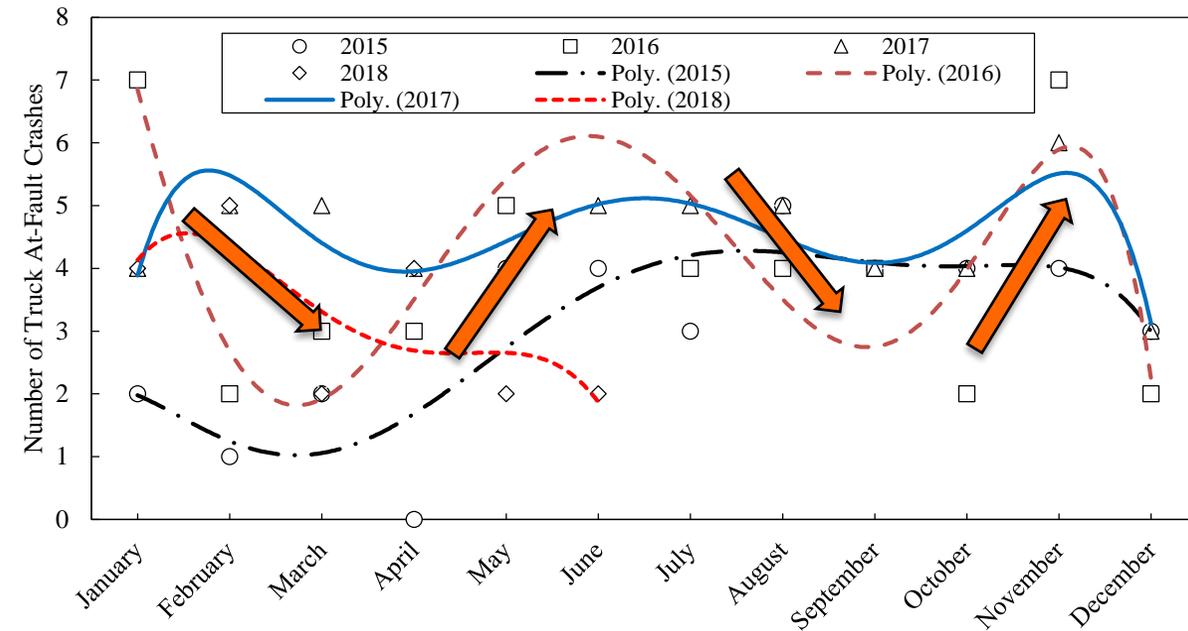
# Truck At-Fault Crashes (I-5)



Truck At Fault Crashes on I-5 Segment  
(2015 to 2018)



Truck At Fault Crashes on I-5 Segment  
(2015 to 2018)

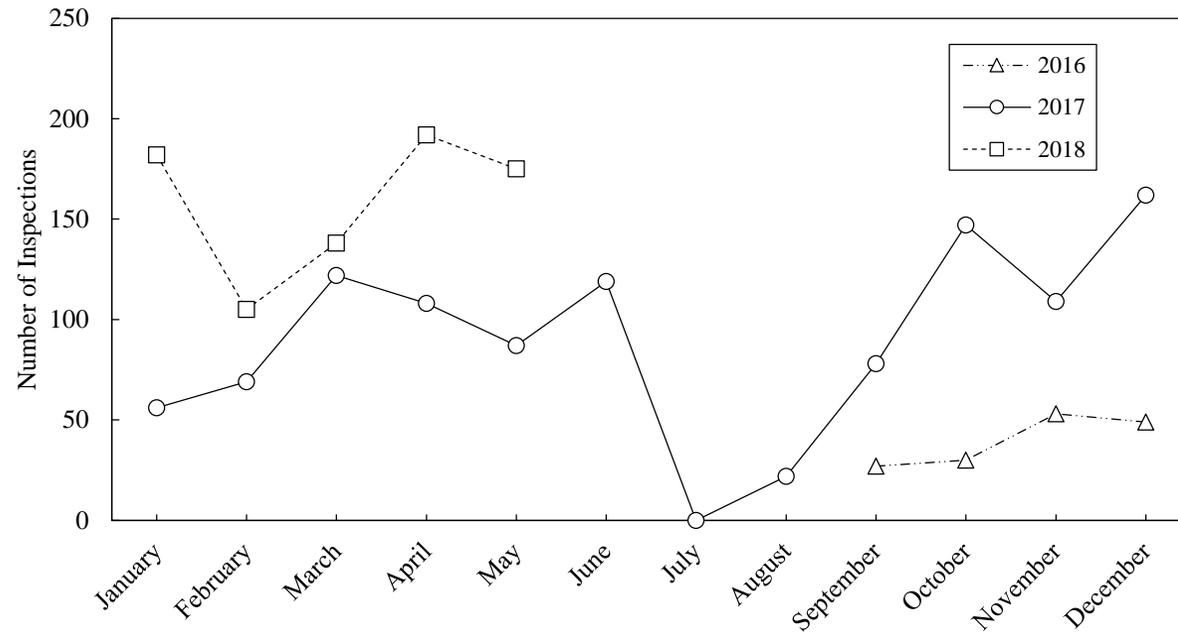


# Number of Inspections

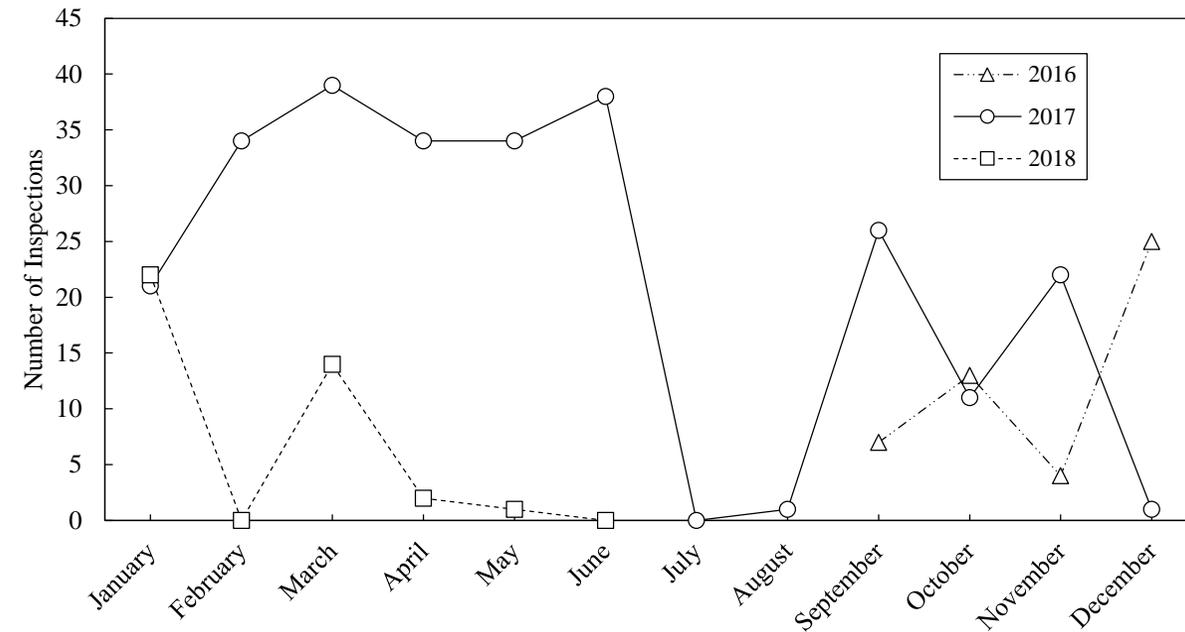


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Number of Inspections by Month  
(I-205 Segment)



Number of Inspections by Month  
(I-5 Segment)



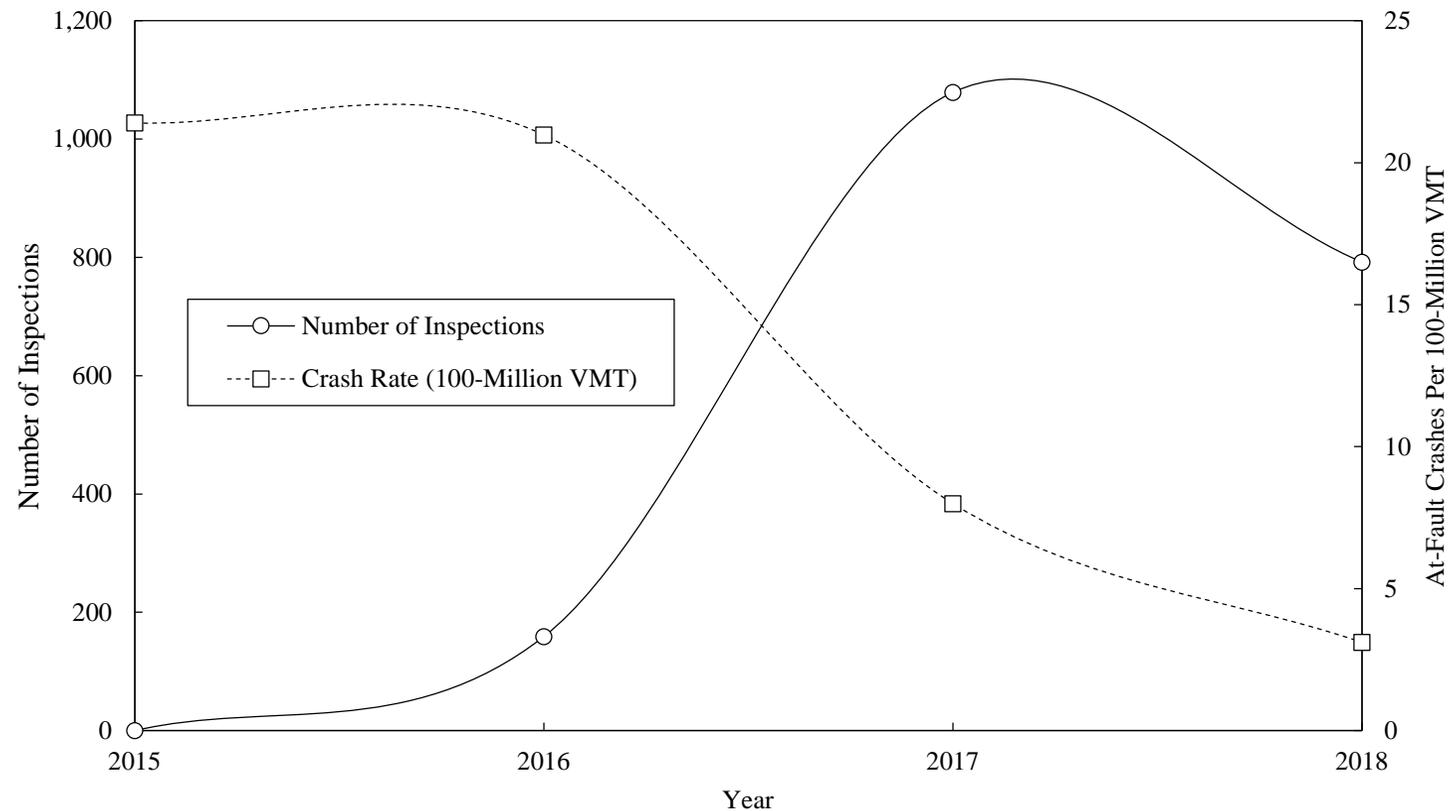
# Inspections and Crash Rate



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## I-205 Segment

Number of Inspections and Truck At-Fault Crashes Per 100-Million VMT  
(I-205 Segment)

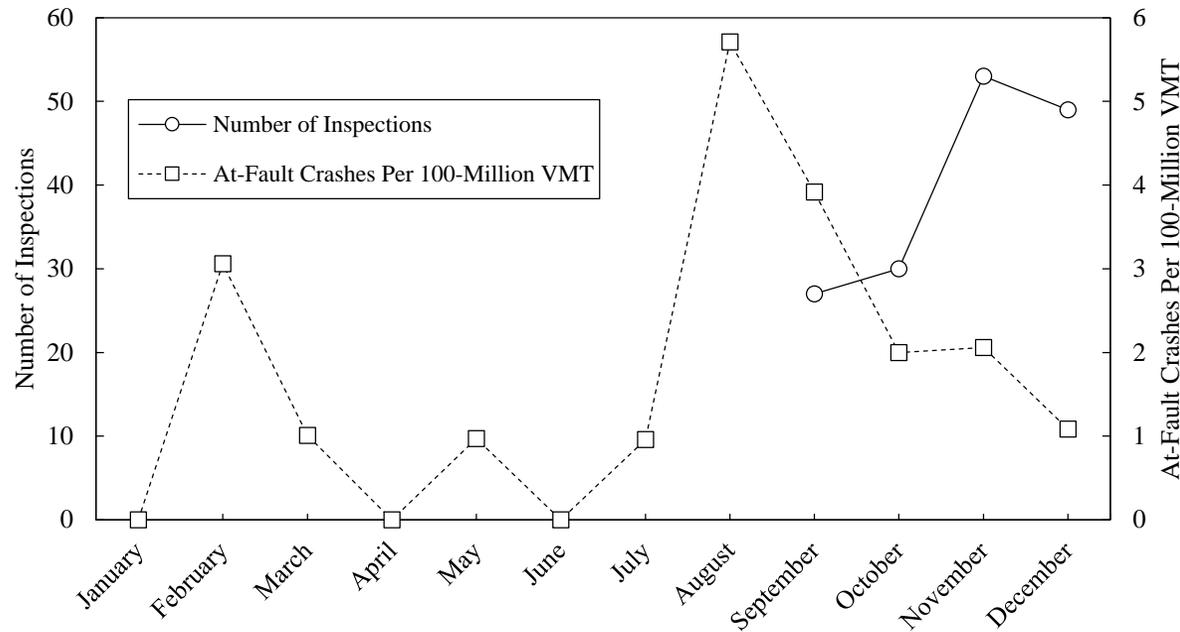


# Inspections and Crash Rate

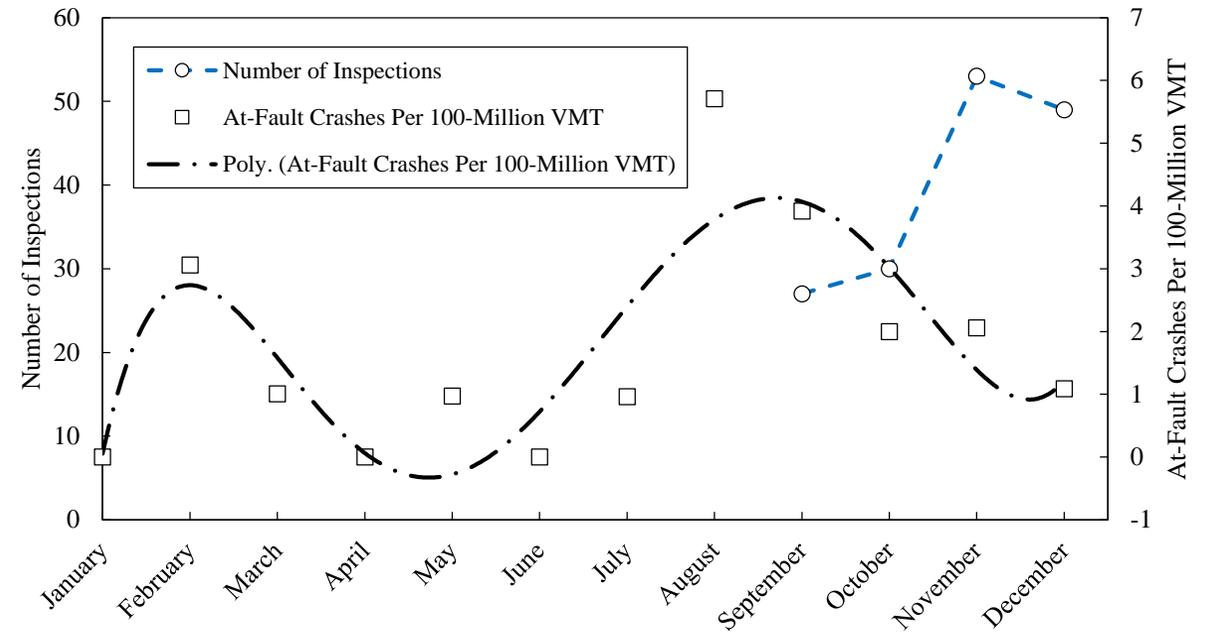


## I-205 Segment - 2016

Number of Inspections and Truck At-Fault Crashes Per 100-Million VMT  
(I-205 Segment in 2016)



Number of Inspections and Truck At-Fault Crashes Per 100-Million VMT  
(I-205 Segment in 2016)

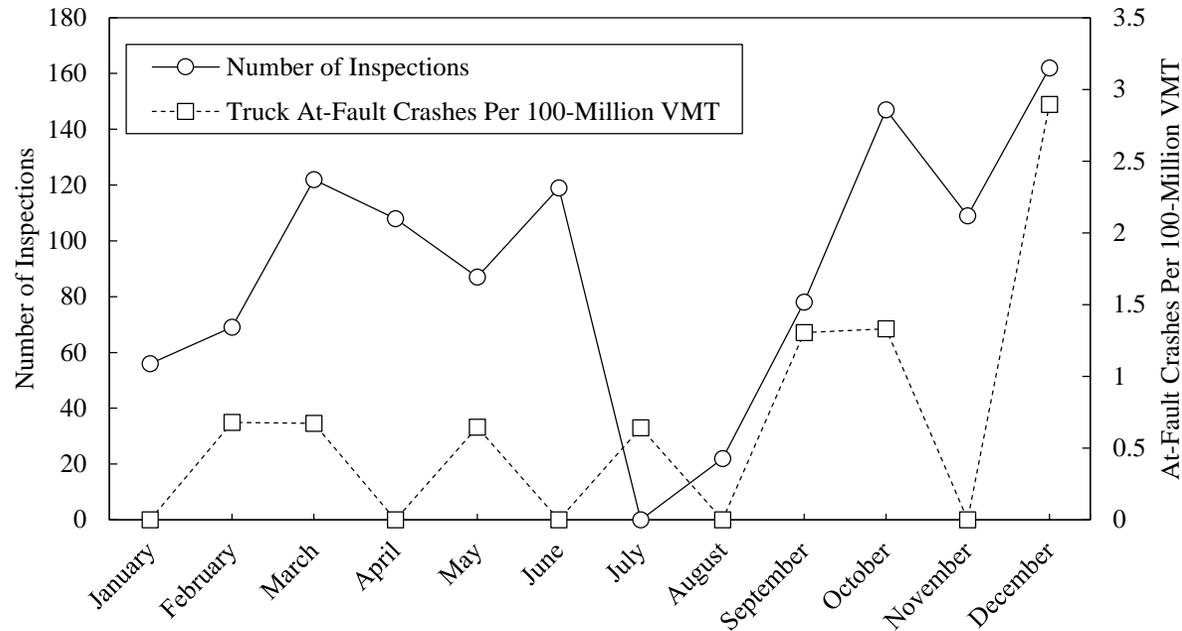


# Inspections and Crash Rate

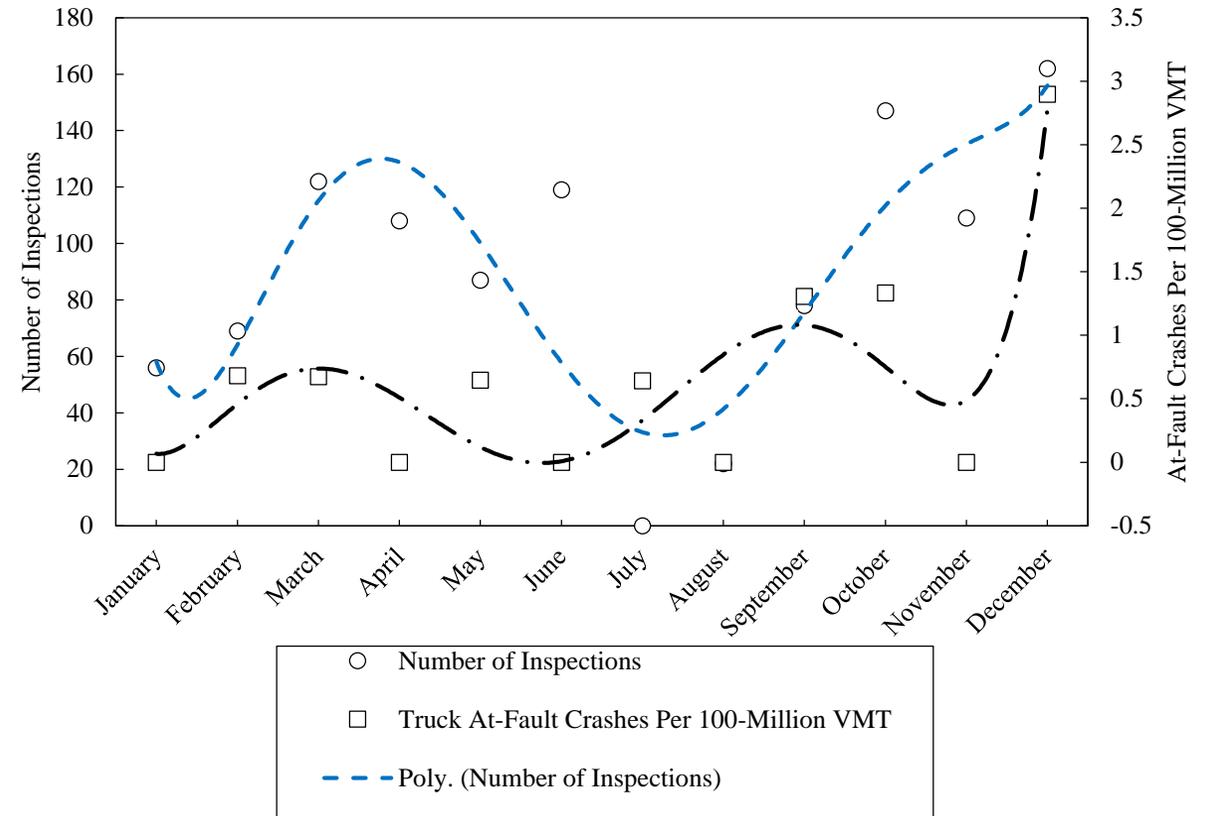


## I-205 Segment - 2017

Number of Inspections and Truck At-Fault Crashes Per 100-Million VMT  
(I-205 Segment in 2017)



Number of Inspections and Truck At-Fault Crashes Per 100-Million VMT  
(I-205 Segment in 2017)



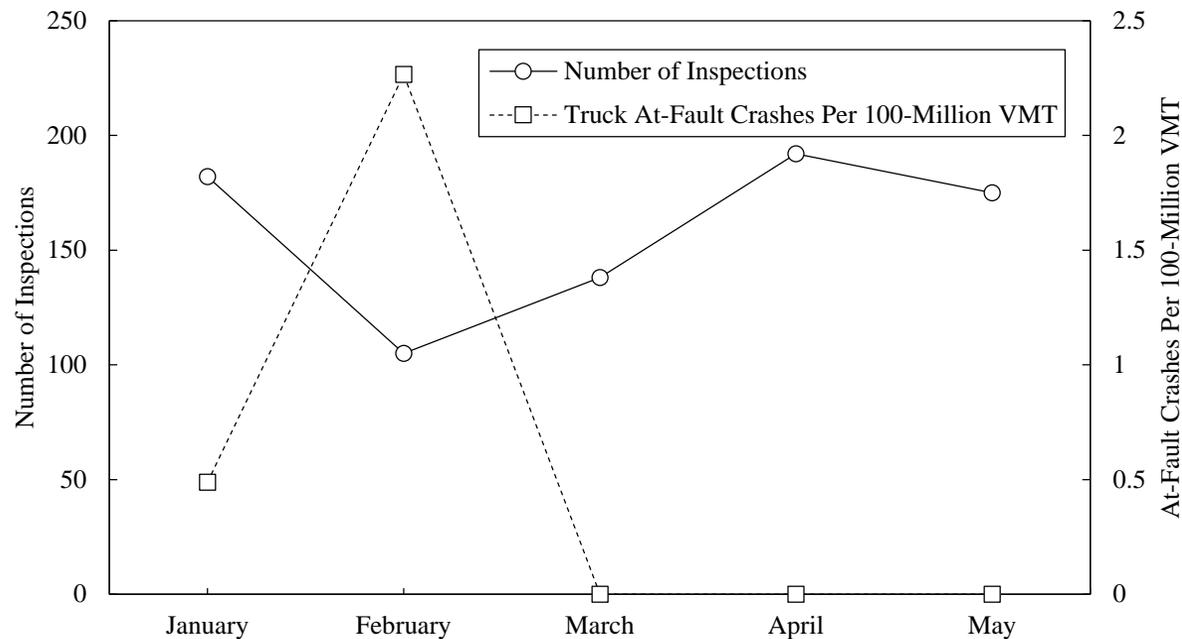
# Inspections and Crash Rate



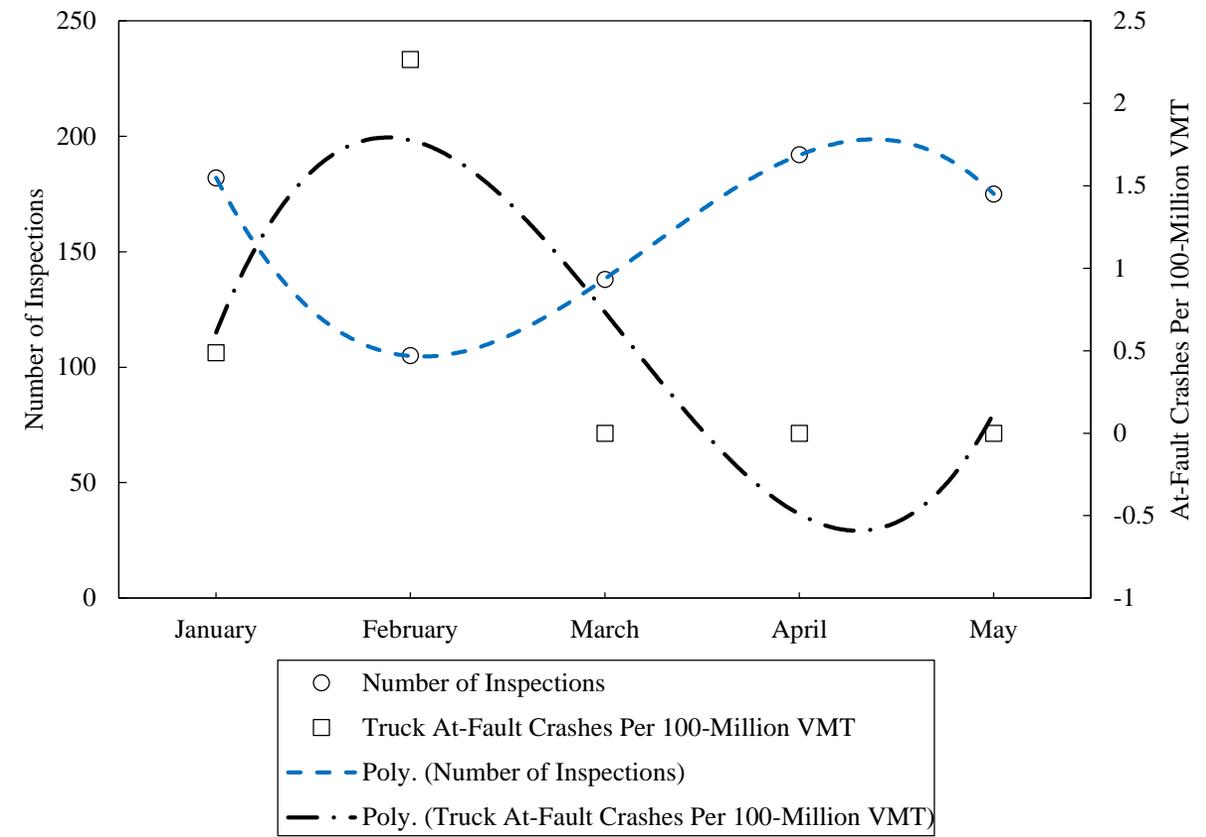
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## I-205 Segment - 2018

Number of Inspections and Truck At-Fault Crashes Per 100-Million VMT  
(I-205 Segment in 2018)



Number of Inspections and Truck At-Fault Crashes Per 100-Million VMT  
(I-205 Segment in 2018)



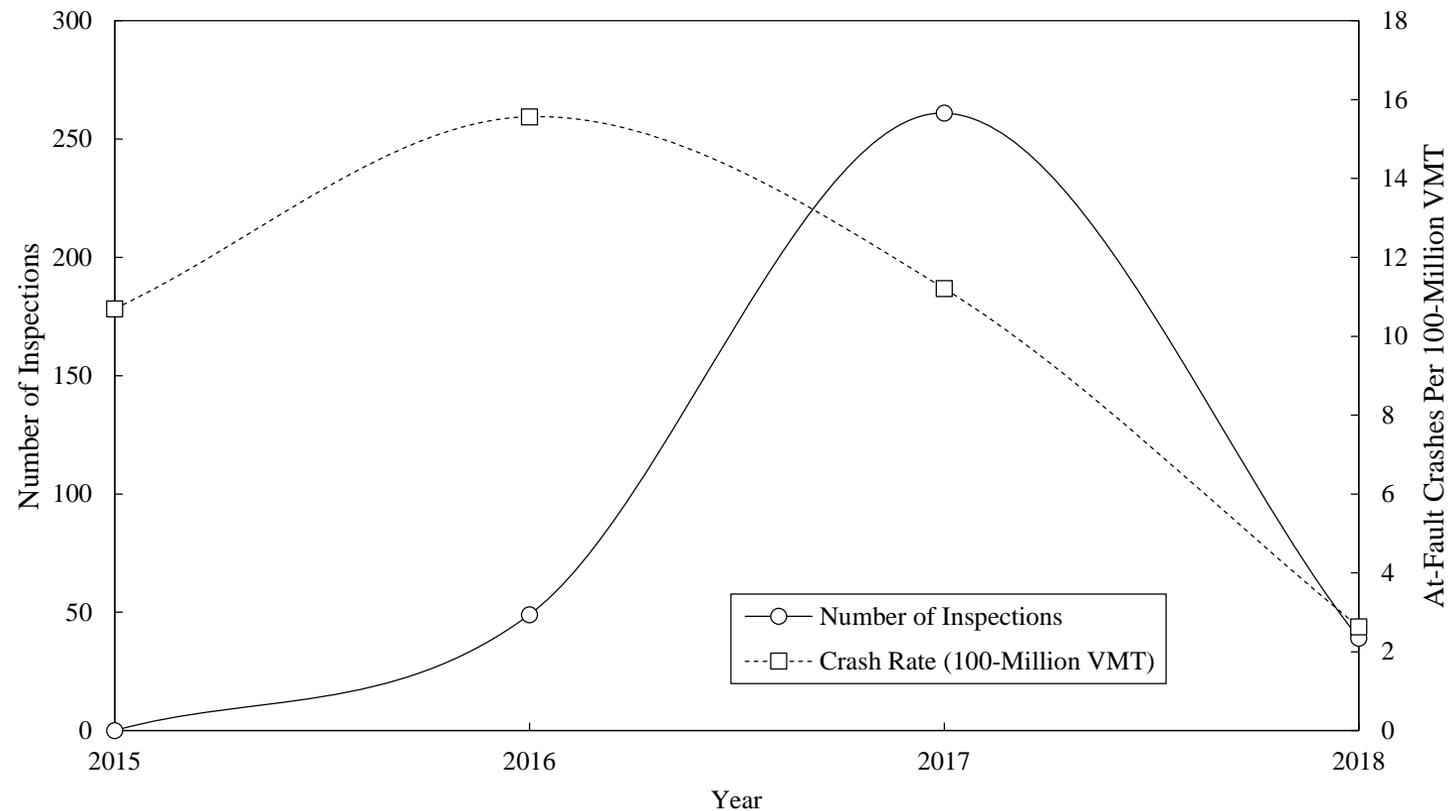
# Inspections and Crash Rate



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## I-5 Segment

Number of Inspections and Truck At-Fault Crashes Per 100-Million VMT  
(I-5 Segment)



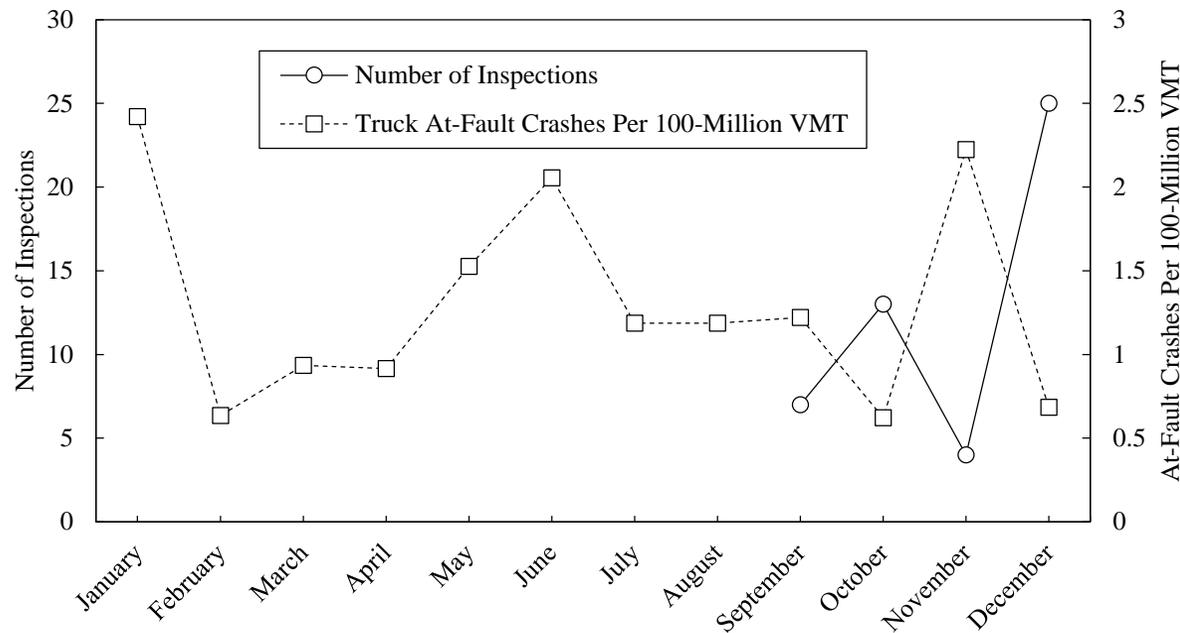
# Inspections and Crash Rate



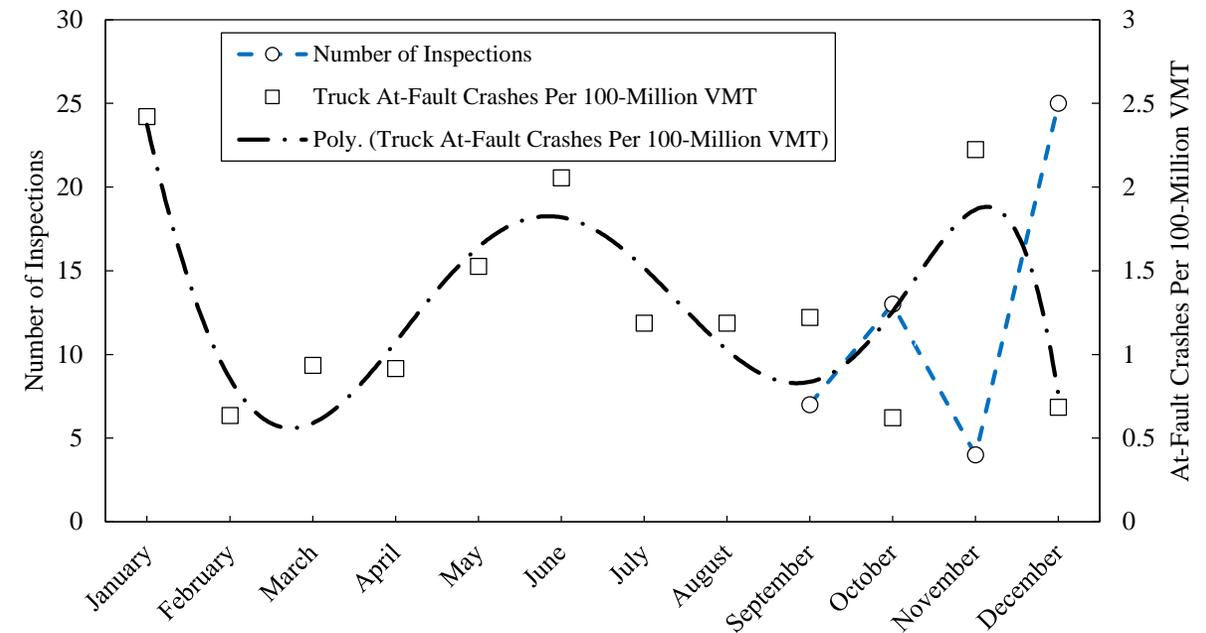
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## I-5 Segment - 2016

Number of Inspections and Truck At-Fault Crashes Per 100-Million VMT  
(I-5 Segment in 2016)



Number of Inspections and Truck At-Fault Crashes Per 100-Million VMT  
(I-5 Segment in 2016)

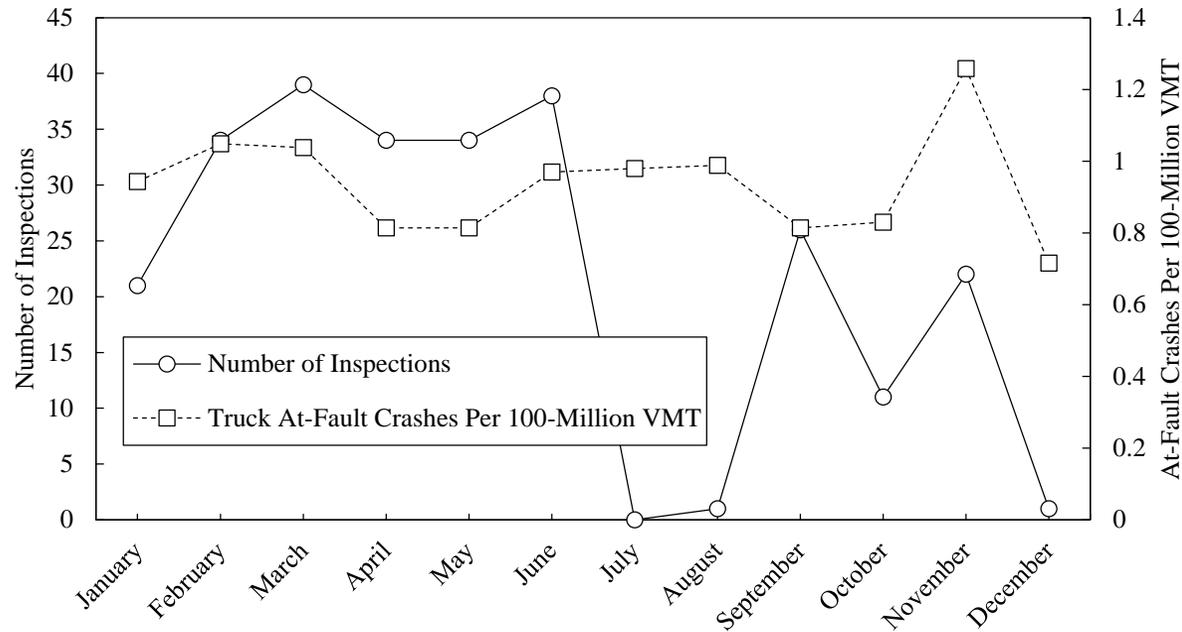


# Inspections and Crash Rate

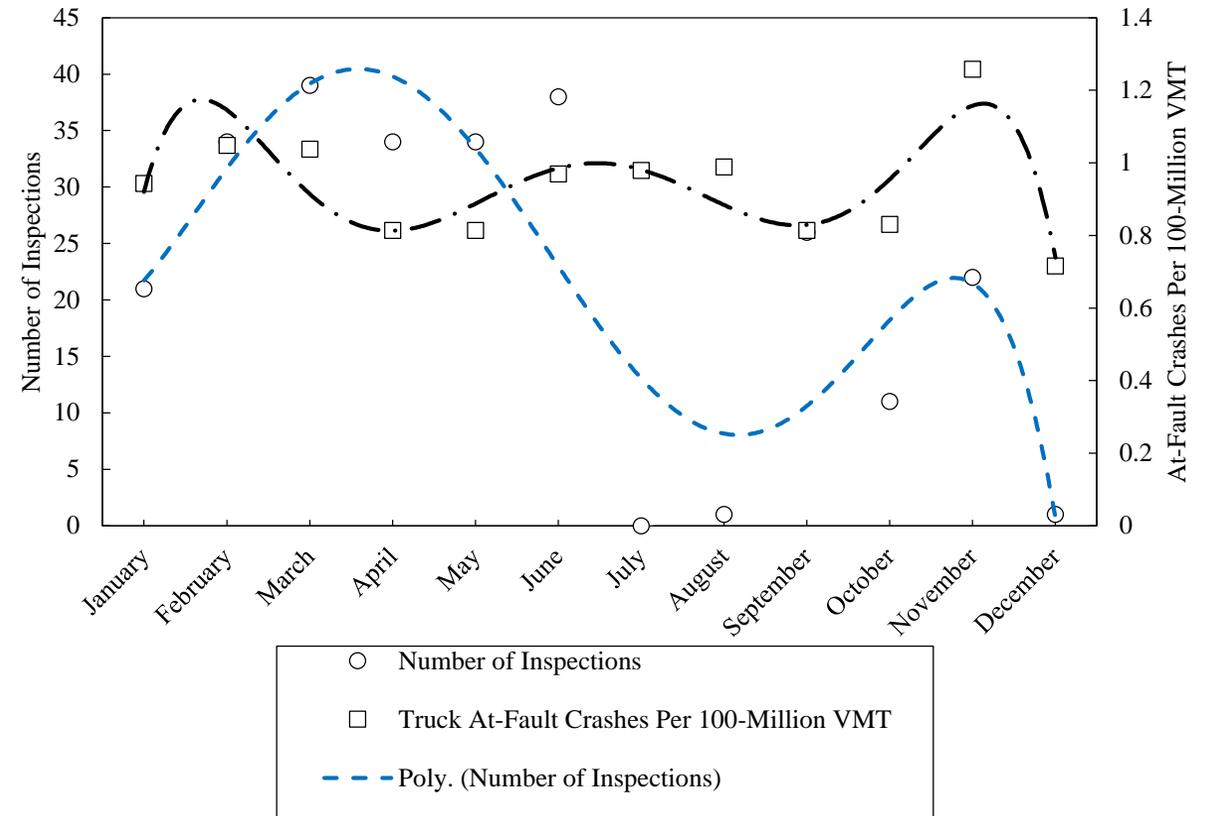


## I-5 Segment - 2017

Number of Inspections and Truck At-Fault Crashes Per 100-Million VMT  
(I-5 Segment in 2017)



Number of Inspections and Truck At-Fault Crashes Per 100-Million VMT  
(I-5 Segment in 2017)

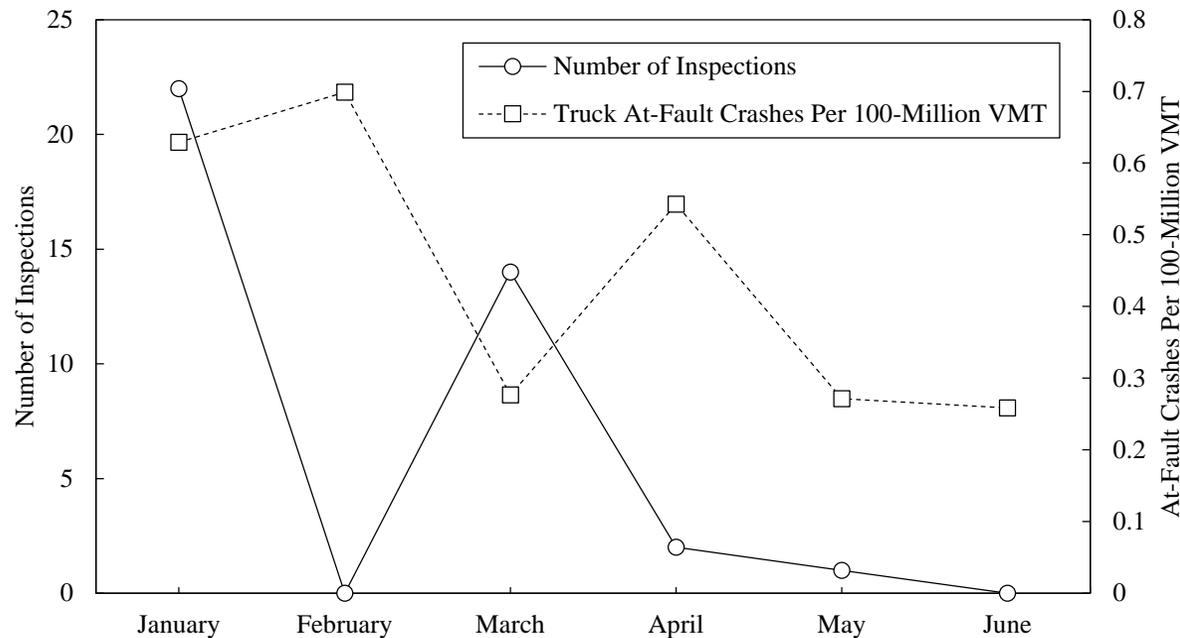


# Inspections and Crash Rate

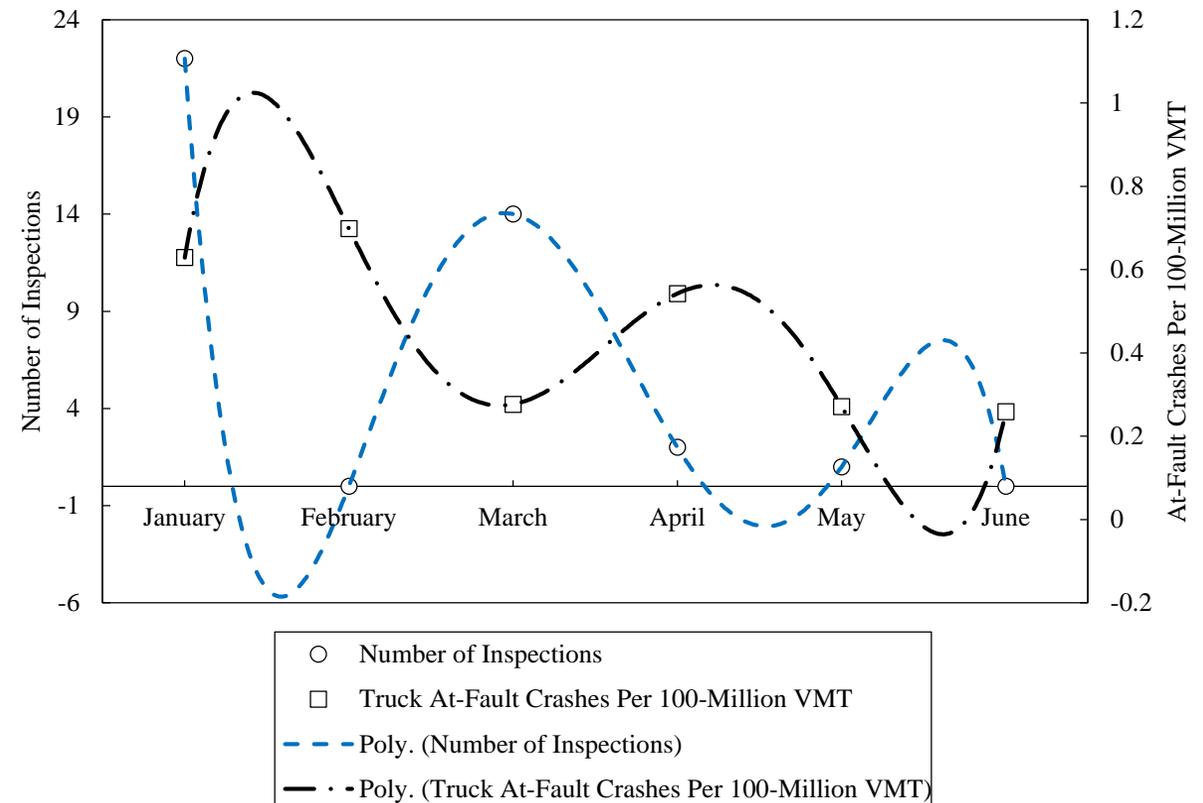


## I-5 Segment - 2018

Number of Inspections and Truck At-Fault Crashes Per 100-Million VMT  
(I-5 Segment in 2018)



Number of Inspections and Truck At-Fault Crashes Per 100-Million VMT  
(I-5 Segment in 2018)



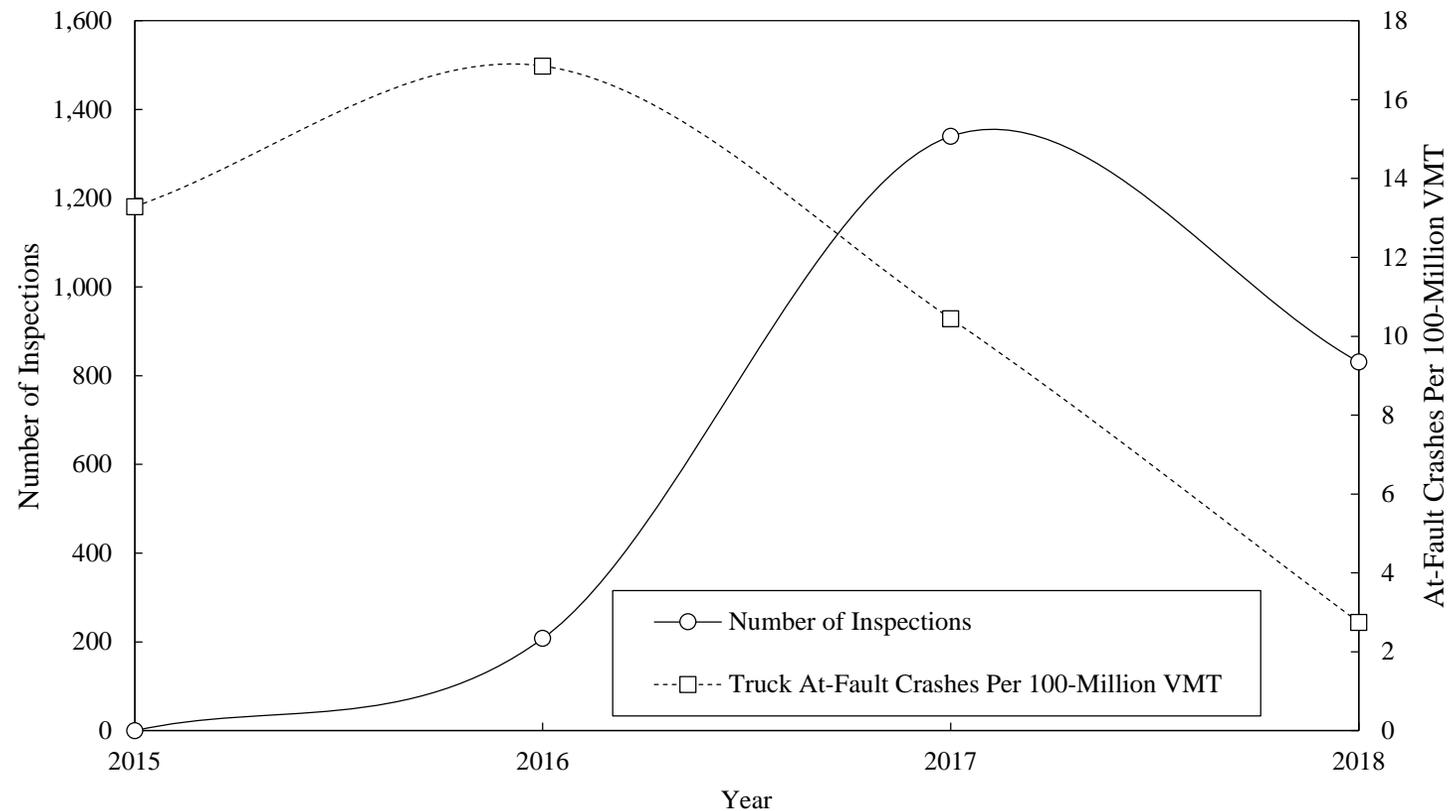
# Inspections and Crash Rate



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## I-205 Segment and I-5 Segment

Number of Inspections and Truck At-Fault Crashes Per 100-Million VMT  
(I-205 and I-5 Segments)

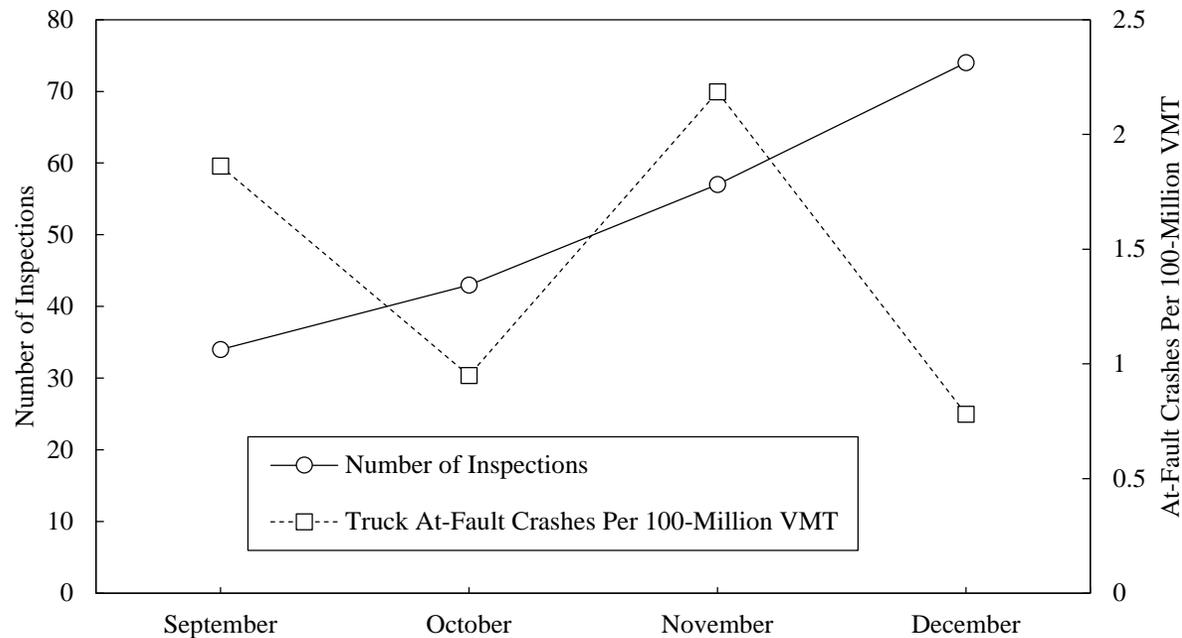


# Inspections and Crash Rate

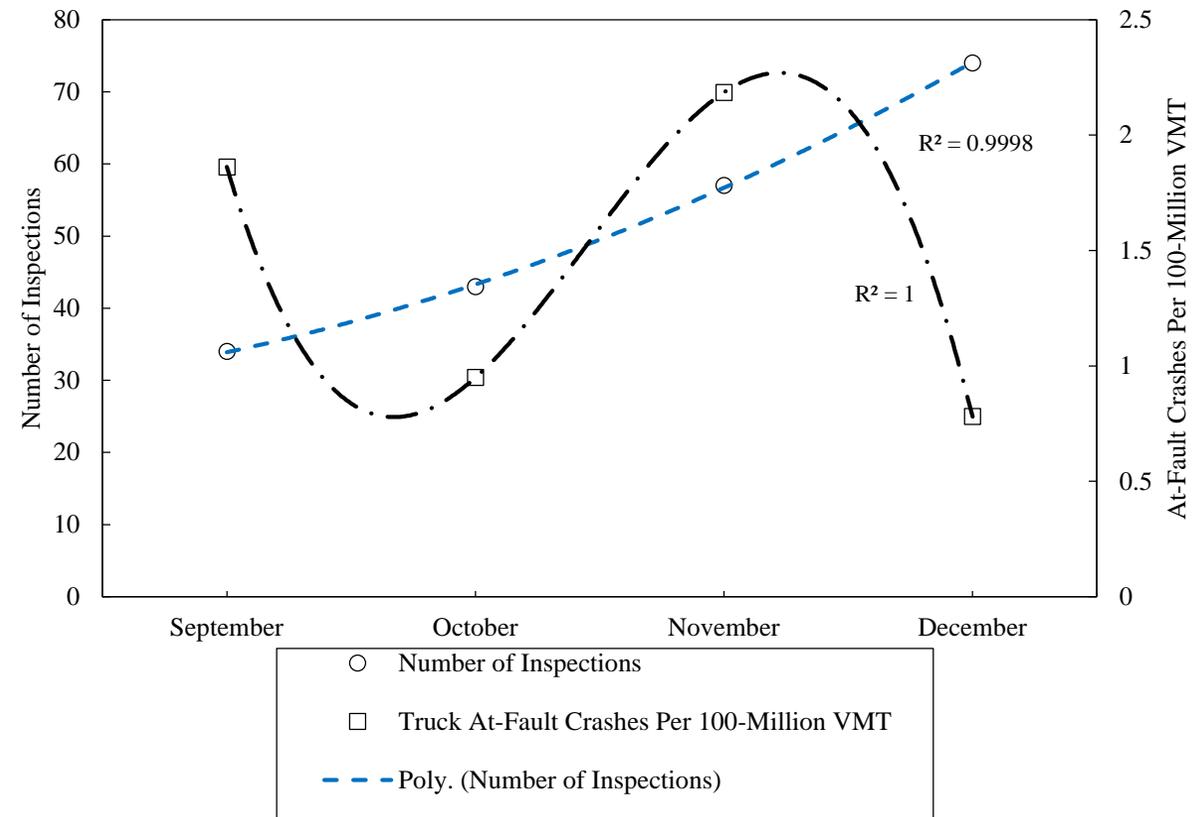


## I-205 Segment and I-5 Segment - 2016

Number of Inspections and Truck At-Fault Crashes Per 100-Million VMT  
(I-205 and I-5 Segments in 2016)



Number of Inspections and Truck At-Fault Crashes Per 100-Million VMT  
(I-205 and I-5 Segments in 2016)

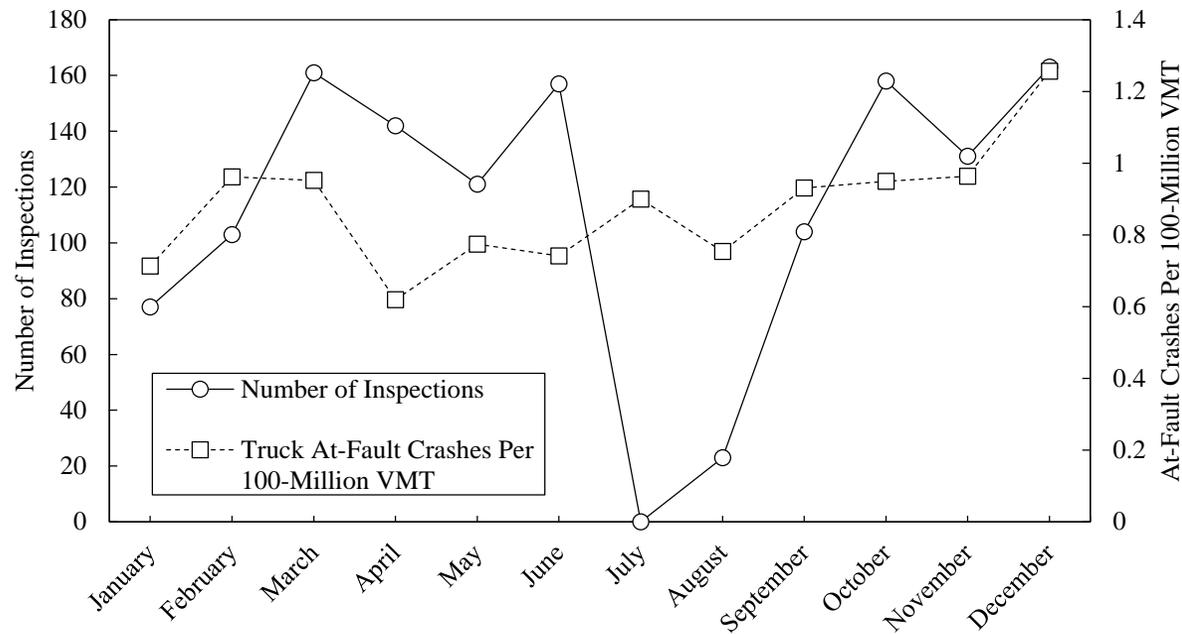


# Inspections and Crash Rate

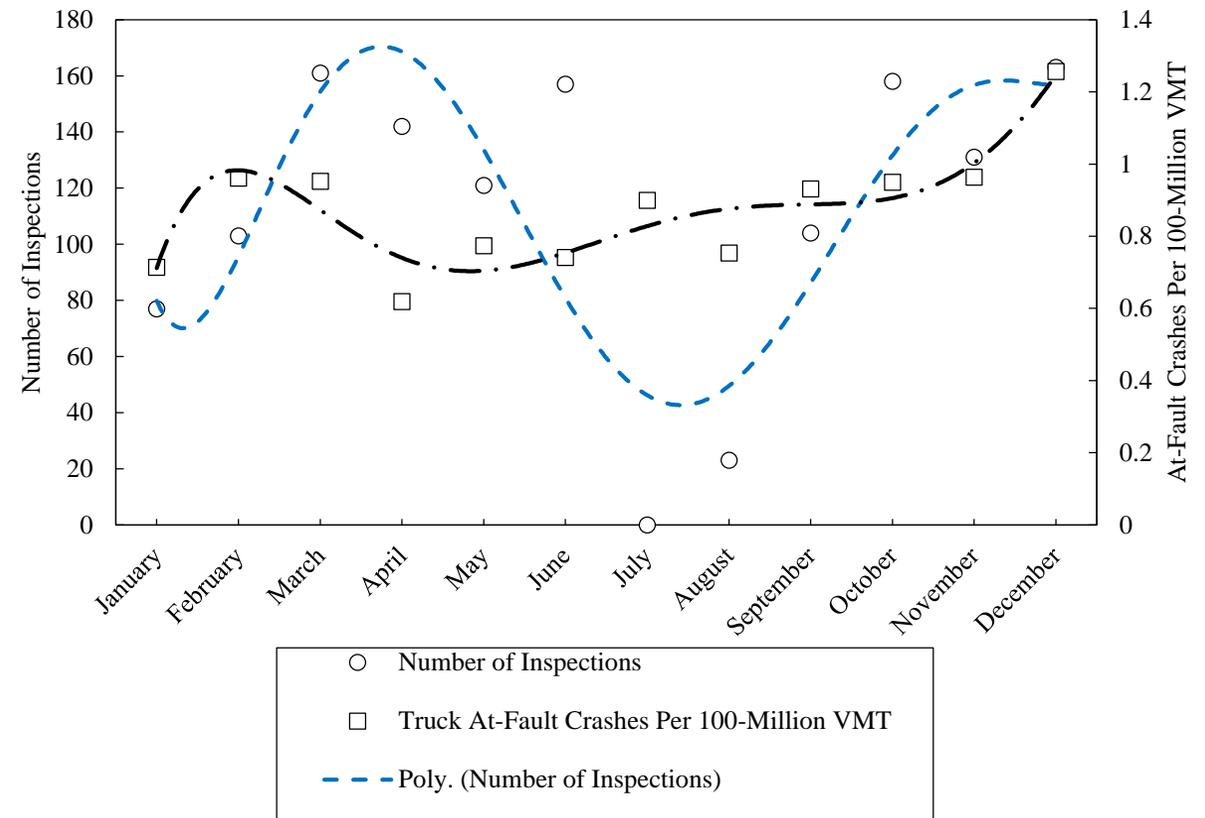


## I-205 Segment and I-5 Segment - 2017

Number of Inspections and Truck At-Fault Crashes Per 100-Million VMT  
(I-205 and I-5 Segments in 2017)



Number of Inspections and Truck At-Fault Crashes Per 100-Million VMT  
(I-205 and I-5 Segments in 2017)

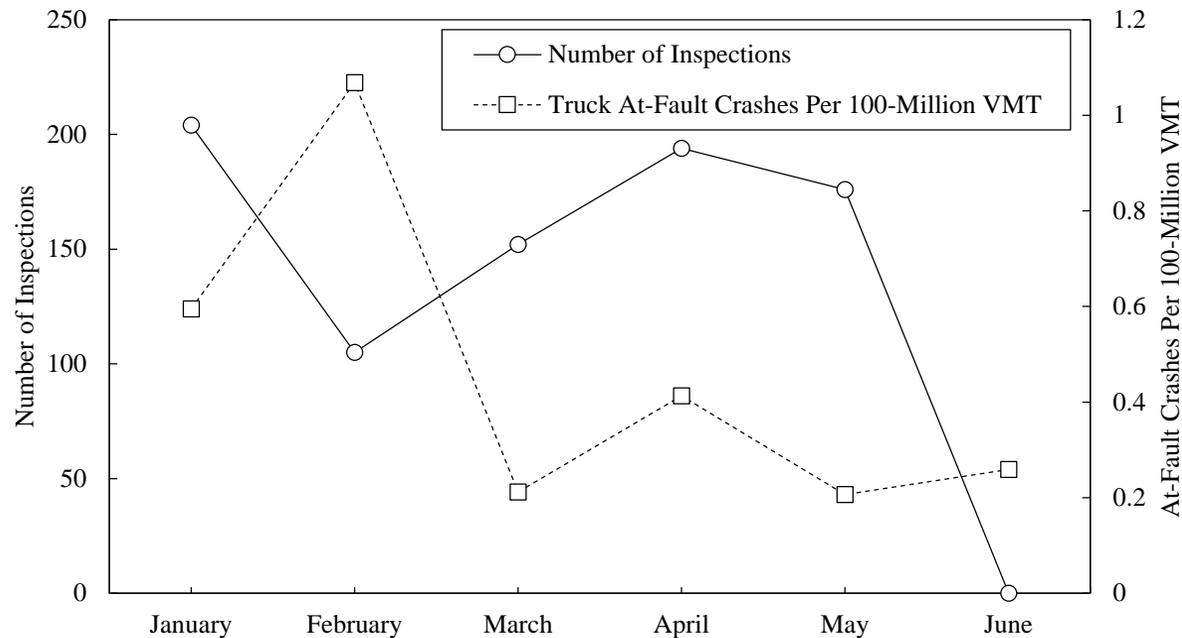


# Inspections and Crash Rate

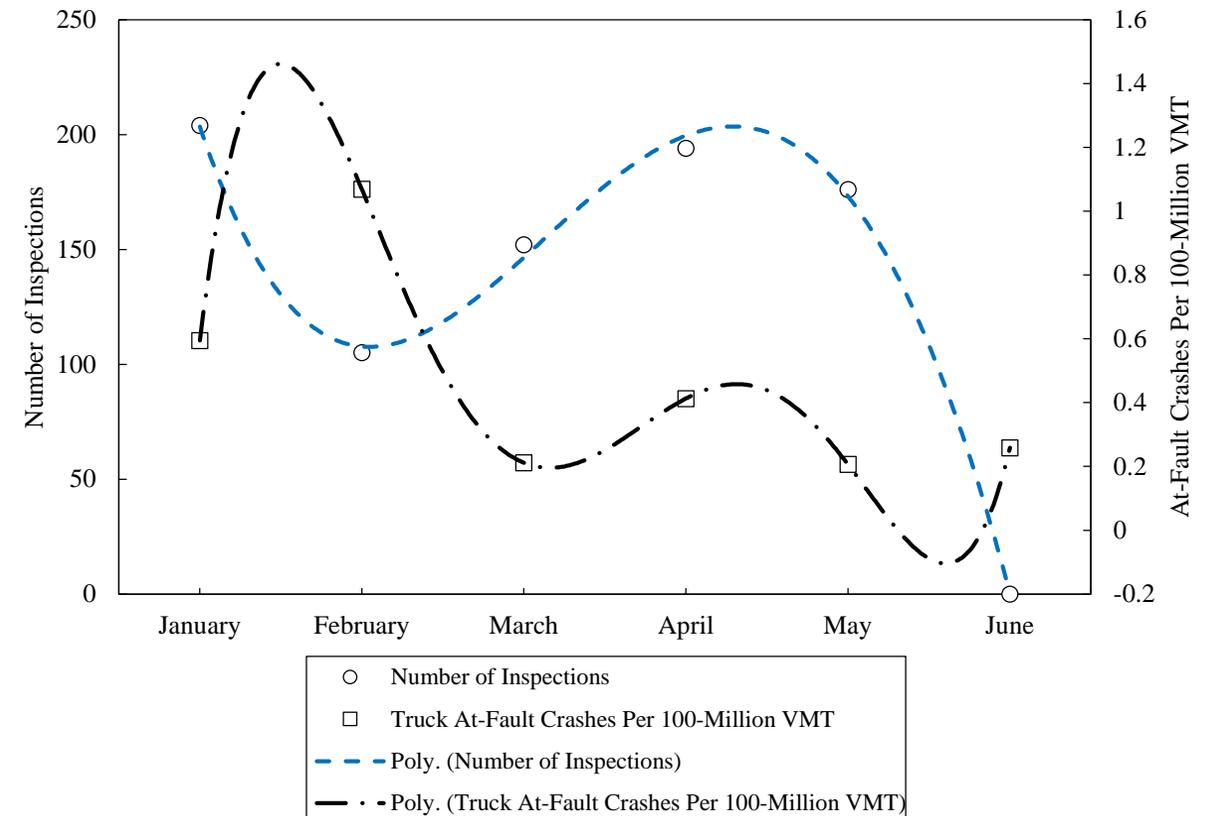


## I-205 Segment and I-5 Segment - 2018

Number of Inspections and Truck At-Fault Crashes Per 100-Million VMT  
(I-205 and I-5 Segments in 2018)



Number of Inspections and Truck At-Fault Crashes Per 100-Million VMT  
(I-205 and I-5 Segments in 2018)



# Crash Harm Vs. Inspection Cost



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- **What is Crash Harm?**
  - “A Quantitative Measure of the Combined Human and Material Loses From Traffic Crashes Based on Economic Valuation” (Knipling, 2009)
  - Medical, Emergency Services, Damage, Lost Productivity, Monetized Value of Pain, Suffering, and Quality of Life Lost (Zaloshnja and Miller, 2007)
- **Using CPI, 2007 Dollars Are Converted to 2018 Dollars**
  - \$91,112 in 2007 → \$117,559 in 2017

# Crash Cost Vs. Inspection Cost

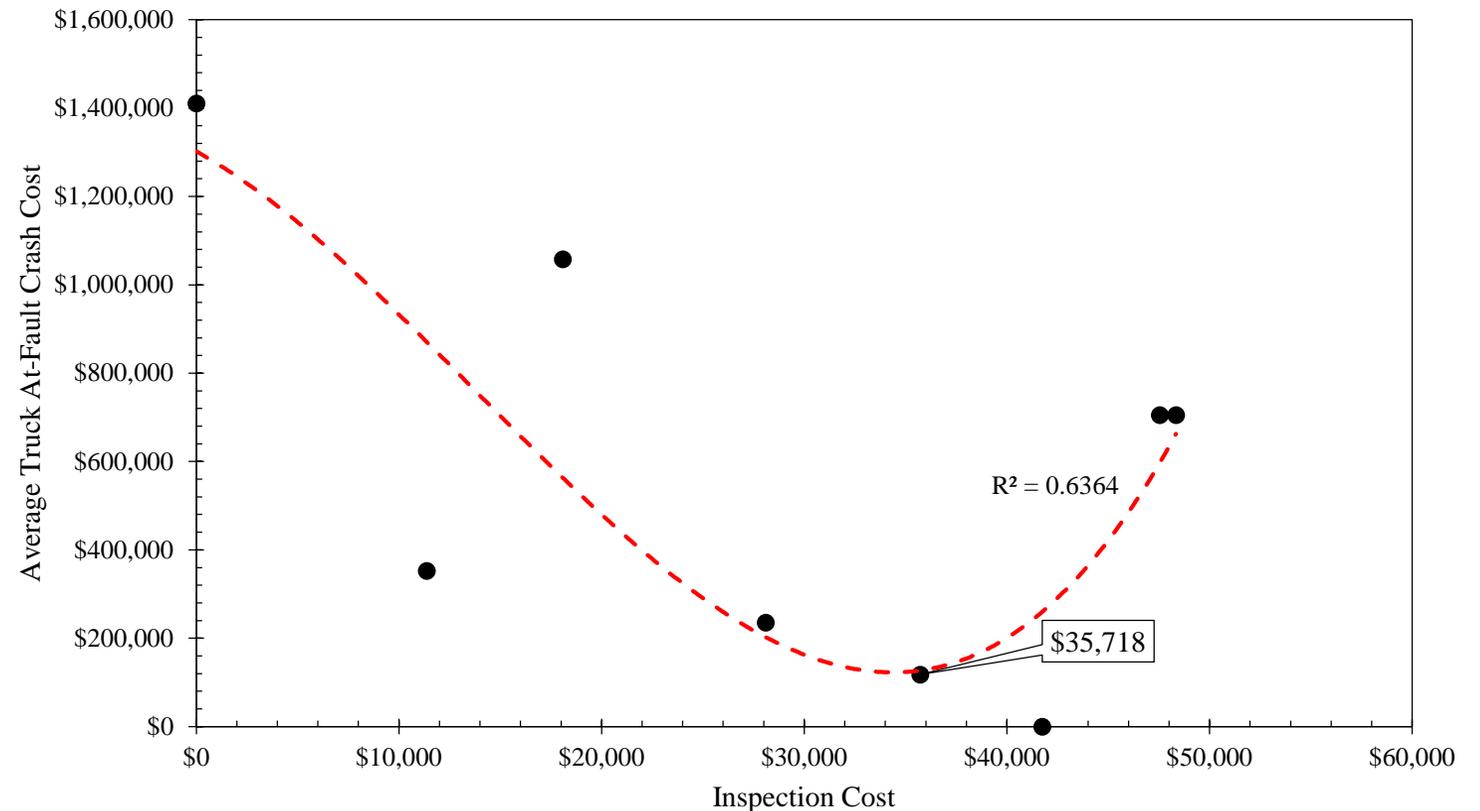


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## I-205 Segment - Quarterly

- April, 2016 to June, 2016
- July, 2016 to September, 2016
- October, 2016 to December, 2016
- January, 2017 to March, 2017
- April, 2017 to June, 2017
- July, 2017 to September, 2017
- October, 2017 to December, 2017
- January, 2018 to March, 2018
- April, 2018 to May, 2018

Average Truck At-Fault Crash Cost Vs. Inspection Cost  
(I-205 Segment)



# Crash Cost Vs. Inspection Cost

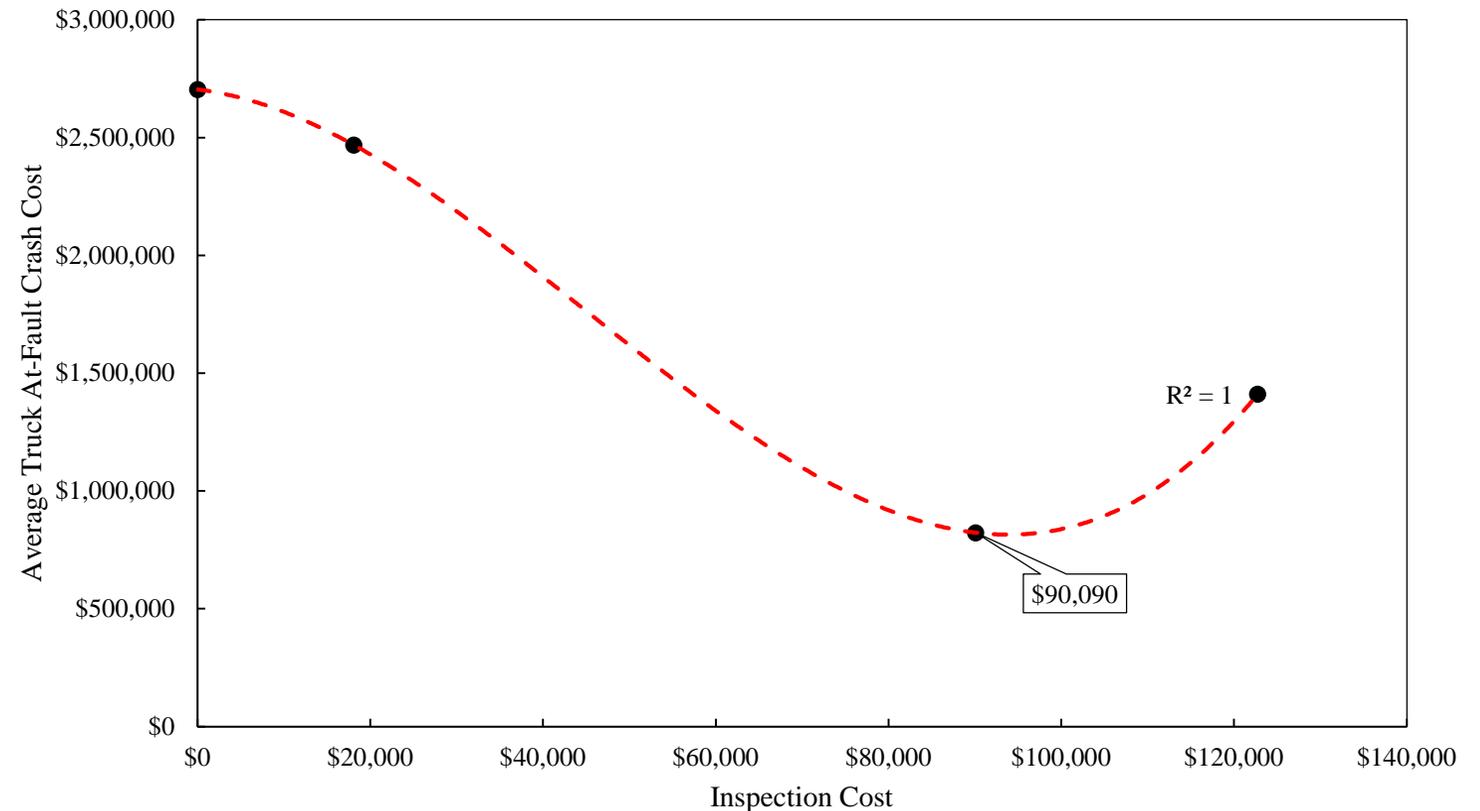


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## I-205 Segment - Yearly

Year	Crash Cost	Inspection Cost
2015	\$2,703,851	\$0
2016	\$2,468,734	\$18,086
2017	\$1,410,705	\$122,736
2018	\$822,911	\$90,090

Average Truck At-Fault Crash Cost Vs. Inspection Cost  
(I-205 Segment)



# Brief Summary



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- **In General, As Inspections Increase, Truck At-Fault Crashes Decrease**
- **Only I-205 and I-5 Have Been Analyzed**
  - Extend to Include the Remaining Inspection Data and Confirm Trends
- **Cost Inflection Points Are Preliminary**
  - More In-Depth Analysis and Data is Required
- **Continue to Obtain Data to Further Analysis and Improve Inference**



# Thank You



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Questions/Comments?

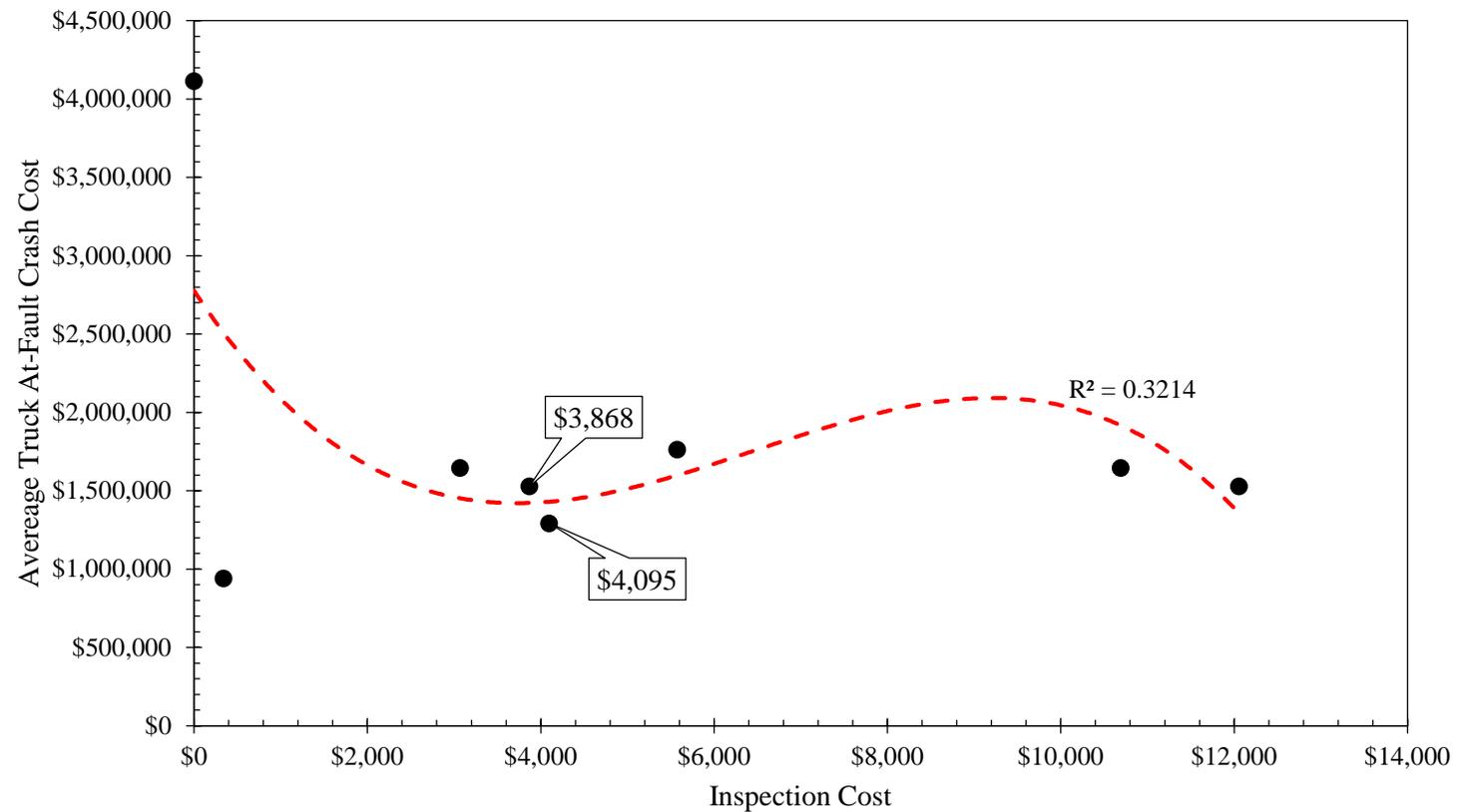
# Crash Cost Vs. Inspection Cost



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## I-5 Segment - Quarterly

Average Truck At-Fault Crash Cost Vs. Inspection Cost  
(I-5 Segment)



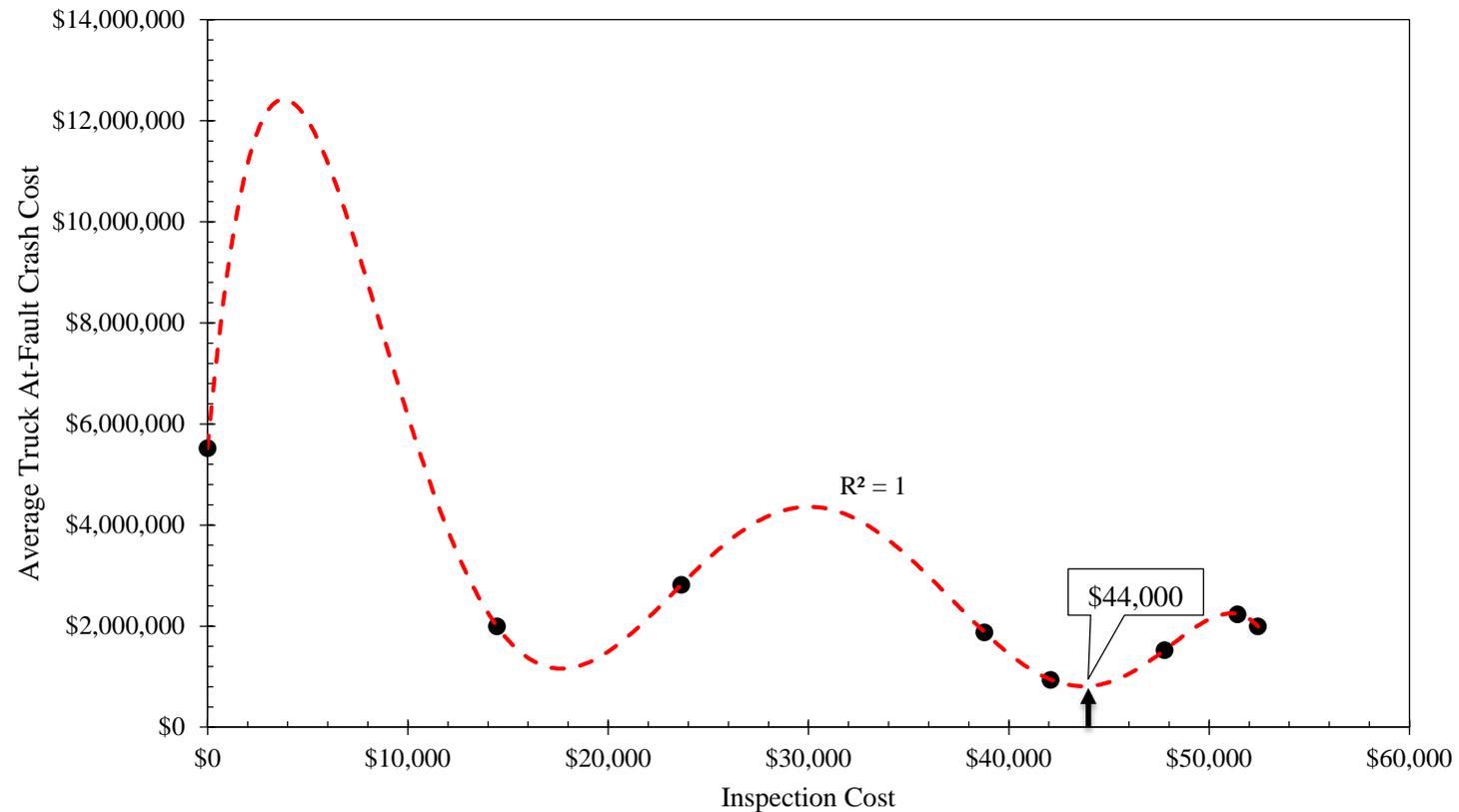
# Crash Cost Vs. Inspection Cost



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## I-205 Segment and I-5 Segment - Quarterly

Average Truck At-Fault Crash Cost Vs. Inspection Cost  
(I-205 and I-5 Segments)

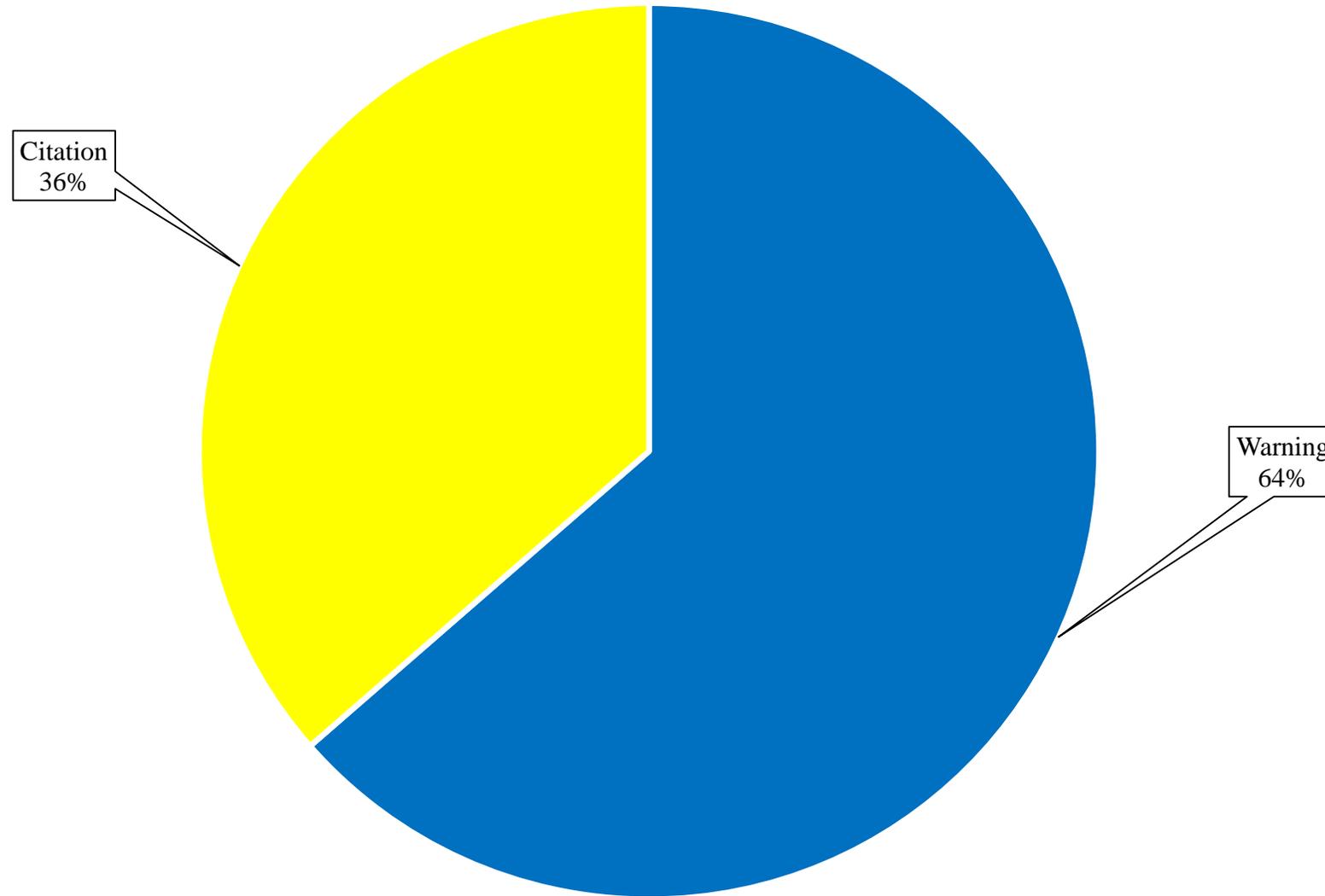


# Inspections in Oregon



Oregon State University  
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Proportion of Inspections by Warnings and Citations





# ODOT - Region 2

## Load Restriction

### Impact & Recommendations for Concrete Bridges with No Plans

# Concrete Bridges With No Plans

- Load capacity cannot be calculated
- Judgement is used
  - Bridges in service more than 20 years with no distress have adequate load capacity for legal loads up to the SU 4
  - Concrete bridges without plans that are in fair or better condition will be posted for the SU5, SU6, and SU7
  - Reduced capacity based on condition:

NBI Item 59 (or 60), Superstructure (or Substructure) Condition Rating	Condition Factor (CF)
5 "Fair Condition" or better	1.00
4 "Poor Condition"	0.50
3 "Serious Condition" *	0.25
2 "Critical Condition" *	0.12

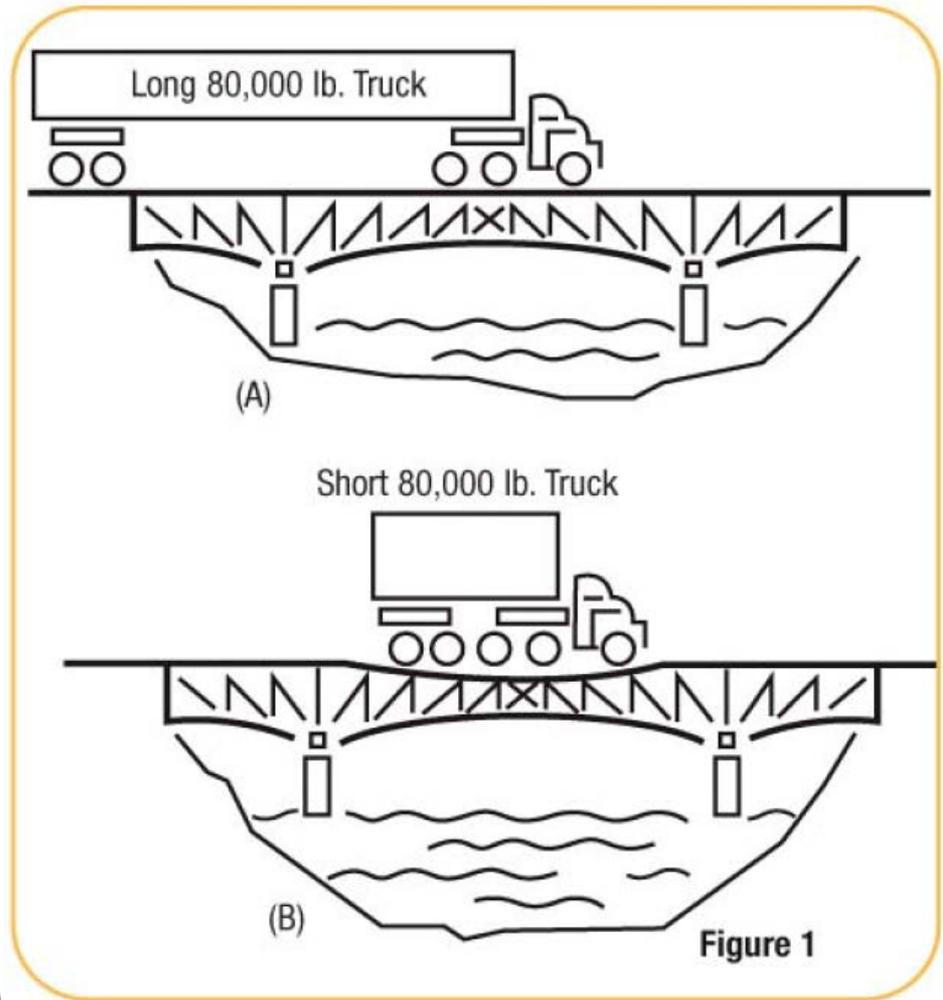
# SU4 vs 105,500 lb. CTP



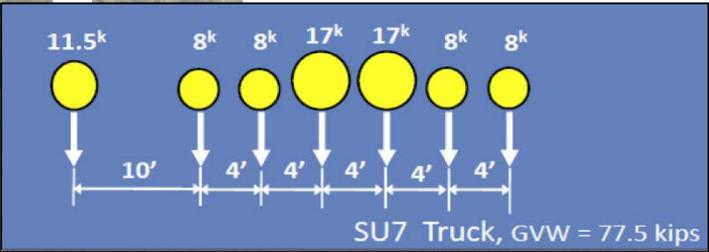
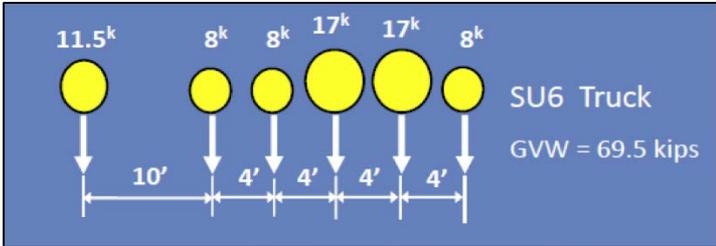
# SU4 vs. 105,500 lb. CTP

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.

LOAD:	$\gamma_L$	R.F.	Limit State
SU4 TRUCK (54K)	1.300	0.88	St1
SU5 TRUCK (62K)	1.300	0.82	St1
SU6 TRUCK (69.5K)	1.300	0.75	St1
SU7 TRUCK (77.5K)	1.300	0.71	St1
<b>CTP VEHICLE, MULTI-LANE</b>			
OR-CTP-2A (105.5K)	1.300	1.29	St2
OR-CTP-2B (105.5K)	1.200	1.30	St2
OR-CTP-3 (98K)	1.200	1.15	St2



# Examples of Specialized Hauling Vehicles (SHV) & Axle Weight Table



# WEIGHT RESTRICTION IMPACT ON REGION 2 BRIDGES

## D1: Six Bridges

Beaver Creek

Alder Creek (2 sites)

Buck Creek

Cedar Creek

Little Humbug

## D3: One Bridge

Mill Creek Bridge

## D4: One Bridge

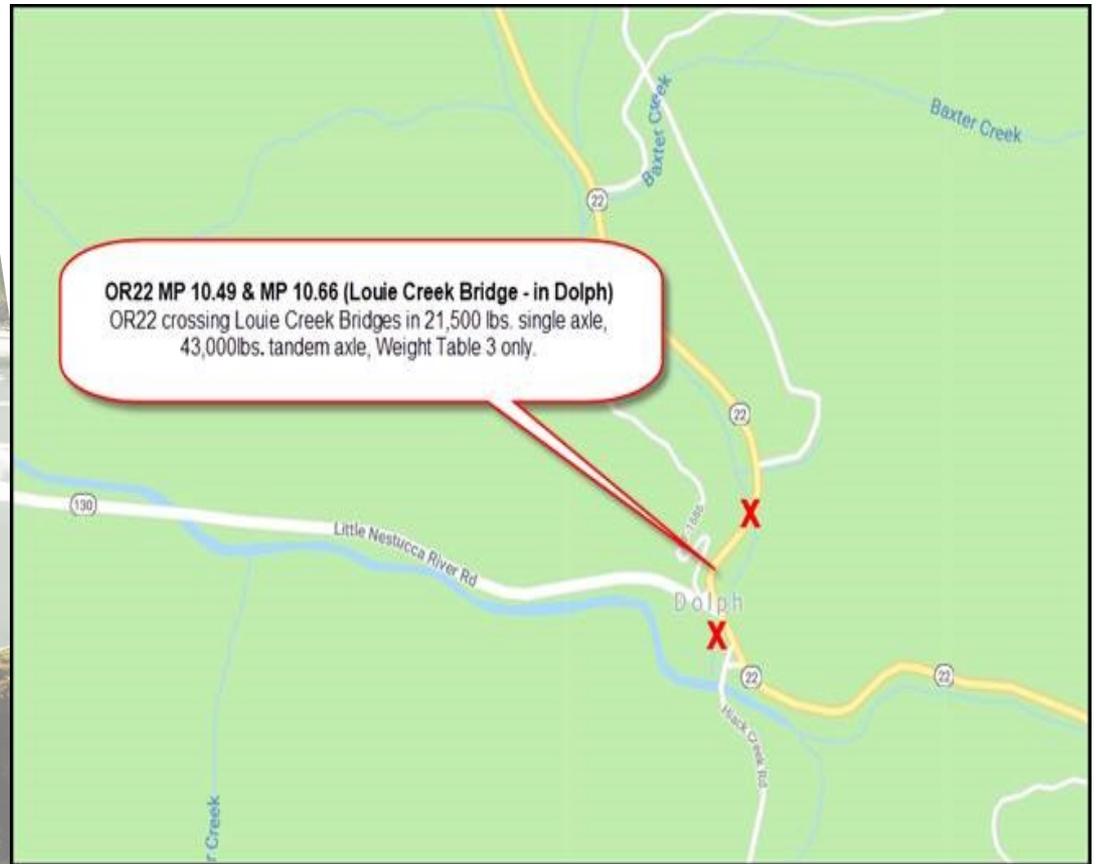
Little Luckiamute



Regarding the proposed bridges on the list today:

- None will affect the STPs
- None will affect CTPs
- Restrictions will only affect Specialized Hauling Vehicles (legal size vehicles)

\*Note for the bridges on OR22 (Hwy 32): There are already 2 weight restricted bridges that DO affect STPs (Louie Creek Bridges at MP 10.49 & 10.66 ). This may not matter as these restrictions would NOT affect SHVs.



**Cedar Creek  
Hwy 32 / OR22 MP 1.47  
Br # 04673**

- Built in 1920
- Reinforced concrete rigid frame, widened on both sides with reinforced concrete deck girder bridge
- 27' long
- Last inspected 2016 – “satisfactory” condition

**Recommendation:**

Place Structure on “Weight-Restricted Bridges on Major State Routes” list for:

29 tons SU5

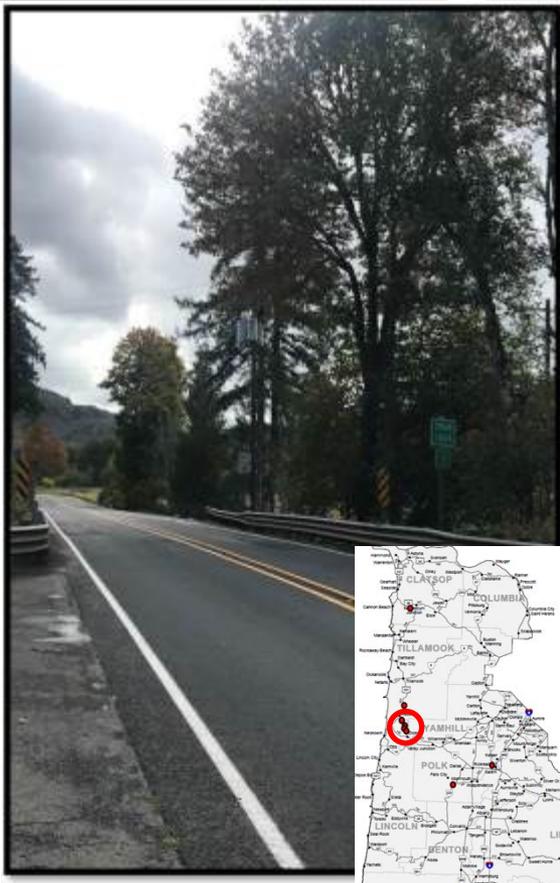
29 tons SU6

31 tons SU7

**Detour: OR130 or OR18**

**Impact:**

- Affects only SU 5-6 & 7 class vehicles; no impact due to existing limitations on this highway segment



**Alder Creek  
Hwy 32 / OR22 MP 5.81  
Br # 04677**

- Built in 1935
- One span reinforced concrete deck girder bridge
- 30' long
- Last inspected 2016 – “satisfactory” condition

**Recommendation:**

Place Structure on “Weight-Restricted Bridges on Major State Routes” list for:

29 tons SU5

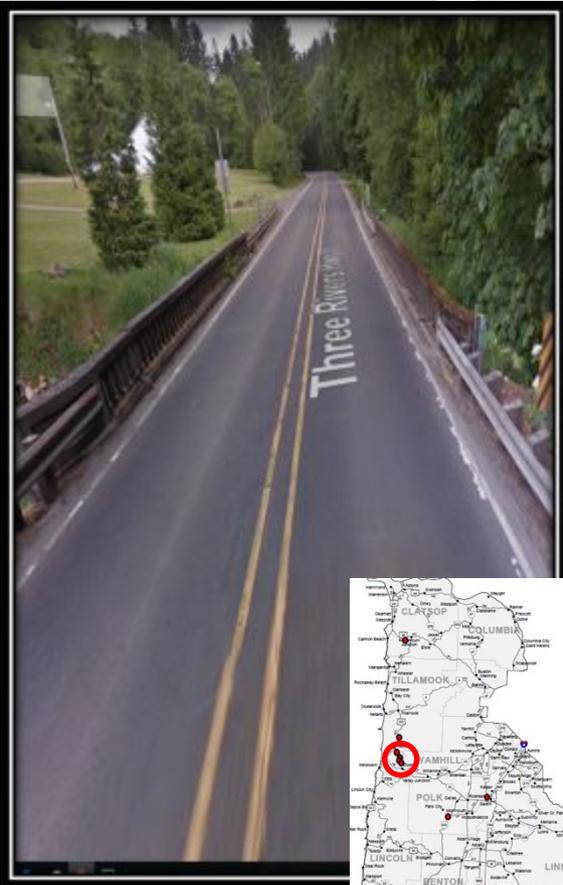
29 tons SU6

31 tons SU7

**Detour:** OR130 or OR18

**Impact:**

- Affects only SU 5-6 &7 class vehicles; no impact due to existing limitations on this highway segment



**Buck Creek  
Hwy 32 / OR22 MP 7.19  
Br # 04805**

- Built in 1935
- Three span reinforced concrete slab bridge
- 62' long
- Last inspected 2016 – “satisfactory” condition

**Recommendation:**

Place Structure on “Weight-Restricted Bridges on Major State Routes” list for:

29 tons SU5

29 tons SU6

34 tons SU7

Impact: ORI30 or ORI8

**Detour:**

- Affects only SU 5-6 &7 class vehicles; no impact due to existing limitations on this highway segment



**Alder Creek  
Hwy 32 / OR22 MP 7.32  
Br # 04678**

- Built in 1935
- Three span reinforced concrete slab bridge
- 44' long
- Last inspected 2016 – “fair” condition

**Recommendation:**

Place Structure on “Weight-Restricted Bridges on Major State Routes” list for:

30 tons SU5

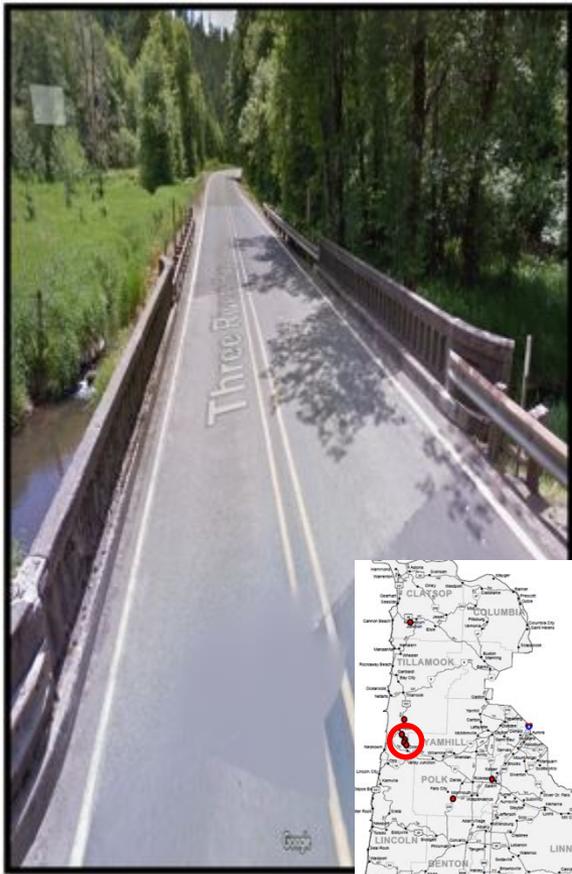
33 tons SU6

36 tons SU7

**Detour: OR130 or OR18**

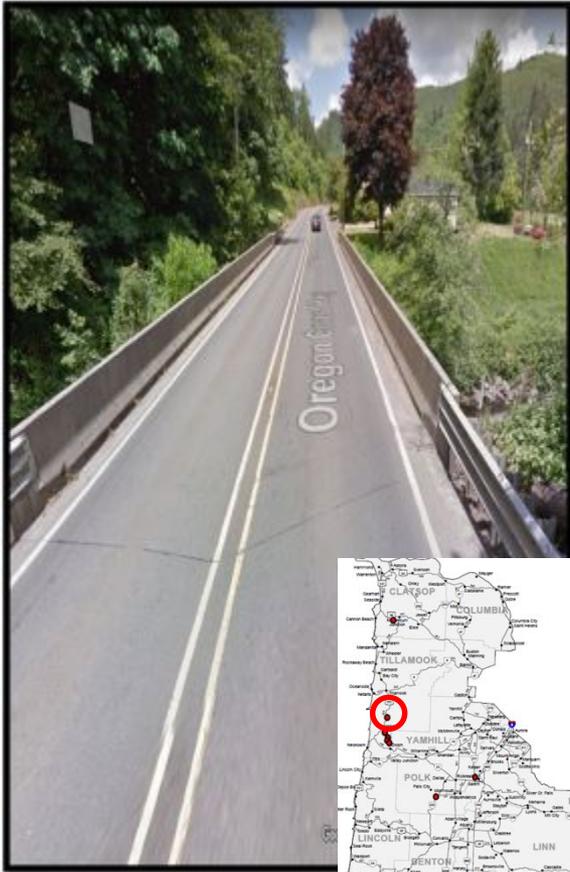
**Impact:**

- Affects only SU 5-6 &7 class vehicles; no impact due to existing limitations on this highway segment



**Beaver Creek  
Hwy 9 / US101 MP 79.61  
Br # 04654**

- Built in 1916
- Three span reinforced concrete girder bridge
- 107' long
- Last inspected 2018 – “satisfactory” condition



**Recommendation:**

Place Structure on “Weight-Restricted Bridges on Major State Routes” list for:

28 tons SU5

29 tons SU6

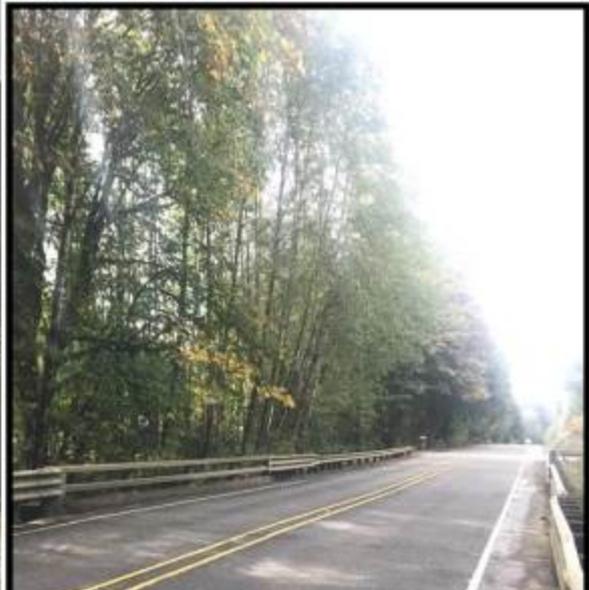
30 tons SU7

**Detour: OR53 to US101**

**Impact:**

- Affects only SU 5-6 &7 class vehicles; causes significant impact to these vehicles due to long detour.

**Little Humbug Creek  
Hwy 47 / US26 MP 8.22  
Br # 03099**



- Built in 1956
- Two simple span reinforced concrete bridge
- 36' long
- Last inspected 2017. Superstructure reported as “satisfactory” and substructure as “poor” condition

**Recommendation:**

Place Structure on “Weight-Restricted Bridges on Major State Routes” list for:

29 tons SU5

30 tons SU6

31 tons SU7

**Detour: OR53 or US30 to US101**

**Impact:**

- Affects only SU 5-6 & 7 class vehicles; significant impact to these vehicles due to long detour

# Mill Creek Bridge

## Hwy 72 / OR99W MP 4.5 I

### Br # 16883

- Built in 1930 ; reconstructed in 1982
- Concrete tee beam design
- 40' long
- Last inspected Nov 2016. Superstructure reported as “satisfactory” and substructure as “fair” condition

#### Recommendation:

- Bridge crew will expedite structural work within 90 days to take this bridge off of the restricted list.
- If work is not performed or scope increases, District will place Structure on “Weight-Restricted Bridges on Major State Routes” list.

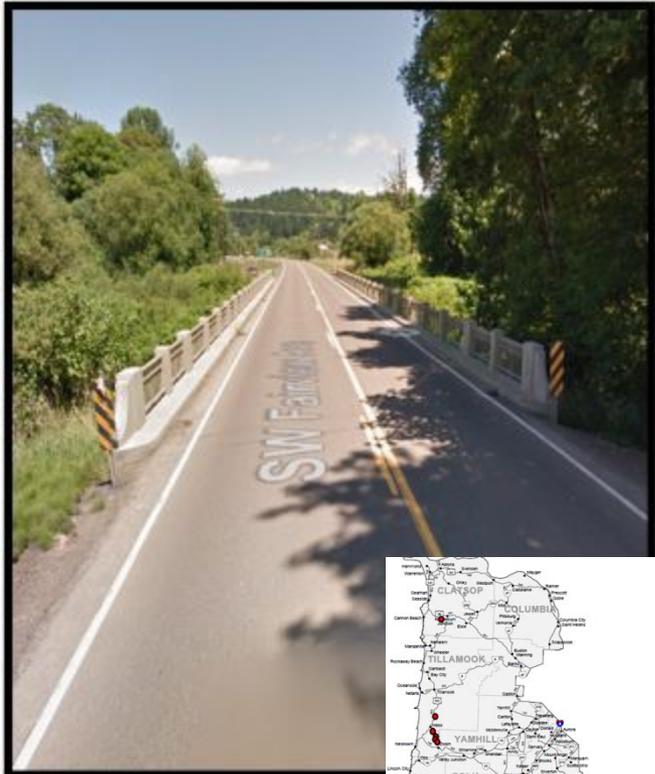
Detour: I-5 to Mission Street

#### Impact:

- Affects only SU 5-6 & 7 class vehicles; minimal impact to these vehicles due to short detour



**Little Luckiamute  
Hwy 223/ OR223 MP 10.11  
Br # 04589A**



- Built in 1953
- Five span reinforced concrete girder bridge
- 107' long
- Last inspected 2018 – “satisfactory” condition

**Recommendation:**

Place Structure on “Weight-Restricted Bridges on Major State Routes” list for:

28 tons SU5

29 tons SU6

30 tons SU7

Detour: County road (Bridgeport Rd to Gardner Rd) or OR99W

**Impact:**

- Affects only SU 5-6 &7 class vehicles; minimal impact on these vehicles due to detour options

# District 10

## Special Hauling Vehicle Restrictions

Presentation to MCTAC

11/8/18

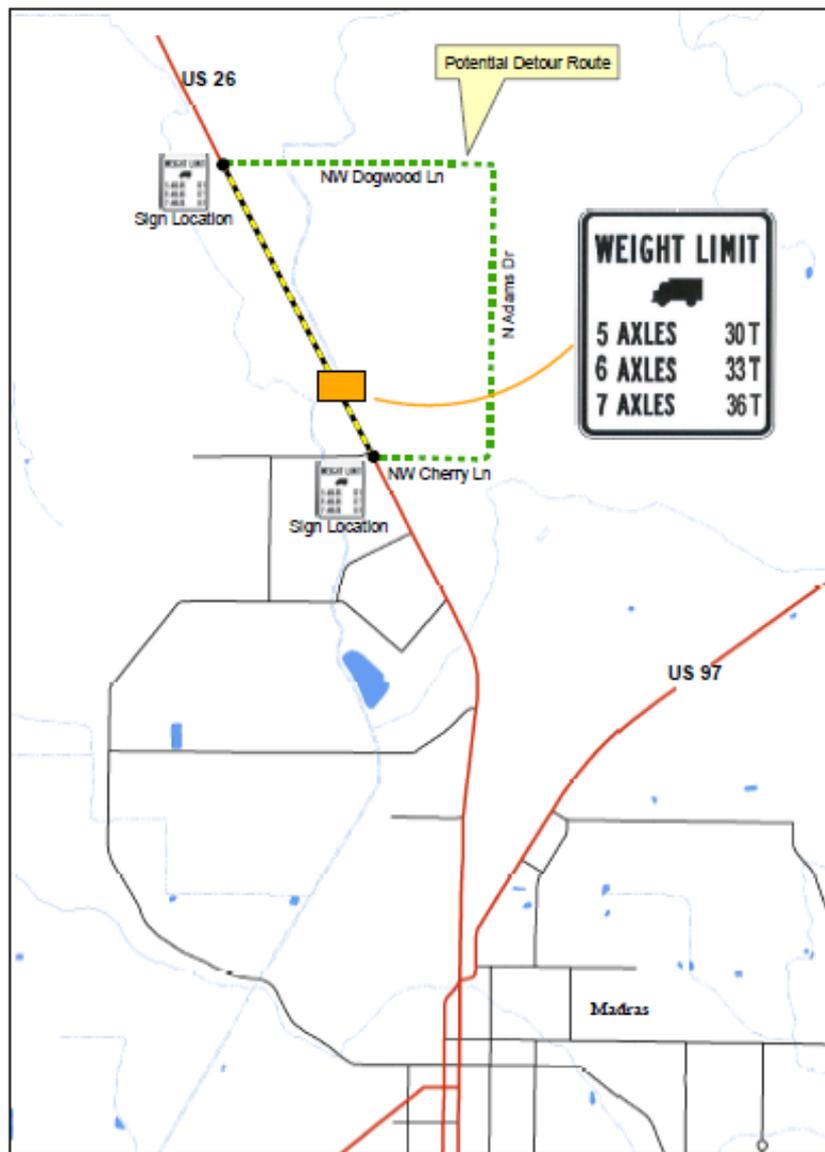
Joel McCarroll

District 10 Manager

# List of Bridges

- US 26 in Madras
- Hwy. 370 in Deschutes County
- OR 126 at the Deschutes/Crook County Line
- Smith Rock Way (Deschutes County Bridge) –  
Posted November 1<sup>st</sup>

# Weight-Restricted Bridge and Potential Detour Route: US 26

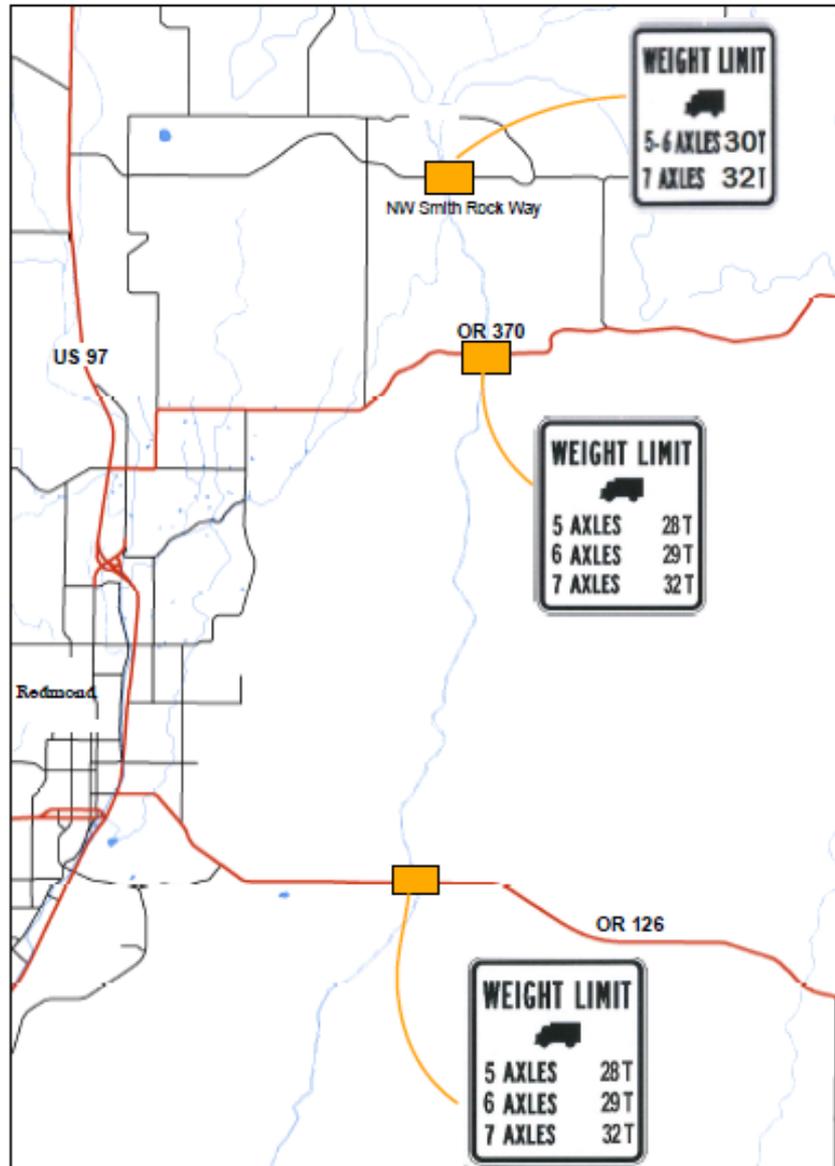


WEIGHT LIMIT	
5 AXLES	30T
6 AXLES	33T
7 AXLES	36T

- Weight Restricted Bridge
- Weight Restricted Bridge Route
- Detour Route - Single-Unit Truck
- Weight Restriction Sign Location

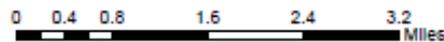
0 0.15 0.3 0.6 0.9 1.2 Miles

# Weight-Restricted Bridges: Smith Rock Way, OR 370, OR 126



Smith Rock Way –  
Restricted on 11/1

Weight Restricted Bridge 



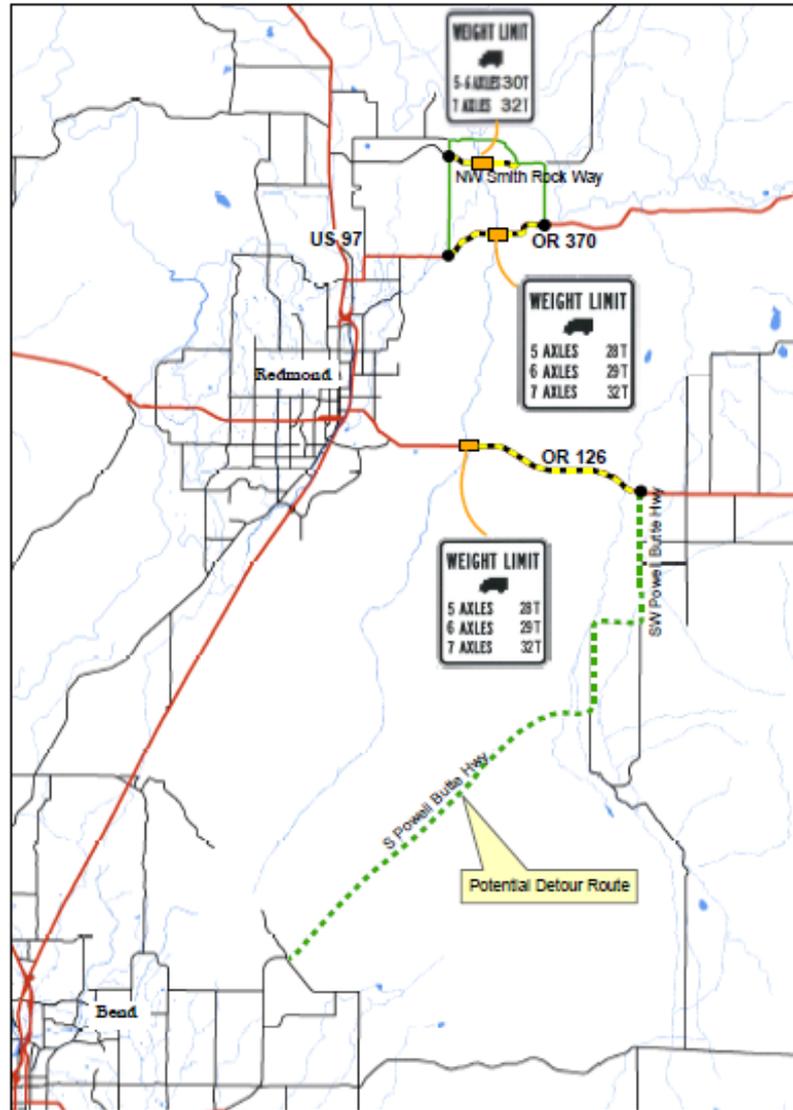
# Smith Rock Way Detour



- SHV's Detoured to Hwy. 370 until load restriction on Hwy. 370 is implemented.
- ODOT and Deschutes County to collaborate on repairs to Smith Rock Way so that the O'Neil Hwy. on SHV's can be detoured to Smith Rock Way.

Please contact Deschutes County Road Department at 541-388-6381 with any questions or concerns.

## Weight-Restricted Bridge and Detour Route: Smith Rock Way, OR 370, OR 126



The best detour for OR 126 is the Powell Butte Hwy. There are several routes to consider once you get to Bend.



# SHV Counts

Bridge Location	EB SHV'S	WB SHV's	Total SHV's	Comments
US 26 in Madras	0	0	0	5 SHV's that weren't using all their axles.
Smith Rock Way	0	0	0	2 SHV's that weren't using all their axles.
O'Neil Highway	4	22	26	9 SHV's that weren't using all their axles
OR 126	15	10	25	12 SHV's that weren't using all their axles

- Counts at all locations were taken on 10/16/18 from 7 AM to 4 PM
- We don't know if all the SHV's were loaded to the weight restrictions. Although we counted several SHV's at each location that hadn't loaded all their axles.
- We were only able to identify SHV's from Hooker Creek and Knife River. Many had no markings or we couldn't identify the markings because of the video quality.

# Next Steps

- Assemble a response team
  - Identified staff from Crook, Jefferson and Deschutes County and the City of Madras
  - Have contacts from local haulers: High Desert, Knife River and Hooker Creek
- Set up meeting to discuss detour routes
- Develop repair options for Smith Rock Way
- Triage state highway bridges for further testing and potential repair

# SHV Bridge Restrictions for MCTAC Discussion

November 8, 2018

## **Region 1, District 2B**

82nd Ave over UPRR and WB MAX LRT, Hwy 68, Br # 01994, MP 2.24

## **Region 1, District 2C**

Clackamas River, Hwy 171, Br# 05269, MP 49.96

Eagle Creek, Hwy 2, Br # 02063A, MP 41.57

## **Region 2, District 1:**

Buck Creek, Hwy 32, Br# 04805, MP 7.19

Alder Creek, Hwy 32, Br# 04677, MP 5.81

Alder Creek, Hwy 32, Br# 04678, MP 7.32

Cedar Creek, Hwy 32, Br# 04673, MP 1.47

Beaver Creek, Hwy 9, Br# 04654 MP 79.61

Little Humbug Creek, Hwy 47, BR# 03099, MP 8.22

## **Region 2, District 3:**

Mill Creek, Hwy 72, Br# 16883, MP 4.51

Per a meeting on 10/10/18, the Bridge Unit has now received the diagram of this bridge from the City of Salem. Updated restriction information is pending.

## **Region 2, District 4:**

Little Luckiamute River, Hwy 191, Br# 04589A, MP 10.11

## **Region 3, District 7:**

Hwy 9 over Conn Rd, Hwy 9, Br# 16014 MP 326.47

## **Region 4, District 9:**

China Creek, Hwy 005AA Cottonwood Conn, Hwy 5, Br# 09170, MP 0.73

Rock Creek, Hwy 100, Br# 65C63, MP 57.28

## **Region 4, District 10:**

North Unit Canal, Hwy 53, Br# 07074, MP 115.58

North Unit Ochoco Main Cancel, Hwy 370, Br# 02770, MP 3.85

Ochoco North Main Canal, Hwy 41, Br# 02769, MP 3.04

**For a complete list of road and bridge restriction please visit our Trucking Online website:**

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



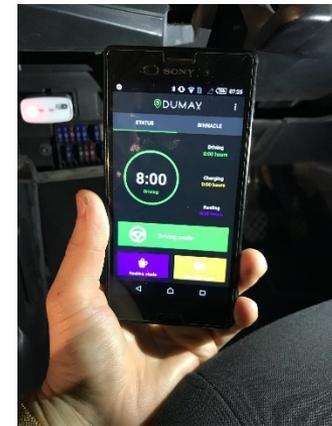
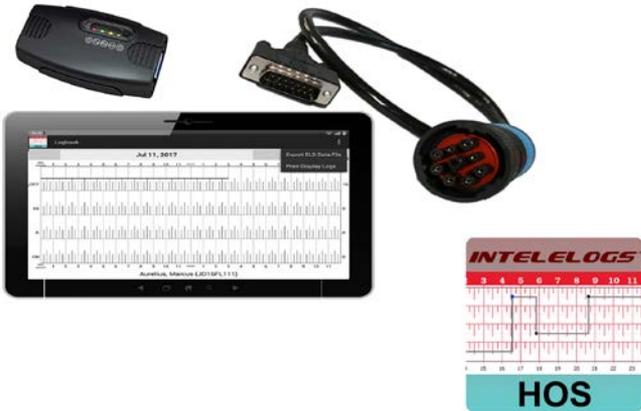
## Oregon Electronic Logging Device Update





## Registered ELDS

The listed devices are self-certified by the manufacturer to meet the ELD technical specifications. The Federal Motor Carrier Safety Administration does not endorse any electronic logging devices.



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Christian Lemar    Mon-10-2012

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## Registered ELDs



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John Smith - PT200

05:12  
DRIVING

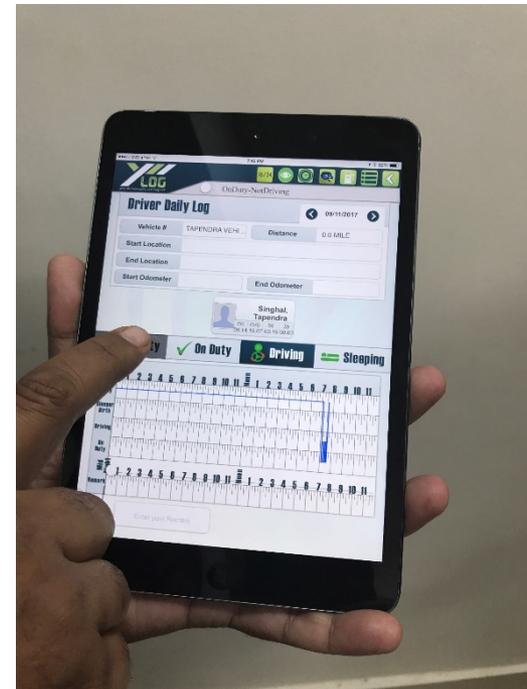
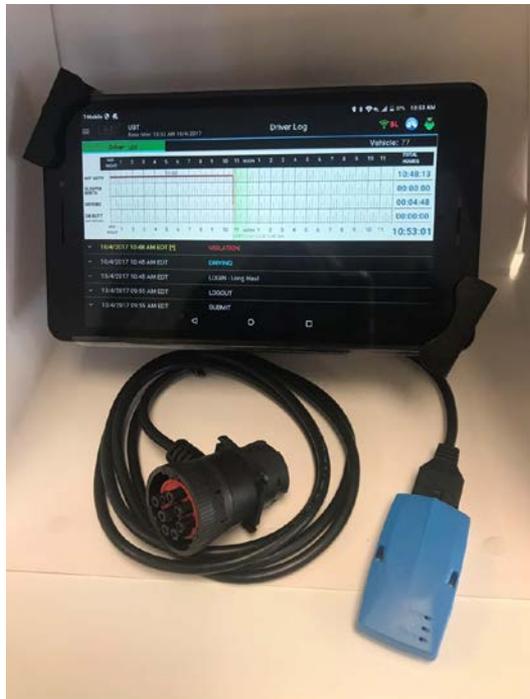
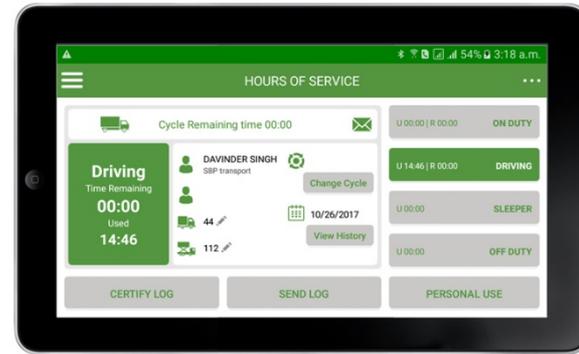
Hours Available

DRIVE	08:12
SHIFT	11:03
DRIVE	11:00
CYCLE	67:12

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## Registered ELDS





## Registered ELDS

Hundreds of ELDS are listed on the FMCSA Registered ELD Page

<https://eld.fmcsa.dot.gov/List>

### Registered ELDS

The listed devices are self-certified by the manufacturer. The Federal Motor Carrier Safety Administration does not endorse any electronic logging devices.

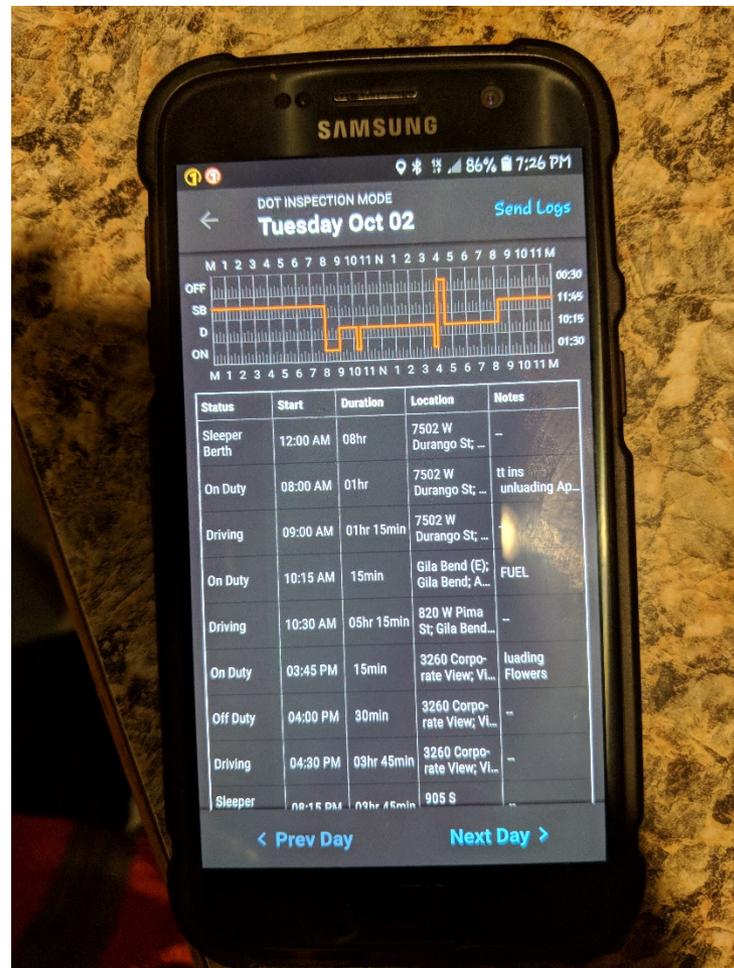
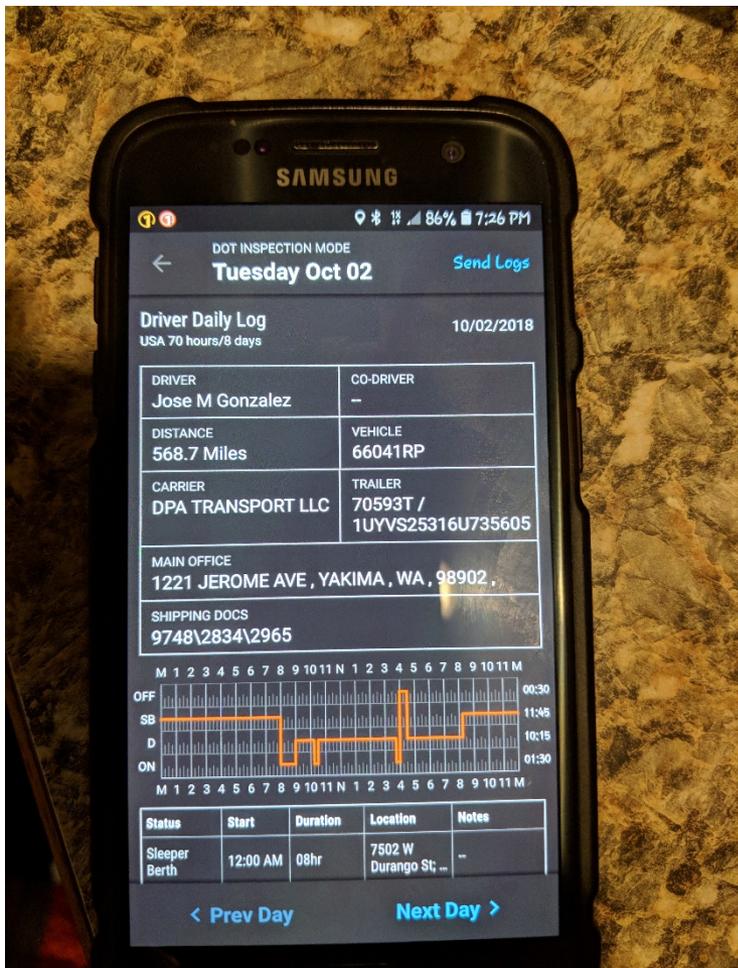
[View Revoked Devices](#)

Search:

Device Name	Model Number	Software Version	ELD Identifier	Company	Email
+ ArionT ELD	AT5000	10.1	ARIONT	Arion Tech Inc.	<a href="mailto:sales@ariontech.ca">sales@ariontech.ca</a>
+ Hours Of Service	Android & GenEx GNX-6	1.0.1805.14593	HOS001	VisTracks, Inc.	<a href="mailto:info@vistracks.com">info@vistracks.com</a>
+ Descartes Telematics - Smart Device	DSG ELD SD 4200	18.01 or higher	DSGSD1	The Descartes Systems Group Inc	<a href="mailto:info@descartes.com">info@descartes.com</a>
+ PeopleNet g3 - eDriver Logs ELD (for WinCE)	g3x002	.19xxx or higher	g3x002	PeopleNet	<a href="mailto:info@peoplenetonline.com">info@peoplenetonline.com</a>
+ Magellan HOS Compliance	MGNHOS002	1.0.1706 or higher	MGNHOS	Magellan GPS	<a href="mailto:fleetsales@magellangps.com">fleetsales@magellangps.com</a>
+ Hours Of Service	iOS & ATrack AK11	1.0.1816.180904	HOS001	VisTracks, Inc.	<a href="mailto:info@vistracks.com">info@vistracks.com</a>
+ ELD Chrome Cab-Mate Connect by Pedigree Technologies	Cab-Mate Connect	4	CMCN01	Pedigree Technologies, LLC	<a href="mailto:eld@pedigreetechnologies.com">eld@pedigreetechnologies.com</a>



## ELDS Concerns What is it?



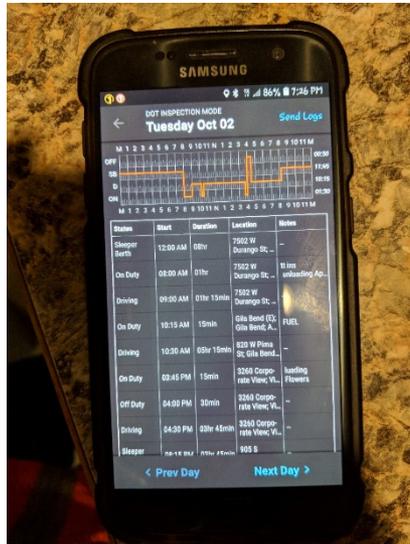


## ELDS Concerns

### What is it?



**ELD**



**Stand Alone  
Phone Application**



**AOBRD**



## ELDS Concerns Personal Conveyance

U.S. Department of Transportation

**Driver's daily log**  
(One calendar day 24 hours)

ORIGINAL Submit to Carrier within 13 Days  
Duplicate Driver retains possession for eight days

8      28      2018      596      49

(Month) (Date) (Year)      (Total miles driven today)      Vehicle Numbers (Show each unit)

Rainey Bros Inc  
(Name of Carrier or Carriers)

24047 Batt Comer Rd, Parma ID 83660  
(Main office address)

I certify these entries are true and correct:  
joshua wilkinson  
(Name and driver's full signature)

(Name of Co-Driver)

	1	2	3	4	5	6	7	8	9	10	11	Noon	1	2	3	4	5	6	7	8	9	10	11	12	Total (hrs)
Off Duty																									13:55
Sleeper Berth																									00:00
Driving																									10:05
On Duty																									00:00

Exemptions      \* Supporting Documents

Pro or shipping \_\_\_\_\_ Supporting Document \_\_\_\_\_

*Handwritten notes on log:*  
 - 8:00-11:00: With centering  
 - 1:00-2:00: PC  
 - 3:00-4:00: Personal on-site  
 - 4:00-5:00: PC  
 - 5:00-6:00: Personal  
 - 10:00-11:00: L. Wilson  
 - Bottom right: 12:44 Driving 1705.4 miles



## **ELDS Concerns Personal Conveyance**

### **Not Personal Conveyance**

The movement of a CMV in order to enhance the operational readiness of a motor carrier. i.e. bypassing available resting locations in order to get closer to the next loading or unloading point or other scheduled motor carrier destination.

After delivering a towed unit, and the towing unit no longer meets the definition of a CMV, the driver returns to the point of origin under the direction of the motor carrier to pick up another towed unit.

Continuation of a CMV trip in interstate commerce in order to fulfill a business purpose, including bobtailing or operating with an empty trailer in order to retrieve another load or repositioning a CMV (tractor or trailer) at the direction of the motor carrier.

Time spent driving a passenger-carrying CMV while passenger(s) are on board. Off-duty drivers are not considered passengers when traveling to a common destination of their own choice within the scope of this guidance.



## **ELDS Concerns Personal Conveyance**

### **Not Personal Conveyance**

Time spent transporting a CMV to a facility to have vehicle maintenance performed.

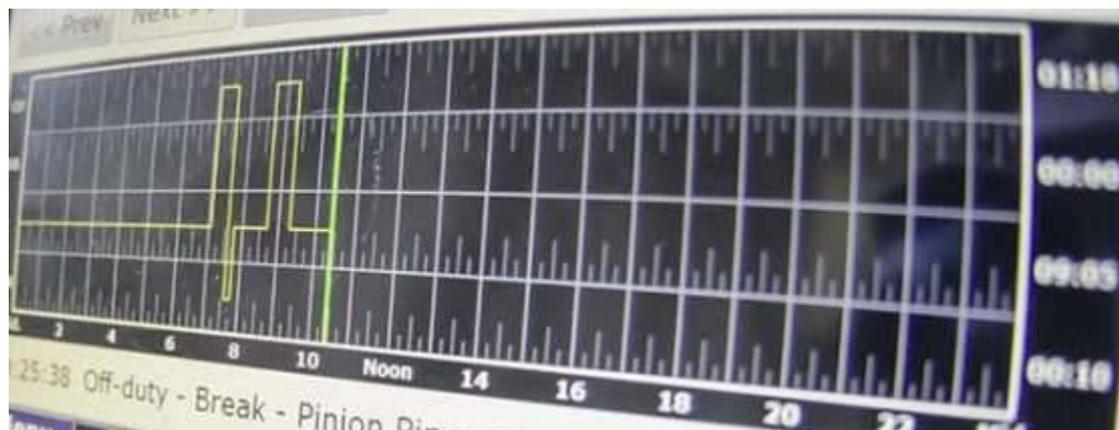
After being placed out of service for exceeding the maximum periods permitted under part 395, time spent driving to a location to obtain required rest, unless so directed by an enforcement officer at the scene.

Time spent traveling to a motor carrier's terminal after loading or unloading from a shipper or a receiver.

Time spent operating a motorcoach when luggage is stowed, the passengers have disembarked and the driver has been directed to deliver the luggage.



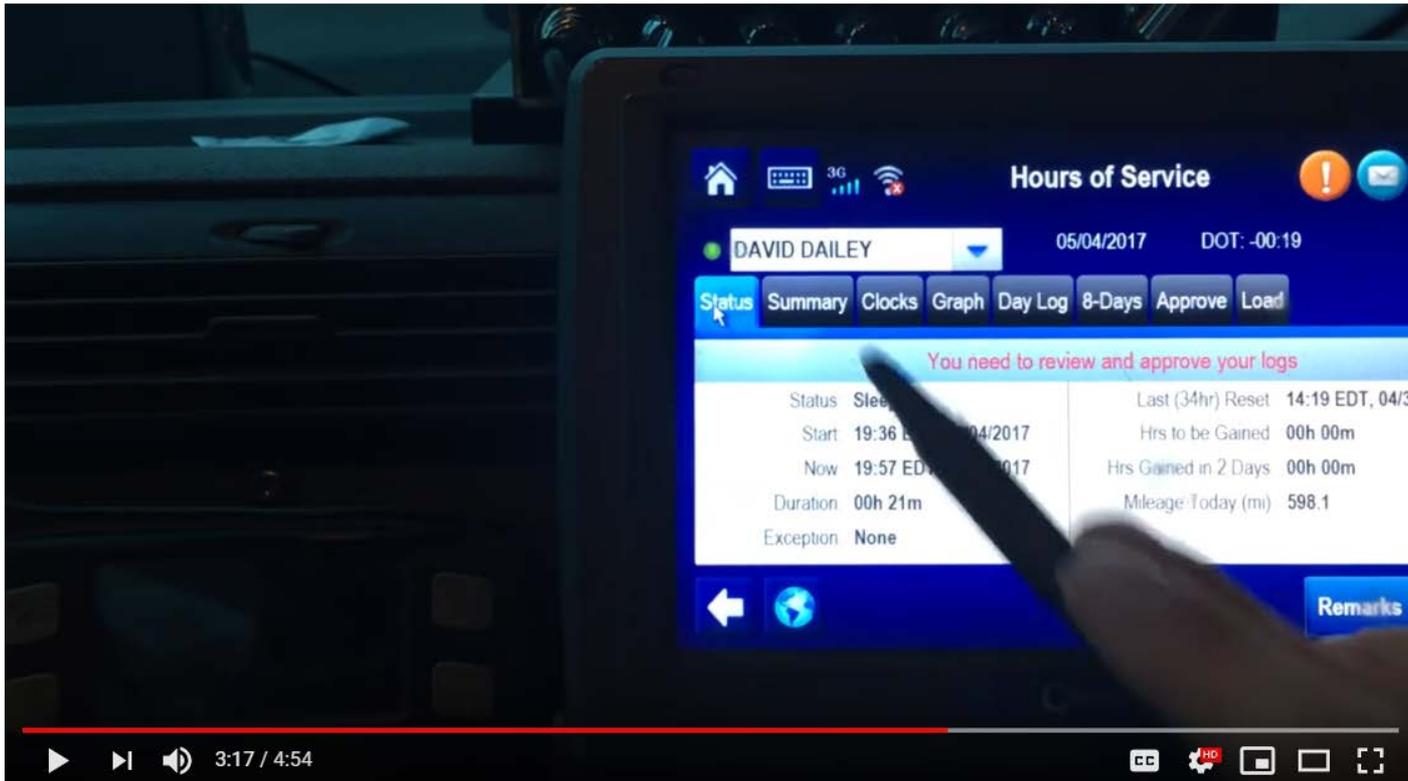
## ELDS Concerns Multiple driver ID Numbers



[ELD Creative Writing](#)



## ELDS Concerns Driver Edits



[Sleeperberth Edits](#)



## Inspection History

2017 (Oct 26)

### All Inspections

Total Inspections	29,911
Total Driver OOS (Level 1,2,3 only):	4,364
DOOS Rate:	14.7% - out of 29593
Total Vehicle OOS (Level 1,2,5 only):	6,303
VOOS Rate:	30.5% - out of 20661

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2018 (Oct 26)

### All Inspections

Total Inspections	26,190
Total Driver OOS (Level 1,2,3 only):	2,957
DOOS Rate:	11.5% - out of 25817
Total Vehicle OOS (Level 1,2,5 only):	5,703
VOOS Rate:	30.2% - out of 18900



## Hours of Service Violation History

	CY 2017		CY 2018
Driving Over 11 Hours	410		159
Driving After 14 Hours	793		249
Driving After 70/8	103		18
False ROD	3298		1280
ROD Not Current	668		145
No ROD	1203		612
No ELD	185		973



## Hours of Service Violation History

MCTD inspectors conducted five intensive hours of service operations during 2018. These operations yielded 2,622 inspections and placed 502 drivers out-of-service.

March	11%
April	18%
June	18%
Aug	26%
Oct	23%



# ELECTRONIC CREDENTIALS

WHAT THEY ARE AND WHY WE NEED THEM



Oregon Department of Transportation  
Motor Carrier Transportation Division

Presented by  
Audrey Lawson



# WHAT IS AN E-CREDENTIAL

ARE YOU  
READY?

- Motor Carrier Transportation Division has implemented Electronic Credentials. Beginning January 1, 2019, motor carriers operating in Oregon may carry an electronic version of certain credentials in their vehicles.
- An electronic credential is digital evidence of registration and/or licensure issued by the Oregon Department of Transportation (ODOT) that is saved to an electronic device carried inside the vehicle in lieu of a paper credentials



# WHAT CAN BE A E-CREDENTIAL



Beginning January 1, 2019, motor carriers may carry an electronic version of the following credentials in their vehicles:

- Apportioned Registration Cab Card (IRP)
- Temporary Apportioned Vehicle Registration
- Oregon Commercial Registration Cab Card
- Temporary Commercial Vehicle Registration
- International Fuel Tax Agreement (IFTA) License
- Temporary IFTA Decal Permit
- Oregon Weight Receipt and Tax Identifier
- Temporary Oregon Weight Receipt and Tax Identifier
- Single-Trip Oversize/Overweight Permit



# WHERE THEY'RE ACCEPTED AND WHAT TO KNOW



- All member jurisdictions in both the International Registration Plan (for apportioned registration), and the International Fuel Tax Agreement (IFTA)
- Saved in legible PDF format on an electronic device in the truck (available upon request)
- Must be accessible without Wi-Fi or cellular service
- Motor Carriers can email their credentials to an Oregon Motor Carrier enforcement officer at the time of inspection



# HOW WILL E-CREDENTIALS BE ISSUED?

- Electronic credentials will be issued by the Department through Oregon Trucking Online (TOL) or via email.
- MCTD analyst will have the ability electronically send renewal credentials through the mainframe and TOL.
- Motor Carriers can print the renewal credentials from TOL.
- Motor Carriers can obtain electronic credential replacements online.





## STATE OF OREGON APPORTIONED REGISTRATION CAB CARD

THIS VEHICLE IS PROPORTIONATELY REGISTERED AT THE  
WEIGHT INDICATED WITH OREGON AND ALL JURISDICTIONS LISTED BELOW

ATTENTION ENFORCEMENT: VERIFY THIS CREDENTIAL @ [WWW.OREGONTRUCKINGONLINE.COM](http://WWW.OREGONTRUCKINGONLINE.COM)

REGISTRANT NAME AND ADDRESS

SAMPLE, CARRIER  
550 CAPITOL ST NE  
SALEM OR 97301

GRACE PERIOD ENFORCEMENT  
DATE: March 16, 2019

USDOT: 1234567

This cab card (Paper or Electronic) must be carried in the power unit at all times and does not authorize operation in excess of legal size or weight limits. Operations subject to ORS 825.450 must also carry an Oregon Weight Receipt. The license plate issued with this cab card may be canceled by the motor carrier or the Oregon Department of Transportation.

The license plate and cab card may not be transferred to another vehicle. A new cab card must be obtained prior to operating when there are changes to carrier name, vehicle description or registration weight. Contact the Oregon Department of Transportation, Motor Carrier Transportation Division, 3930 Fairview Industrial Drive SE, Salem, OR 97302-1166. Telephone 503-378-6699. Many transactions may be completed online @ [www.oregontruckingonline.com](http://www.oregontruckingonline.com). To cancel registration, return plate to Motor Carrier Transportation Division or call number above.

The State of Oregon may pursue civil action against any motor carrier who: (1) has not submitted and paid registration for this vehicle prior to expiration of this credential, and (2) operates this vehicle after expiration of this credential.

VOID IF ALTERED OR ERASED

PLATE NUMBER YA1W479	OR ACCOUNT / FLEET NUMBER / SUP 231728 /01/000	EFFECTIVE DATE 08/01/2018	EXPIRATION DATE 12/31/2018
VEHICLE YEAR 2017	VEHICLE MAKE FRGH	VEHICLE IDENTIFICATION NUMBER TESTVEHICLEVIN101	FUEL TYPE D
LESSOR NAME	EQUIPMENT NUMBER TEST101	VEHICLE TYPE TR	SEATS

JUR	WEIGHT										
AB	044452	AL	098000	AR	080000	AZ	080000	BC	044452	CA	080000
CO	080000	CT	098000	DC	080000	DE	080000	FL	080000	GA	080000
IA	098000	ID	098000	IL	080000	IN	080000	KS	085500	KY	080000
LA	088000	MA	098000	MB	044452	MD	080000	ME	098000	MI	098000
MN	098000	MO	080000	MS	080000	MT	098000	NB	044452	NC	080000
ND	098000	NE	094000	NH	080000	NJ	080000	NL	044452	NM	080000
NS	098000	NV	080000	NY	098000	OH	080000	OK	090000	ON	044452
OR	098000	PA	080000	PE	044452	QC	000005	RI	080000	SC	080000
SD	098000	SK	044452	TN	080000	TX	080000	UT	080000	VA	080000
VT	080000	WA	098000	WI	080000	WV	080000	WY	098000		

## STATE OF OREGON APPORTIONED REGISTRATION CAB CARD

THIS VEHICLE IS PROPORTIONATELY REGISTERED AT THE WEIGHT INDICATED  
WITH OREGON AND ALL JURISDICTIONS LISTED BELOW

ATTENTION ENFORCEMENT: VERIFY THIS CREDENTIAL @ [WWW.OREGONTRUCKINGONLINE.COM](http://WWW.OREGONTRUCKINGONLINE.COM)

REGISTRANT NAME AND ADDRESS

JOHN TRUCKING

3930 FAIRVIEW INDUSTRIAL DR SE  
SALEM OR 97302

GRACE PERIOD ENFORCEMENT  
DATE: MARCH 16, 2018

THIS CARD MUST BE CARRIED IN THE POWER UNIT AT ALL TIMES AND DOES NOT AUTHORIZE OPERATION IN EXCESS OF LEGAL SIZE OR WEIGHT LIMITS. OPERATIONS SUBJECT TO ORS 825.450 MUST ALSO CARRY AN OREGON WEIGHT RECEIPT. THE LICENSE PLATE ISSUED WITH THIS CARD MAY BE CANCELED BY THE MOTOR CARRIER OR THE OREGON DEPARTMENT OF TRANSPORTATION.

THE LICENSE PLATE AND CAB CARD MAY NOT BE TRANSFERRED TO ANOTHER VEHICLE. A NEW CAB CARD MUST BE OBTAINED PRIOR TO OPERATING WHEN THERE ARE CHANGES TO CARRIER NAME, VEHICLE DESCRIPTION OR REGISTRATION WEIGHT. CONTACT THE OREGON DEPARTMENT OF TRANSPORTATION, MOTOR CARRIER TRANSPORTATION DIVISION, 3930 FAIRVIEW INDUSTRIAL DR SE, SALEM, OR 97302-1166. TELEPHONE 503-378-6699. MANY TRANSACTIONS MAY BE COMPLETED ONLINE @ [WWW.OREGONTRUCKINGONLINE.COM](http://WWW.OREGONTRUCKINGONLINE.COM). TO CANCEL REGISTRATION, RETURN PLATE TO MOTOR CARRIER TRANSPORTATION DIVISION: ATTN VEHICLE REGISTRATION OR CALL NUMBER ABOVE.

NOTE TO MOTOR CARRIER: THE STATE OF OREGON MAY PURSUE CIVIL ACTION AGAINST ANY MOTOR CARRIER WHO: (1) HAS NOT SUBMITTED AND PAID REGISTRATION FOR THIS VEHICLE PRIOR TO EXPIRATION OF THIS CREDENTIAL, AND (2) OPERATES THIS VEHICLE AFTER EXPIRATION OF THIS CREDENTIAL.

VOID IF ALTERED OR ERASED

PLATE NUMBER YAIP986	OR ACCOUNT / FLEET NUMBER / SUP 216520 /01/000	EFFECTIVE DATE 08/01/2017	EXPIRATION DATE 12/31/2017
VEHICLE YEAR 2014	VEHICLE MAKE KW	VEHICLE IDENTIFICATION NUMBER 1KW222222222222	FUEL TYPE D
LESSOR NAME	EQUIPMENT NUMBER 01	VEHICLE TYPE TR	SEATS

JUR	WEIGHT										
AB	047854	AL	QUAL	AR	080000	AZ	080000	BC	047854	CA	080000
CO	080000	CT	105500	DC	080000	DE	080000	FL	080000	GA	080000
IA	105500	ID	105500	IL	080000	IN	080000	KS	085500	KY	080000
LA	088000	MA	105500	MB	047854	MD	080000	ME	100000	MI	105500
MN	105500	MO	080000	MS	080000	MT	105500	NB	047854	NC	080000
ND	105500	NE	094000	NH	080000	NJ	080000	NL	047854	NM	080000
NS	047854	NV	080000	NY	105500	OH	080000	OK	090000	ON	047854
OR	105500	PA	080000	PE	047854	QC	000005	RI	080000	SC	080000
SD	105500	SK	047854	TN	080000	TX	080000	UT	080000	VA	080000
VT	080000	WA	105500	WI	080000	WV	080000	WY	105500	**	*****



## STATE OF OREGON APPORTIONED REGISTRATION CAB CARD

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REGISTRANT NAME AND ADDRESS

SAMPLE, CARRIER  
550 CAPITOL ST NE  
SALEM OR 97301

GRACE PERIOD ENFORCEMENT  
DATE: March 16, 2019

USDOT: 1234567

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LESSOR NAME	EQUIPMENT NUMBER TEST101	VEHICLE TYPE TR	SEATS

JUR	WEIGHT										
AB	044452	AL	098000	AR	080000	AZ	080000	BC	044452	CA	080000
CO	080000	CT	098000	DC	080000	DE	080000	FL	080000	GA	080000
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LA	088000	MA	098000	MB	044452	MD	080000	ME	098000	MI	098000
MN	098000	MO	080000	MS	080000	MT	098000	NB	044452	NC	080000
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NS	098000	NV	080000	NY	098000	OH	080000	OK	090000	ON	044452
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LESSOR NAME	EQUIPMENT NUMBER 01	VEHICLE TYPE TR	SEATS

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CO	080000	CT	105500	DC	080000	DE	080000	FL	080000	GA	080000
IA	105500	ID	105500	IL	080000	IN	080000	KS	085500	KY	080000
LA	088000	MA	105500	MB	047854	MD	080000	ME	100000	MI	105500
MN	105500	MO	080000	MS	080000	MT	105500	NB	047854	NC	080000
ND	105500	NE	094000	NH	080000	NJ	080000	NL	047854	NM	080000
NS	047854	NV	080000	NY	105500	OH	080000	OK	090000	ON	047854
OR	105500	PA	080000	PE	047854	QC	000005	RI	080000	SC	080000
SD	105500	SK	047854	TN	080000	TX	080000	UT	080000	VA	080000
VT	080000	WA	105500	WI	080000	WV	080000	WY	105500	**	*****



# Oregon Department of Transportation

## **Motor Carrier Transportation Division**

### **Electronic Credentials — 2018**

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