



MOTOR CARRIER NEWS

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Motor Carrier Transportation Division, 550 Capitol Street NE, Salem, OR 97301-2530

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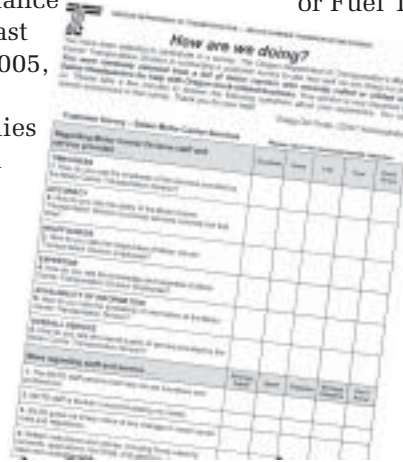
Surveys will gauge satisfaction with staff & service

Thousands of customers of the Motor Carrier Transportation Division (MCTD) are getting survey forms in the mail this month that ask, "How are we doing and how can we do a better job?" Drawing from nine customer groups and randomly selecting most survey recipients, MCTD is hoping a large number of the questionnaires will be completed and returned in the next two months.

"Customer surveys have become an increasingly important tool for measuring agency performance," noted Division Administrator Gregg Dal Ponte. "When legislators approve budgets they're looking closely at performance measures and customer survey results, if those indicators are available."

MCTD conducted similar surveys in 1998, 2002, and 2004, with overall response rates of 34%, 31%, and 31%, respectively. This time

MCTD is again sending forms to:
(1) All Oregon companies subject to a Safety Compliance Review in the last six months of 2005,
(2) Random Oregon companies that had a truck inspected by MCTD staff last year,
(3) Random Oregon truck drivers inspected by MCTD staff last year,
(4) Random companies based in Oregon, Idaho, and Washington that participate in the Green Light weigh station preclearance program, (5) Random companies based in Oregon, Idaho, and Washington that are recognized as Oregon Trusted Carrier Partners, (6) Random companies that



companies that were subject to an International Registration Plan and/or Fuel Tax Agreement audit last year.

In an attempt to gather survey results that allow for comparing one state agency with another in terms of customer service, the 2005 Legislature instructed all agencies to modify survey forms and ask the same six questions (differing only by insertion of the agency name). That's why MCTD's forms start with the

following questions:

- **Timeliness** — "How do you rate the timeliness of the services provided by the Motor Carrier Transportation Division?"
- **Accuracy** — "How do you rate the ability of the Motor Carrier Transportation Division to provide services correctly the first time?"
- **Helpfulness** — How do you rate the helpfulness of Motor Carrier Transportation Division employees?"
- **Expertise** — "How do you rate the knowledge and expertise of Motor Carrier Transportation Division employees?"
- **Availability of Information** — "How do you rate the availability of information at the Motor Carrier Transportation Division?"
- **Overall Service** — "How do you rate the overall quality of service provided by the Motor Carrier Transportation Division?"

MCTD's survey forms then go on to ask other questions that appeared on survey forms sent in previous years.

contacted the Salem Permit Analysts for truck-related transactions during one week in February,
(7) Random companies that contacted the Over-Dimension Permit Unit for a permit during one week in February,
(8) Random companies subject to a weight-mile tax audit last year, and (9) All

Supreme Court upholds flat fee payment option

In a long-awaited decision, the Oregon Supreme Court has rejected a constitutional challenge to provisions of Oregon's truck tax system that allow motor carriers hauling certain commodities to pay weight-mile taxes on the basis of a flat fee rather than by miles traveled. The Court issued a unanimous opinion on December 15, 2005, finding there is no evidence that the payment option puts interstate carriers at a disadvantage when compared with intrastate carriers.

The Court explained, "Having been presented with no evidence of discrimination or malapportionment in this case aside from plaintiff's hypothetical projections, we cannot conclude, on this record, that the flat-fee option at issue here violates the Commerce Clause."

(continued on page 3)

Work group searches for IRP / IFTA efficiencies

A Motor Carrier Transportation Division work group is currently exploring ways to make it easier for Oregon companies to operate in other states and Canada under the International Registration Plan (IRP) and International Fuel Tax Agreement (IFTA). The group is focusing on how to combine the two programs to realize a number of one-stop-shopping-type efficiencies.

"Combining the programs sounds like a really simple change," said Laurie Hall, Manager of the Vehicle Registration and IFTA programs. "But it requires completely reworking our business procedures and practices. The good news is that a change will save our customers and our staff a whole lot of time and effort."

Hall holds up a two-inch-thick stack of applications that were received in one day at the Portland Bridge Office. "These are IRP supplements and carriers file about 10,000 of them each year because

they add trucks to their fleets, add to the jurisdictions in which they're operating, or increase the registered weight of certain trucks," she said. "For almost every one of these IRP supplements, the carriers have to file an IFTA supplement. It's two separate processes and it must be maddening for our customers."

IRP programs have been in place since the early 1970s and IFTA since the 1980s. Oregon was one of the first states to offer IRP as a service to Oregon-based trucking companies that operate throughout North America. Through IRP and IFTA, motor carriers in 48 states and ten Canadian provinces work with their base jurisdiction to report and pay truck registration fees and fuel taxes owed to the other jurisdictions within which they operate. The base jurisdiction then distributes the fees and taxes on behalf of each carrier. Except by buying permits for single

data. Yet there are two processes to get started, two processes to add trucks or amend information, and two processes to renew trucks for the next year. "When someone wants to complete a transaction, they should be looking at one form that requires one invoice and one payment," Hall said.

Looking around North America, Hall's work group has found very few model programs to copy. "Sadly, most jurisdictions have separate processes and many have separate agencies that carriers must deal with," Hall said. "In many states, IRP is handled by DMV-like agencies while IFTA is handled by Departments of Revenue."

Hall notes that one area in which states have realized efficiencies is in audits. Today, many jurisdictions send one auditor to examine both IRP and IFTA records. "That should serve as an example of what we need to be doing all around," Hall said.

Simplifying the programs makes particularly good sense in Oregon now that it's becoming possible to conduct both IRP and IFTA business online. Since IRP transactions were added to the Oregon Trucking Online menu in June 2005, companies have been using their home or office computer to add and cancel vehicles or amend vehicle information, get replacement credentials, renew Apportioned license plates, and pay supplements and applications.

Later this year, IFTA transactions will be added to Trucking Online so companies can apply for decals, file fuel tax returns, amend tax returns, check the status of their account, and renew their license.

Both IRP and IFTA have electronic Clearinghouse programs that streamline the processing and distribution of registration fees and fuel taxes to all states and provinces. In November 2005, Oregon became the 44th jurisdiction to join the IRP Clearinghouse. It plans to join the IFTA Clearinghouse later this year.

IRP IFTA

**Oregon 24 / 7
Motor Carrier
Service Center
503-378-6699**

Oregon Call Center Stats

2005	Calls answered	Callers who hung up before staff could answer	Average wait time between 8 a.m. - 5 p.m.
Jan	17,427	1,335	5:37
Feb	14,043	1,139	3:01
Mar	16,562	1,533	2:13
Apr	15,238	1,067	2:16
May	15,153	1,203	2:12
Jun — New call management system installed June 15			
Jul	14,200	690	1:02
Aug	16,124	568	:50
Sep	14,803	401	:37
Oct	16,725	537	:45
Nov	15,430	524	:45
Dec	15,590	746	1:06

Installation of a new call management system in June 2005 made a dramatic difference in Motor Carrier Transportation Division staff's ability to handle calls during the 8 a.m. to 5 p.m. weekday period.

trips, carriers have no other way to discharge their registration and fuel tax liabilities. They're not allowed to individually contact other jurisdictions to file annual registration forms and quarterly fuel tax reports with payments.

About 4,000 Oregon companies currently participate in IRP and IFTA and for both programs they usually register the same vehicles and enter similar

Court rejects challenge to truck tax system

(continued from page 1)

This case dates back to July 2000 when the American Trucking Associations (ATA) and other plaintiffs filed suit in Marion County Circuit Court contesting the constitutionality of Oregon's truck tax system. The suit alleged that it is unfair and an undue burden on interstate commerce for Oregon to charge most carriers a weight-mile tax for road use while allowing log, sand and gravel, and wood chip haulers, as well as certain farmers hauling for-hire, to pay a substitute tax, commonly called flat fees. The lawsuit came on the heels of similar court action in Idaho that led lawmakers there to agree to a \$27 million settlement with the industry and repeal of Idaho's weight-mile tax. The Oregon lawsuit sought a similar result and asked for a refund of all weight-mile taxes paid since January 1, 2000.

In February 2002, the Circuit Court judge ruled that Oregon's tax system is fairly apportioned, consistent, does not discriminate against out-of-state carriers nor have the practical effect of discriminating against interstate commerce, and does not violate either the Commerce or Equal Protection clauses of the U.S. Constitution. The ATA appealed the ruling and in April 2004 the Oregon Court of Appeals overturned part of that decision. A three-judge panel ruled against the flat fee option for paying weight-mile taxes, but also indicated that any remedy like tax refunds should be strictly limited. The State of Oregon then appealed that ruling to the Oregon Supreme Court.

The Oregon Supreme Court Justices looked to U.S. Supreme Court cases for precedent when analyzing the ATA's lawsuit.

To answer the question of whether flat fees are fairly apportioned for purposes of interstate commerce, the Court used the analysis in a 1977 case (*Complete Auto Transit Inc. v. Brady*) and found, "The flat fee does not tax an interstate truck's entry into this state, nor does it tax transactions spanning multiple states. As a result, if every state replicated Oregon's flat-fee tax option under the same terms, we cannot hypothesize a scenario where the interstate commerce in logs, sand and gravel, or wood chips would be subject to multiple taxation or could be viewed as one state's attempt to take more than its fair share of taxes from transactions involving those commodities."

To answer the question of whether the flat fee option discriminates against interstate commerce, the Justices noted that the U.S. Supreme Court "has never viewed hypothetical possibilities, standing alone, as sufficient to constitute unconstitutional discrimination for Commerce Clause purposes." In a 1994 case (*Associated Industries of Missouri v. Lohman*) the U.S. Supreme Court said, ". . . the flow of commerce is measured in dollars and cents, not legal abstractions."

Similarly, the Oregon Justices pointed to a 2005 case (*American Trucking Associations, Inc. v. Michigan Public Service Commission*) to refute arguments regarding the general discriminatory effect of locally focused flat fees. The Michigan case involved a \$100 annual fee the state charged all trucks making intrastate deliveries. The ATA argued that the fee was discriminatory because companies that worked solely within Michigan would drive more miles in the state and get a greater cost-per-mile benefit from the fee than their counterparts that also made interstate deliveries. The ATA said those financial incentives would exert a "hydraulic pressure" on out-

of-state truckers to concentrate their hauling in Michigan. The U.S. Supreme Court rejected that argument for lack of evidence of a "significant practical burden on interstate commerce."

About flat fees

The Oregon flat fee payment option originated in 1949 as a way to make road-use tax reporting easier for log haulers who regularly use non-public roads and lesser-traveled public roads. Since many of these carriers were small, single-truck operators who often made many short trips in a single day, it was considered more difficult for them to keep the records necessary to determine their taxable miles. The flat fee option was meant to ease the recordkeeping burden on these carriers.

Log haulers currently may pay \$6.10 per 100 pounds declared combined weight, sand and gravel haulers \$6.05 per 100 pounds, wood chip haulers \$24.62 per 100 pounds, and for-hire farm carriers in trucks under 46,000 pounds combined weight may pay \$5.00 per 100 pounds. Carriers complete a Flat Monthly Fee Election Form to opt for flat fee payments. They agree to pay the fees for the next year as long as they haul eligible commodities.

Flat fee rates are designed to yield as much money for the Highway Fund as weight-mile taxes would yield. Oregon law requires the Oregon DOT and Transportation Commission to review flat fee rates every other year and recommend to the Legislature any appropriate adjustments to the rates.

After the payment option was offered to log haulers in 1949, it was offered to sand and gravel haulers in 1969, and to wood chip haulers in 1983. In December 2005, the carriers opting to pay flat fees included 678 log haulers, 88 sand and gravel haulers, and 5 wood chip haulers.

Read the Oregon Supreme Court case: www.publications.ojd.state.or.us/S51622.htm

Federal Regs, 49 CFR Part 40 — Drug & Alcohol Testing

Key excerpts from the law related to employer responsibilities:

§ 40.25 Must an employer check on the drug and alcohol testing record of employees it is intending to use to perform safety-sensitive duties?

Yes, after obtaining an employee's written consent, an employer must contact DOT-regulated employers who have employed the person during any period in the previous two years and request the following: (1) Alcohol tests with a result of 0.04 or higher alcohol concentration; (2) Verified positive drug tests; (3) Refusals to be tested (including verified adulterated or substituted drug test results); (4) Other violations of DOT agency drug and alcohol testing regulations; and (5) With respect to any employee who violated a DOT drug and alcohol regulation, documentation of the employee's successful completion of DOT return-to-duty requirements (including follow-up tests). If the previous employer does not have information about the return-to-duty process, seek to obtain this information from the employee.

This requirement applies only to employees seeking to begin performing safety-sensitive duties for the first time (i.e., a new hire, an employee transfers into a safety-sensitive position). If the employee refuses to provide written consent, the employee must not perform safety-sensitive functions.

Employers must not permit an employee to perform safety-sensitive functions after 30 days from the date on which the employee first performed safety-sensitive functions, unless the employer has obtained or made and documented a good faith effort to obtain this information.

§ 40.27 May an employer require an employee to sign a consent or release in connection with the DOT drug and alcohol testing program?

No, an employer must not require an employee to sign a consent, release, waiver of liability, or indemnification agreement with respect to any part of the drug or alcohol testing process (including, but not limited to, collections, laboratory testing, MRO and SAP services).

DMV combines forms to help with driver background checks

A new DMV form is helping trucking companies get access to records that show whether or not an Oregon truck driver has tested positive for drugs. The Oregon Driver and Motor Vehicle Services Division has combined two of its forms so that when a trucking company requests to check a person's driving record it can include a check of prior drug testing (see DMV Form #7291 on page 5). Until now, DMV offered two separate forms and companies had to know to use both to request a complete check of records. Companies still need to have drivers sign the form authorizing DMV to release the employment driving record with drug test results.

The new form is designed for companies that establish a DMV Record Inquiry Account by paying a one-time \$70 fee and qualifying to receive the personal information that appears on records (Form #6037). They can fax the new combined form to DMV and charge the \$3.50 records request fee to their account.

Companies that don't have an account must complete a Request for Information Form (Form #7122) each time they need to check records, go through the process of qualifying to receive the information, attach the separate signed Affidavit to Authorize Release of Drug Test Results (Form #7195), and mail that with a check or money order for \$3.50.

Federal regulations require anyone hiring a driver with a Commercial Driver License to contact the previous employers for the past two years to ask if the driver ever tested positive for controlled substances or alcohol, or ever refused a test (FMCSR Part 382.413). Refusal to take a test is treated as a positive test. Employers must get the person's written consent to check records and that authorization is forwarded to the previous employers. Another part of the law requires employers to release the information when authorized. It's all intended to help an employer check new hires before they drive a truck or perform a safety sensitive function. Employers must make a good faith effort to get the information within 30 days.

The Oregon trucking industry sponsored legislation in 1999 making it a requirement that an Oregon employment driving record must include all instances of positive drug test results. Since March 2000, DMV has been disclosing information about a drug test if the person requesting it has written permission from the person who is the subject of the report. The law does not apply to all truck drivers, only those with an Oregon-issued CDL.

But oftentimes drivers who had a prior positive drug test will try to keep that secret. When they apply for a job at a new trucking company, they don't list the former employer on their application. Since DMV required two separate forms for checking records, it was common for unknowing trucking companies to check only the driving record and not also the drug test record.

Motor Carrier Division safety specialists routinely notice this problem when they visit companies to conduct a comprehensive Safety Compliance Review. Among other things, they check compliance with drug and alcohol testing requirements and they invariably find companies do not do a background check of truck drivers before putting them behind the wheel.

"Of the carriers involved in a first-time compliance review, I've found probably 80 percent failed to contact former employers to ask if the driver had any positive tests for controlled substances or alcohol," Safety Specialist Terry Evert said. "Meeting this requirement may take some effort on the employer's part, but it's necessary to prevent problem drivers from jumping from one company to the next without being discovered."



DEPARTMENT OF TRANSPORTATION
DRIVER AND MOTOR VEHICLE SERVICES
1905 LANA AVE NE, SALEM OREGON 97314

REQUEST FOR MOTOR CARRIER REQUIRED DRIVING RECORDS

Company Name: _____
PRINT NAME

Account #: _____

AUTHORIZATION TO RELEASE EMPLOYMENT DRIVING RECORD WITH DRUG TEST RESULT INFORMATION

Oregon Driver License Number: _____

Driver Name: _____ Date of Birth: _____
PLEASE PRINT

I authorize the release of my employment driving record including drug test results reported under ORS 825.410 to be mailed to:

COMPANY NAME

COMPANY ADDRESS

COMPANY FAX NUMBER

Signature of Driver: X _____ Date: _____

A three year non-employment driving record and a three year employment driving record with any drug test result information will be provided by submitting this form. Your account will be charged \$3.50.

MAIL OR FAX REQUEST TO: DMV RECORD SERVICES
1905 LANA AVE NE
SALEM OR 97314

FAX NUMBER: 503-945-5425

Please call Record Services at 503-945-5475 with questions regarding this form.

Weigh-in-motion system lets truckers avoid 1,382,512 stops in 2005

Truckers traveling in Oregon saved an estimated 115,000 hours of travel time and \$8.6 million in fuel, wear and tear, and other operating costs as they got the go ahead to bypass weigh stations 1,382,512 times in 2005. Compared with 2004, preclearance activity was up in every quarter last year and finished up 15% overall. A total of 3,800 trucking companies now participate in Green Light and they have transponders in 34,600 trucks.

Green Light uses weigh-in-motion scales and transponder readers to screen trucks as they approach a weigh station. It increases a station's capacity without physically expanding the facility, providing efficiencies for state regulators.

But the trucking industry enjoys even more tangible benefits because operating a heavy truck is estimated to cost \$1.24 per minute and stopping at a weigh station can take five minutes. On that basis, truckers saved 524,000 hours of travel time and \$39 million in operating costs in the past seven years as they cleared Oregon weigh stations a total of 6,291,900 times.

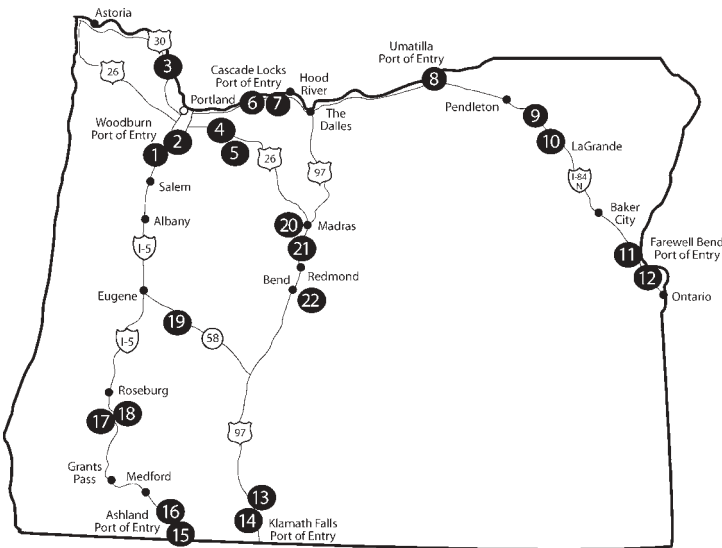
Oregon started keeping track of green lights in January 1999 when it had four weigh stations preclearing an average of 51 trucks a day. Today, 22 stations have the weigh-in-motion systems and they're preclearing 3,750 trucks a day.

The Woodburn Port of Entry on southbound I-5 continues to be the busiest site. Well over half of all trucks approaching that weigh station (59%) are transponder-equipped and 54% of all trucks get a green light to proceed.

Busiest Green Light sites	Trucks Precleared in 2005
Woodburn Port of Entry	355,013
Woodburn NB Weigh Station	165,730
Ashland Port of Entry	157,015
Umatilla Port of Entry	134,253
Cascade Locks Port of Entry	127,221
Wyeth WB Weigh Station	85,556
Farewell Bend Port of Entry	82,930

Green Light uses the same technology used in weigh station preclearance systems all around the country. Green Light transponders can be used in any other state. Truckers just need to enroll with the state and agree to the terms and conditions of its system.

The Oregon Department of Transportation is distributing transponders at no cost to companies with trucks that regularly stop at Green Light weigh stations. For more information, contact the Motor Carrier Transportation Division at 503-378-6054.



Green Light Weigh Stations

Interstate 5

- (1) Woodburn Port of Entry, Southbound
- (2) Woodburn Weigh Station, Northbound
- (15) Ashland Port of Entry, Northbound
- (16) Ashland Weigh Station, Southbound
- (17) Wilbur Weigh Station, Southbound
- (18) Booth Ranch Weigh Station, Northbound

Interstate 82

- (8) Umatilla Port of Entry, Southbound

Interstate 84

- (12) Farewell Bend Port of Entry, Westbound
- (11) Olds Ferry Weigh Station, Eastbound
- (10) La Grande Weigh Station, Eastbound
- (9) Emigrant Hill Weigh Station, Westbound
- (6) Cascade Locks Port of Entry, Eastbound
- (7) Wyeth Weigh Station, Westbound

US Highway 97

- (20) Juniper Butte Weigh Station, Northbound
- (21) Juniper Butte Weigh Station, Southbound
- (22) Bend Weigh Station, Northbound
- (13) Klamath Falls Port of Entry, Northbound
- (14) Klamath Falls Weigh Station, Southbound

OR Highway 58

- (19) Lowell Weigh Station, Westbound

US Highway 26

- (4) Brightwood Weigh Station, Westbound
- (5) Brightwood Weigh Station, Eastbound

US Highway 30

- (3) Rocky Point Weigh Station, Westbound

Visit the Green Light Web site: www.oregon.gov/ODOT/MCT/GREEN.shtml

Green Light transponder application

Tired of stopping at weigh stations? Complete this application, mail or fax it to the ODOT Motor Carrier Division, and get a free transponder for each truck that qualifies. Then start getting weighed in motion as you approach 22 Oregon weigh stations around the state and save time and money for every green light signal you get to keep on truckin' past the stations!

CUSTOMER INFORMATION			
Carrier Name		DBA Name	
Carrier Physical Location		City	State Zip Code
Carrier Mailing Address		City	State Zip Code
Contact Person		Phone Number	Fax Number
U.S. DOT #	Federal EIN	Oregon File #	IFTA Jurisdiction and #

VEHICLE PLATE INFORMATION							
Vehicle	Base State	Base State Plate No.	Registration Expires Month/Day/Year	Year/Make	Unit No.	Registered GVW	Complete VIN
1							
2							
3							
4							



Attach a separate sheet with information about additional vehicles, if necessary.

Please indicate if you want enrollment to include:

NORPASS

Terms and Conditions of Green Light Weigh Station Preclearance Program

1. Transponders are to be installed only on designated vehicles and in accordance with ODOT policies.
2. Carrier will report any changes in vehicles added or removed from fleet operations to ODOT.
3. Carrier will report any changes in the transponder application information to ODOT at the number listed below.
4. Carrier agrees to allow its registration base state to provide information regarding IFTA and IRP accounts to ODOT for the purpose of providing preclearance bypass to its vehicles.
5. Carrier may bypass an open port or weigh station only when the transponder indicates a green light or in accordance with ORS 818.400(2). **Exception:** Carriers whose vehicles are operating under, or should be operating under, a variance permit other than an **Extended Weight Permit** must report to the scale even if they receive a green light.

Motor Carrier Self Certification Statement

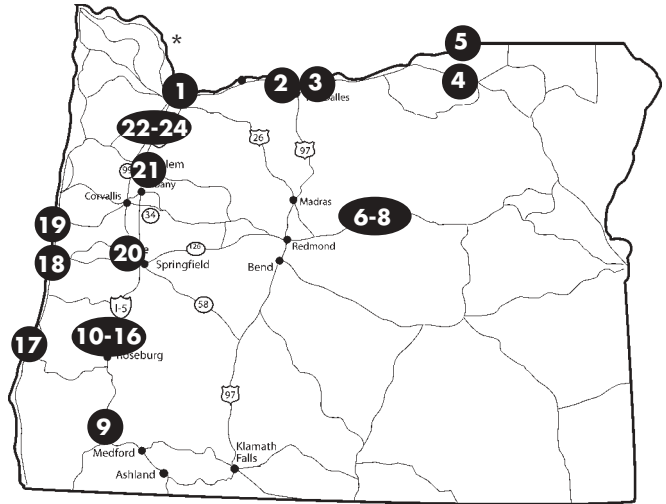
I agree to comply with the applicable state and federal motor carrier rules and regulations as administered by ODOT, through which I am applying for preclearance. I agree to maintain and/or keep current my IFTA and/or IRP account(s) as appropriate. I also agree to comply with the terms and conditions of ODOT for the installation and use of the transponder.

Signature	Title	Date
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Send application to:
Green Light Program, 550 Capitol Street NE, Salem OR 97301-2530
Or fax to 503-373-1833
For more information, call 503-378-6054

Weight-Restricted Bridges on Major Routes in Oregon

As of February 15, 2006, bridge inspectors had set weight restrictions on 24 bridges on major Oregon routes. There are also many restricted bridges on lesser routes throughout the state (see page 9). Questions about restricted bridges? Contact the Oregon DOT, Motor Carrier Division at 503-373-0000 or visit its Web site: www.oregon.gov/ODOT/MCT/RESTRICT.shtml



Highway	Restriction	Bridge & Location
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1.	OR99E SB	SR2 Martin Luther King Jr. Viaduct, Portland
2.	OR206	D Deschutes River Bridge, MP 2.92
3.	US97	D Sam Hill Bridge, Biggs Junction
4.	I-84 EB	D/N Umatilla River, MP188.43, near Umatilla
5.	US730	D/N USRS Irrigation Canal Bridge, MP168.86 between Boardman and Irrigon
6-7.	US26	D/N Two Bridge Creek Bridges, MP65.63 and MP65.85
8.	Off US26	SR1 Bridge Creek, R/W Route, Mitchell Access
9.	US199	D/N Applegate River, MP7, southwest of Grants Pass
10.	I-5 Overpass	D/N Riddle Road, MP103.95
11.	I-5 Overpass	SR1 Chadwick Lane, MP104.85
12-13.	I-5 NB and SB	SR Missouri Bottom Bridges, South Umpqua River, MP105.41
14.	OR42	D/N I-5 Overpass, MP119.51, four miles south of Roseburg
15.	I-5 NB	D/N Shady Bridge, MP120.57, between Myrtle Creek and Roseburg
16.	I-5 NB	D/N Umpqua River, MP128.92, Roseburg
17.	Coos River Hwy.	SR1 Isthmus Slough Bridge, Coos Bay, MP0.51, 1/2 mile off US101
<p>NOTE: Due to landslide on detour route, trucks over 80,000 lbs. must cross the Isthmus Slough Bridge in one direction only, 150 feet apart, with no other trucks. Call 541-888-4340 two hours in advance for traffic control.</p>		
18.	US 101	D/N Siuslaw River, MP190.98, Florence
19.	US 101	D/N Spencer Creek, MP133.86, ten miles south of Depoe Bay
20.	OR126 Business WB	D/N Willamette River, MP1.34, one mile east of I-5 in Springfield
21.	Off OR22	D First Avenue Bridge in Mill City, over Santiam River
22.	OR18	D/N Yamhill River, MP51.57, near Dayton
23.	OR219	D/N Willamette River, MP23.46, south of Newberg
24.	OR99W S	D Tualatin River Bridge, MP12.18, Tualatin

* **SPECIAL NOTE:** The Lewis & Clark Bridge in Washington, off US30, is restricted to 21,500 pounds per axle, with no limit on gross vehicle weight.

Eight new bridges now in place on I-84

Work on the Upper Perry Westbound Bridge was completed in November 2005, marking the end of a four-year, \$40 million effort to replace eight bridges in a six-mile stretch of I-84 between La Grande and Perry in northeastern Oregon. Most of the work, which often required truckers to take long detours, was funded by the Oregon Transportation Investment Act.



Restriction Legend

D/N = Restricted to Divisible and Non-Divisible Load Limits

	Divisible Loads
Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wt.	105,500 lbs.
	Non-Divisible (Heavy Haul) Loads
Single Axle	21,500 lbs.
Tandem Axle	43,000 lbs.
Maximum Wt.	98,000 lbs.

D = Restricted to Divisible Load Limits (no heavy haul loads)

	Divisible Loads
Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wt.	105,500 lbs.

SR = Special Restriction - All trucks over 80,000 lbs. must stay in right lane.

SR1 = Special Restriction - Single Axle - 20,000 lbs. Tandem Axle - 34,000 lbs. Max. Wgt. - 80,000 lbs.

SR2 = Special Restriction - No truck combinations, Max. Wgt. - 50,000 lbs.

Weight restrictions shown here do not supersede restrictions posted on signs at each bridge location. Bridges are closely checked by inspectors. Restrictions may change on a daily basis, and other bridges may become restricted, as conditions warrant.

Weight-Restricted Oregon Bridges on Lesser Routes

In addition to the 24 weight-restricted bridges on major routes, the Oregon Department of Transportation has restricted the following bridges on lesser state routes. Weight restrictions shown here do not supersede restrictions posted on signs at each bridge location. Questions? Contact the Motor Carrier Division at 503-373-0000.

Highway	Restriction	Bridge & Location
NORTHERN OREGON COAST		
US 101 Business	D	Lewis & Clark River, 2.5 miles SE of Astoria, MP4.78
US 26	D/N	Volmer Creek, 2 miles SE of Cannon Beach Junction, MP2.24
US 26	D/N	Johnson Creek, 3 miles SE of Cannon Beach Junction, MP3.26
OR 53	SR3	North Fork Necanicun River, 0.11 miles S of US 26, MP0.11
OR 53	SR3	Jack Horner Creek, 5.98 miles S of US 26, MP5.98
OR202	SR11	Nehalem River Hwy., Banzer Bridge, MP43.70, east of Birkenfeld
US101	D	Neahkahnie Mountain Chasm Bridge, MP40.71, near Manzanita
CENTRAL COAST		
Little Nestucca Hwy #130	D	Panther Creek, Kellow Creek, MP3.23, E of US101
Little Nestucca Hwy #130	D	Squaw Creek and Austin Creek, MP3.60 and 3.82, E of US101
Little Nestucca Hwy #130	D	Little Nestucca River, MP4.15, E of US101
Little Nestucca Hwy #130	D	Bear Creek, MP4.76, E of US101
OR 22	D/N	Louie Creek, S of Hebo, MP10.49
OR 22	D/N	Louie Creek, S of Hebo at Dolph, MP10.66
US 101, Otter Crest Loop Rd	SR1	Rocky Creek, Ben Jones Bridge, 1.5 miles S of Depoe Bay, MP130
OR 36	SR8	Steinhauer Creek, 1.48 miles E of Greenleaf, MP19.69
WILLAMETTE VALLEY		
Bellevue-Hopewell Hwy	D/N	Salt Creek (Ash Swale), Hwy 153 near Amity, MP5.88
Corvallis-Lebanon Hwy #210	SR1	Willamette River, Van Buren Street, Corvallis, MP0.13
SOUTHERN OREGON		
Old OR99W	SR6	N Umpqua River (Old Winchester), Roseburg, Hwy 234, MP12.21
Midland Hwy #420	D/N	Lost River Diversion Channel, 5 miles S of K-Falls, MP3.66
COLUMBIA RIVER GORGE		
Historic Columbia River Hwy	SR7	Sandy River, Troutdale, MP0.03
Historic Columbia River Hwy	D	Youngs Creek, Hwy 100 (Sheperds Dell), MP13.14
Historic Columbia River Hwy	D	Horsetail Creek, Hwy 100, MP20.39
OR/WA Border	SR1	Bridge of the Gods, Columbia River, Hwy 100, MP30.42
OR/WA Border	SR1	White Salmon Bridge, Columbia River, Hwy 2, MP64.62
CENTRAL OREGON		
OR 242	SR3	2 Creek Bridges, W of Sisters, MP66.70 and 68.36
OR 27	SR8	3 Irrigation Canal Bridges, S of Prineville, MP1.90, 2.88, 4.59
OR 27	D	Bear Creek, 27 miles S of Prineville, MP27.23
OR 19	SR11	John Day River Bridge, near Goose Rock, 5 miles N of US26
OR 7	D/N	Powder River Bridges, Rancheria and Salisbury, MP41.19, 42.31
US395 Right of Way	SR4	Canyon Creek, Canyon City, Hwy 48, MP4.30
US395 Right of Way	SR5a	Canyon Creek, Canyon City, Hwy 48, MP4.81
NORTHEASTERN OREGON		
US395	SR11	McKay Creek Bridge, 2.5 miles S of Pendleton
I-84 Frontage	SR9	Hamilton Creek, Grande Ronde R & UPRR, Hwy 6, (Perry Arch)
I-84 Overcrossing	D/N	Upper Perry Interchange, connector over Hwy 6
OR 207	D/N	Hinkle Bridge, Umatilla River, MP11.86
OR82	SR11	Indian Creek, Grande Ronde R & UPRR, 2 miles S of OR204
Freewater Hwy #339	SR8	West Crockett, S of OR/WA border, MP2.76
Freewater Hwy #339	SR8	E & W Fork, Little Walla Walla, WA border, MP3.16, MP3.31
EASTERN OREGON		
OR 86, Powder River Hwy	D/N	Love Bridge, MP20.76
Old US 30	SR1	Lime Bridge and UPRR & Burnt River Bridge, MP0.46, 2.75

Restriction Legend

D/N - Restricted to Divisible & Non-Divisible Load Limits

Divisible Loads	
Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wgt.	105,500 lbs.

Non-Divisible Heavy Haul	
Single Axle	21,500 lbs.
Tandem Axle	43,000 lbs.
Maximum Wgt.	98,000 lbs.

D - Restricted to Divisible Load Limits (no heavy haul)

Divisible Loads	
Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wgt.	105,500 lbs.

SR = Special Restrictions

SR1 -

Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wgt.	80,000 lbs.

SR2 -

No truck combinations,	
Maximum Wgt.	50,000 lbs.

SR3 -

Single Axle	20,000 lbs.
Tandem Axle	40,000 lbs.
Gross Wgt. - Weight Table 3	

SR4 -

Single Axle	11,000 lbs.
Tandem Axle	18,000 lbs.

SR5a -

21 Tons	3-axle	SR5b -
32 Tons	5-axle	19.5 Tons
35 Tons	6-axle	28 Tons
		26.5 Tons

SR6 -

Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wgt.	80,000 lbs.
One-Way Trucks Only	

SR7 - 30 Tons Gross Wgt.

SR8 -

Divisible / Non-Divisible Loads under Annual Permits, Single Trip Permits up to Weight Table 4 Limits

SR9 - 5 Tons Gross Wgt.

SR10 -

Single Axle	18,000 lbs.
Tandem Axle	30,000 lbs.

SR11 - Single Trip Permits above Continuous Trip Permits allowed, center of bridge, permit vehicle only, certified flaggers.

Truck Safety Inspection Statistics — 2005

Number of truck safety inspections conducted in Oregon in calendar year 2005:	55,840
Compared to 2004, percentage change in inspection totals:	up 2.6%
Of the total inspections, number done by ODOT Motor Carrier Division:	34,980
Rate at which inspections occur:	1 every 9.5 min.
Most inspections in a single day:	430
Average minutes needed to conduct a complete Level 1 inspection:	28.5
Hours spent inspecting trucks:	22,691
Miles all trucks inspected, parked end to end, would extend:	634
Distance in miles from Portland to San Francisco:	638
Percent of inspections conducted using laptop computers:	74%
Average violations per inspection of Oregon-based trucks:	2.21
Average violations per inspection of trucks based elsewhere:	1.78
Most violations found in one inspection:	35
Percent of vehicles placed out-of-service for a critical safety violation:	24.32%
Current national percent of vehicles placed out-of-service:	22.92%
Most common mechanical violation found in vehicle inspections:	brake-related
Percent of drivers placed out-of-service for a critical safety violation:	8.60%
Current national percent of drivers placed out-of-service:	6.78%
Actual number of drivers placed out-of-service in Oregon:	4,876
Number of truck drivers caught falsifying log books or keeping inaccurate logs:	4,524
Number of drivers caught using radar detectors:	133
Number of drivers caught using alcohol or drugs: ..	92

OSP issue more citations for violating safe-distance law

Oregon State Police (OSP) say there's no let up in the number of Class B traffic citations they're writing for failure to maintain a safe distance from emergency vehicles. In 2005, troopers cited 17 truck drivers and 214 drivers of other vehicles for not changing lanes, or slowing down if a lane change isn't safe, when passing a police car, ambulance, or other emergency vehicle parked on the side of the road with flashing warning lights. In 2004, the first year during which citations were issued, the officers cited 7 truck drivers and 119 others.

The 2003 Oregon Legislation passed the law (ORS 811.147), which troopers commonly know as "Maria's Law" in honor of Maria F. Mignano, a Senior Trooper who died as a result of a traffic accident in September 2001. According to Sergeant Alan Hageman, OSP expects to write more citations for this offense in the future because it's transitioning from a period of public education into enforcement.

OSP has announced that it will conduct more saturation patrols this year. In a 3 1/2 hour operation in January on I-5, troopers issued 10 speeding tickets, including one for driving 106 mph, six citations for failing to maintain a safe distance from emergency vehicles, and four for following too closely.

Fines increase with change in county assessment

An increase in the county assessment that is part of base fines is making it a little more costly to go to court or get caught breaking the law. The increase in circuit, municipal, and justice court (non-unitary) assessments, which ranges from \$3 to \$7, was ordered by the 2005 Legislature when it passed House Bill 2792, which took effect January 1, 2006.

For trucking companies operating in Oregon, the impact of the increase is relatively slight. The fine for a Class D traffic violation, such as exceeding maximum length, height, or width without an over-dimension permit, went from \$94 to \$97. A Class C violation, such as failing to use tire chains when required, went from \$141 to \$145 (Failing to use chains can be a costly Class A violation if it constitutes substantial risk, now up from \$493 to \$499.) A Class B violation, such as driving a commercial vehicle without a CDL, went from \$237 to \$242. The fine for a Class A traffic violation, including vehicle-related violations such as operating with no Oregon Weight Receipt and Tax Identifier and driver-related violations such as driving with a suspended or revoked license, went from \$421 to \$427.

The Legislature increased the county assessment to provide funds for security training for court employees and security measures in buildings used by the Supreme Court, Court of Appeals, Oregon Tax Court, and the Office of the State Court Administrator. Excess funds may be used for security improvement, emergency preparedness, and business continuity in circuit courts, justice courts, and municipal courts. Increasing the county assessment is estimated to yield more than \$1.15 million per year.

Enforcement

4th Quarter 2005

From October through December 2005, the Motor Carrier Division finalized 134 civil enforcement actions. This is in addition to 76 actions related to inspection follow-up violations. The number next to each name below indicates violations confirmed in the process.

- ** Denotes second complaint within five years.
- *** Denotes third complaint within one year of second.
- Denotes cancellation of farm registration

Safety Violations

A total of 110 enforcement actions established violations related to failure to produce safety records, violations found during safety compliance reviews, or driver violations related to waiver of physical disqualification.

Alina K Transportation 7**
 All in Hall Corp. 81**
 All-Ways Excavating USA LLC 7
 American On Site Services LLC 17
 Graham M Arpin 1
 Artesian Drilling, Inc. 6
 Baker Transportation Services LLC 56**
 Ken Bladwin Trucking 4
 R P Bandy 52***
 Bay Central Transportation 2
 Robert M Beiser 1
 Blaze Signs of America, Inc. 4**
 James Bottroff 6
 Bravo Trucking, Inc. 16
 Brock Const., Inc. 3
 Brookings Harbor Moving Co. 2
 William R Burger 1
 Canyon Contracting LLC 5
 Capital Concrete Construction, Inc. 13

Ron Cearley Trucking 10
 Wenona L Chambers 61**
 Roosevelt Chambers 1
 Classic Water 11
 Conveyered Aggregate Delivery 2
 Correa Trucking (Hermiston OR) 41**
 D&D Backhoe 4**
 Gary Davis Trucking, Inc. 20***
 Dale Edmunds Trucking 5
 Thomas J Ellingson 1
 Emanuel Trucking, Inc. 8
 Roy Fowler Trucking 50**
 Luis Franco Transport 13
 Freeman Contracting, Inc. 2***
 Mike George Paving, Inc. 5**
 Gresham Paving 2**
 Guaranty RV Center 19
 Harbor Truss, Inc. 12
 Tom Harmon Logging LLC 14**
 Haworth & Sons, Inc. 2**
 Honey Creek Logging & Excavation 5
 Horner Enterprises, Inc. 10
 J&C Trucking (Scotts Mill OR) 15
 Chet Jobe 19***
 Johnson Trucking (Salem OR) 15
 Gregory R Johnson 3
 JRJ Excavating, Inc. 14
 King Salvage Co. 13**
 Kraft Masonry, Inc. 3
 Kriegel Logging LLC 4
 Kuenzi Communications LLC 9
 L B L Window & Door 82**
 L&J Hoefer Trucking 16
 Robert D Lawson 1
 Kim Lemons 13
 MacMillan Piper, Inc. 9
 Marten Transport LTD 5
 J G Martinez Trucking (Lafayette OR) 9***
 Medelez, Inc. 17**
 C C Meisel Co., Inc. 7
 Brian Ashley Mendoza 8
 Dallan Miles Excavation 8
 Milestone Trucking, Inc. 16**
 M J Transport (Merrill OR) 8
 Moreland Oil Co. 3
 Mr. Equipment Works 6***
 Bob Mullins Trucking 5**
 My Car Auto Transport 2
 N C L Transport LTD 3
 N W F Trucking 28
 Morris O. Nelson & Sons, Inc. 14
 Norvelle Trucking Alliance 6
 Oregon Potato Co. 6
 Oregon Telephone Corp. 14
 Thomas J Orth 1
 Terry Panter & Sons LLC 1
 Petersen Trucking LLC 26**
 Pioneer International, Inc. 20
 Pounder Oil Service, Inc. 15**
 Michael J Prentice 1
 Ronald O Price 1
 Quicksilver Contracting Co. 9
 RDL North West 2
 R & M Steel LLC 22
 RAC Group LLC 10**
 Efen Ramirez 54**

Redwood Northwest 11
 Clint Reed Construction 10***
 Rich Trucking, Inc. 22
 Robin Hood Auto Transport 37***
 R & J Rollis Trucking 16
 Royal Flush Environmental Services, Inc. 10**
 Rundell, Inc. 43**
 S A W Trucking 40**
 Shadow Trucking (Grand Ronde OR) 4***
 Showa Enterprises 4
 Sierra Cascade LLC 5**
 Silver Ridge Enterprises 10
 Sky Dog Express, Inc. 16
 Dean C Smart 1**
 Wm. H Smith Trucking LLC 7
 Matt L Streeter 7
 Sunburst Trucking, Inc. 67**
 Swift & McCormick Trucking, Inc. 11
 Taylor Transfer, Inc. (Boardman OR) 10
 Hap Taylor & Sons, Inc. 48
 Tiger Transport (Klamath Falls OR) 2
 Noe Valdez Trucking 32
 Paul M Vettrus 6**
 Michael K Wendel 1
 WSS Enterprises LLC 2***

Other Violations

A total of 24 enforcement actions established violations related to operating without valid registration credentials, operating in excess of size and/or weight limits, operating in violation of farm registration laws and rules, or operating as an unregistered pack and loader.

24 Hour Moving LLC 3
 A+ Always Moving, Inc. 2**
 Axis Crane LLC 14
 Beavertooth Oak, Inc. 1
 Bob's Rent A Mover 1
 Stan Brown aka Muscles 2
 Cane Springs Ranch 1•
 Century Wheel & Rim 1
 Florian Chilom 2
 Columbia Paving & Excavation Inc. 4
 D & J Movers 2
 Fisher Moving & Delivery Services 1**

Geo Tech Explorations, Inc. 1
 Kurt Jeffery Kimsey 3
 Magic Movers 1**
 Kelsey Morse Trucking 3
 P & H Moving & Hauling 3**
 Pinnacle Transportation Systems, Inc. 3
 Power House Moving 1
 Silicon Roadways 5
 Special K Trucking 2
 Super Movers 4
 Ray Sweat 4
 West Coast Event Productions, Inc. 1

Other Enforcement

Following is a summary of enforcement by Motor Carrier Enforcement Officers in the 4th Quarter 2005:

Trucks Weighed on Static Scales
558,869

Trucks Preleared to Pass Green Light Weigh Stations
332,892

Warnings Issued
7,221

Weight-Related Citations
3,862

Size-Related Citations
219

Trucks Required to "Legalize" (Correct) Size and/or Weight
1,060

Other Citations Issued
964

Citations for Operating Without Oregon Weight Receipt & Tax Identifier
1,637

Totals do not include enforcement by State Police or city and county officers.

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Other Safety Violations — 4th Quarter 2005

A total of 64 cease and desist orders and 12 penalty orders established a company's failure to return a Driver or Equipment Compliance Check Form after an inspection. Following every inspection performed by state transportation officials or law enforcement officers, the driver receives a copy of the inspection form. If violations were found, the motor carrier must sign and return the form to the state where the inspection occurred and confirm that the violations were addressed (Federal Regs, Part 396.9). When the inspection occurs in Oregon, the inspection form must be signed by a company official and returned to ODOT within 15 days. The company certifies that any vehicle-related problems were repaired and/or driver-related problems addressed.

**OREGON DEPARTMENT OF TRANSPORTATION
MOTOR CARRIER TRANSPORTATION DIVISION
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