



MOTOR CARRIER NEWS

Quarterly Newsletter and Official Publication of the Oregon Department of Transportation
Motor Carrier Transportation Division, 550 Capitol Street NE, Salem, OR 97301-2530

Volume 22, Number 78

June 2007

New interstate requirements may be in place by late-year

Yes, the headline above should look familiar. The page 1 headline in the March issue of the Motor Carrier News read, "New interstate requirements may be in place by mid-year." But it turns out that development of the new Unified Carrier Registration Agreement (UCRA) is taking longer than expected. Six months late already, it now appears it will be several more months before it's in place. And if Congress were to reinstate the old Single State Registration System (SSRS), for-hire interstate carriers would pay the usual fees for that and new UCRA requirements would not take effect until 2008.

Since the March progress report, the UCR Board of Directors put more effort into developing a UCR fee structure that covers the entire trucking industry plus brokers, freight forwarders, and leasing companies. The Board sent two draft fee structures to the Federal Motor Carrier Safety Administration (FMCSA) only to have them both rejected for further analysis. The FMCSA particularly insisted that fees take into account the number of trailers operated by a motor carrier, as well as the number of power units.

At a March 15 meeting the Board approved a revised structure with six annual fee brackets ranging from \$39 to \$37,500 (see

sidebar on this page) The \$39 fee would also apply to brokers and freight forwarders that don't operate any trucks or trailers.

The revised fees were then submitted to FMCSA and it approved them on April 2. The FMCSA will now issue a Federal Register notice announcing a rulemaking to put the fees in place. The Register is a daily publication of proposed and final regulations, funding priorities, grant application deadlines, meetings, and other notices announced by federal agencies and offices.

When contacted in mid-May, FMCSA staff said the Government Office of Management and Budget (OMB) could release the notice at any time. Following that publication, interstate operators, brokers, and freight forwarders will have at least 15 days to submit comments about implementing UCR and its fee structure. The U.S. DOT will review the comments and make a recommendation to the OMB. The OMB will then advise U.S. DOT whether to go forward.

At its March meeting, the Unified Carrier Registration Board voted to change its policy regarding any Congressional action to reinstate SSRS. It now supports efforts to return to that

(continued on page 2)

UCRA

PROPOSED FEE STRUCTURE — 2007

No. of Straight Trucks Tractors, Trailers	Annual Fee per Company
0 - 2	\$ 39
3 - 5	\$ 116
6 - 20	\$ 231
21 - 100	\$ 806
101 - 1,000	\$ 3,840
1,001 or more	\$37,500

The **Unified Carrier Registration Agreement** is a new base-state system for registering interstate motor carriers with vehicles over 10,000 lbs., including private, for-hire, and exempt carriers, farmers operating in interstate commerce, and brokers, freight forwarders, and leasing companies. All of these interstate operators may soon pay annual registration fees to the new UCRA.

The UCRA replaces the Single State Registration System (SSRS), which since 1991 had been used by 38 states to register for-hire carriers and handle insurance filings. As a result of legislation passed in 2005 called SAFETEA-LU, interstate carriers are free from state requirements regarding insurance filings. They are, however, still subject to federal insurance requirements in 49 CFR Part 387.

Although states are not required to participate in the UCRA, it provides the only way a former-SSRS state can replace the revenue derived from the SSRS and it provides any non-SSRS state up to \$500,000 that can be used for motor carrier safety programs, enforcement, or administration of the UCR Plan and UCR Agreement.

Check the recently published Federal Register notices for FMCSA: <http://dms.dot.gov/reports/fr.htm>
Submit comments: <https://dms.dot.gov/submit/dspSubmission.cfm> — Use the Docket # in the Federal Register Notice
Check the Motor Carrier Division's Web site for more information: www.oregon.gov/ODOT/MCT

It's UCRA and SSRS reinstatement in "race" to finish in 2007

(continued from page 1)

old system for registering for-hire interstate carriers. That is, it supports reinstating SSRS until it's possible to collect fees under the UCR.

According to a May 2007 Commercial Vehicle Safety Alliance report, legislative efforts are well underway to bring back SSRS on "a temporary basis to ease the developing financial crises in many SSRS states." Many of the 38 former Single State Registration System (SSRS) states are reportedly facing cutbacks in motor carrier safety enforcement programs that had been funded from SSRS revenues in past years.

Legislative language reinstating SSRS has recently been inserted into various House and Senate bills, including one that implements the last of the 9/11 Commission recommendations. The President has threatened to veto that final bill, however, because it contains provisions expanding collective bargaining rights of Transportation Security Administration airport screeners.

Language reinstating SSRS has also been inserted into a measure that makes various corrections to the 2005 SAFETEA-LU legislation that created the UCRA. But that bill is not expected to pass the Congress until July at the soonest. It's been reported that the challenge for lobbyists is not to convince legislators that an SSRS extension is needed; the challenge has been to get the extension language attached to legislation that is sure to pass the Congress and be signed into law by the President.

OregonTruckingOnline.com Menu of Services

Transactions

- Get an Oregon Weight Receipt and Tax Identifier, or amend, replace, cancel, and renew one.
- Get a Trip Permit or Temporary Pass.
- File and pay weight-mile taxes or amend a tax report.
- Renew or cancel Commercial plates, add a vehicle to a commercial fleet, and pay quarterly commercial registration fees.
- Make a payment on account.
- Pay road use assessment fees for single-trip permits with unreported mileage related to non-divisible loads over 98,000 pounds combined weight.

Records Inquiries

- Check status of accounts and trucks, verify weight-mile tax report filings and insurance or surety bond filings. View a list of all temporary passes and trip permits issued in last 60 days.
- Check fleet activity in monthly reports of weigh station scale crossings, as well as citations and warnings issued for size and weight violations.
 - View all safety inspections in past 24 months. Ensure all inspection follow-up requirements were met.
 - View all over-dimension permits issued in the past two years, listed by permit number or date range.
 - Find a trucking company by name, license plate, U.S. DOT number, or Oregon file number. Anyone can access this information; no PIN required.



Other Transactions and Inquiries for Oregon Carriers

- Add, amend, or cancel vehicles in the International Registration Plan (IRP), replace credentials, renew Apportioned plates and check renewal status, pay supplements and applications, look-up payment history, Schedule B information, and fleet weight groups.
- File International Fuel Tax Agreement (IFTA) Tax Returns, verify that returns were received, view IFTA account status and balance, including information regarding return entries and computations, make payments. Reprint a copy of IFTA license, order IFTA decals for new vehicles or replacement IFTA decals. Renew IFTA account, receive new license and decals, check renewal status. Change IFTA address.

Other Online Features

- Change company mailing address, location address for receiving packages, records address (when different from mailing and location address), or company e-mail address.
- Analyze the weight of a certain combination, including divisible and non-divisible loads, to determine allowable or permissible weights for operating in Oregon. Available to anyone, although only PIN holders can save calculations.
- Report a truck crash using an Online Crash Report Form. Available to anyone; no PIN required.

Go to www.OregonTruckingOnline.com to apply for a Personal Identification Number - PIN - and get started Trucking Online!

Online weight-mile tax reporting catches on

An increasing number of companies are turning to Trucking Online to meet regular requirements for filing Oregon weight-mile tax reports. When this reporting and payment feature was first offered in June 2004,



only 59 companies filed their reports online that month. But usage has steadily grown to the point that now over 1,300 companies file this highway-use-related report online each month. Last year, the Motor Carrier Transportation Division (MCTD) received a total of 231,555 reports and 12,613 of them (5.5%) were filed online.

"The growth has been encouraging," said Motor Carrier Services Manager Ric Listella. "It shows companies feel confident using Trucking Online. But we still need more new users to try this feature and see how it saves time. We know that once carriers try it online, they don't go back to the paperwork alternative."

Listella noted that MCTD is counting on trucking companies to shift as much business as possible to the Internet so it can improve service to those who still must complete transactions by phone, fax, mail, or in person. He cited several reasons motor carriers should use Trucking Online to file weight-mile tax reports, including the ability to easily meet deadlines, avoid mistakes, save time, print for the file, and verify that filings are received.

Meet Deadlines

Motor carriers required to report on a monthly basis need to pay the prior month's taxes on or before the last day of the month. Carriers who qualify for reporting on a quarterly basis need to pay the prior quarter's taxes on or before the last day of the second month following the end of the quarter. Carriers can file reports right up to those deadlines because Trucking Online is available 24 hours a day, 7 days a week. That's better than taking a chance that a report will be lost in the mail or not postmarked by the deadline.

Avoid Mistakes

Carriers who file weight-mile tax reports online only have to enter the the mileage information for the period. The taxes due are calculated for them. That's better than doing the math manually, making a mistake, sending in too much or too little money, and then getting a call or letter from MCTD about the error. It

can be costly to miscalculate because carriers who underpay their taxes end up facing a 10% late payment fee.

Even carriers who don't want to submit reports and make payments online can use Trucking Online to avoid mistakes. Last year, carriers used the online form 2,303 times to complete their report and have the tax calculated automatically. They then printed the error-free form and mailed it with their payment.

Save Time

When carriers use Trucking Online, most of their information is preset on the online forms. This makes the entire online process much faster than the paper process.

Trucking Online is especially helpful for carriers who don't have any mileage in a reporting period. They still must submit a report, but the online process for filing these "zero reports" is completed in a few easy steps.

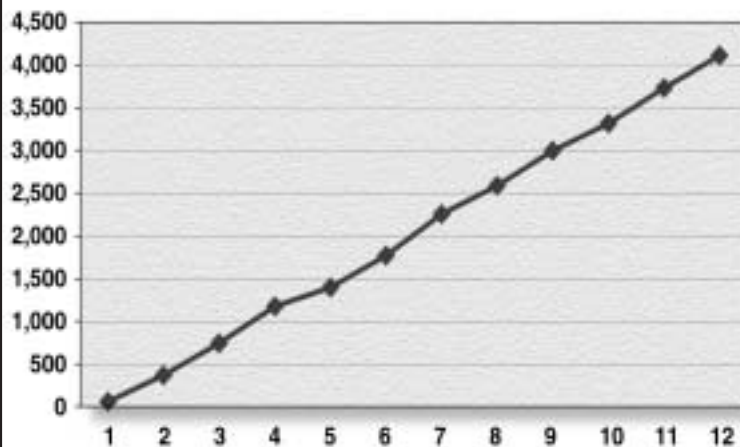
Print for the File

Carriers must keep copies of their Oregon weight-mile tax reports for three years. Trucking Online lets them print a clean, legible copy of each report for their files.

Verify Filings

Among the first records inquiry features offered by Trucking Online was one that allowed carriers to check if MCTD received a weight-mile tax report filing. That feature continues to be one of the most popular on the Trucking Online menu. Carriers check and verify report filings more than 400 times each month.

Trucking Online Activity — Weight-Mile Tax Reports



Although online weight-mile tax reporting is currently limited to companies with 50 trucks or less, the number of reports and payments submitted online each quarter has steadily climbed. From the 2nd quarter 2004 through the 1st quarter 2007, companies used Trucking Online to file 24,468 reports. In addition, companies used the online form 4,973 times to conveniently enter their road-use information and have the tax automatically calculated so they could print that error-free report and mail payment.

Most compliance reviews find problems meeting drug and alcohol testing requirements

Drug and alcohol testing is a fact of life in trucking today. Drivers with a commercial driver license (CDL) are subject to it, as are truck owner-operators with a CDL, and motor carriers who employ drivers with a CDL must have a testing program. Carriers bear the ultimate responsibility for assuring drivers are in compliance with rules found in federal regulations, Title 49, Part 382.

Yet when Oregon safety specialists visit a motor carrier for a Safety Compliance Review, they know it's likely they'll find problems meeting the requirements related to drug and alcohol testing. In Safety Compliance Reviews conducted in the past six years, 1,702 of 2,379 total reviews (72%) found motor carriers fell short in this aspect of regulations.

Here's a summary of testing requirements in Title 49, Part 382:

Pre-employment Controlled Substances Tests

Motor carriers cannot allow a driver to perform safety-sensitive duties until the driver has received a negative result from a controlled substances test. FMCSR, Part 382.301

Random Tests

Carriers must conduct random controlled substances and alcohol tests throughout each year. The controlled substances tests must involve enough drivers to equal at least 50% of the average number of driver positions. Alcohol tests must involve enough drivers to equal at least 10% of the average number of driver positions and they must be performed immediately prior to, during, or immediately after a driver is on duty. All drivers must have an equal chance of being selected and must be selected throughout the year using a scientific method. FMCSR, Part 382.305

Post-Accident Tests

Carriers must conduct both controlled substances and alcohol tests on any driver involved in an accident that results in a fatality. Both tests are also required when the driver is cited for a moving traffic violation resulting in an accident in which a person requires immediate medical treatment away from the scene, or when a vehicle is towed away. These rules apply regardless of who is at fault in the accident.

Test must be taken as soon as practicable after the accident. Alcohol tests should be taken within two hours of the accident, but no later than eight hours. Controlled substances tests must be taken within 32 hours of the accident. The post-accident testing rules are not intended to delay the provision of necessary medical attention to an injured person and they don't prohibit a driver from leaving the scene of an accident for a period of time needed to obtain medical assistance.

Drivers must remain available for testing or they may be deemed by the employer to have refused testing. A refusal is considered the same as a positive test. The responsibility for testing remains with the employer, and failure to conduct post-accident testing can lead to penalties in a civil enforcement action.

Federal and state rules hold the employer responsible for conducting post-accident testing of the driver. The requirement also applies to drivers who are individual owner/operators. FMCSR, Part 382.303

Return-to-Duty Tests

Carriers must follow certain steps before allowing a driver to return to work after failing a test, or after refusing to take a test. First, the carrier must ensure the driver passes an alcohol test with a result indicating an alcohol concentration of less than .02 or a controlled substances test indicating a negative result (whichever

(continued on page 5)

POST-ACCIDENT TESTING RESPONSIBILITY

Employer IS responsible for performing post-accident test

- If accident involves a human fatality, regardless of whether the driver of the commercial vehicle is issued a citation.
- If accident involves bodily injury with immediate medical treatment away from the scene AND a citation is issued to the driver of commercial vehicle.
- If accident involves disabling damage to any motor vehicle requiring tow away AND a citation is issued to the driver of commercial vehicle.

Employer is NOT responsible for performing post-accident test

- If accident involves bodily injury with immediate medical treatment away from the scene AND no citation is issued to the driver of commercial vehicle.
- If accident involves disabling damage to any motor vehicle requiring tow away AND no citation is issued to the driver of commercial vehicle.

FMCSR, Part 382.303(c)

Drug & alcohol testing requirements

(continued from page 4)

is applicable). Second, the driver must be evaluated by a substance abuse professional to determine what else may be needed. FMCSR, Part 382.309

Reasonable Suspicion Tests

Drivers must submit to a controlled substances and/or alcohol test whenever a properly-trained motor carrier official or supervisor observes or documents behavior indicating controlled substances or alcohol use. FMCSR, Part 382.307

Additional Requirements

In addition to the testing summarized above, motor carriers must provide drivers with educational materials that outline the requirements and the carrier's policy regarding alcohol misuse and controlled substances abuse. Carriers can administer their own testing programs or they can enroll drivers with consortiums or third-party administrators who manage testing programs. Final responsibility for compliance lies with the carrier, however. FMCSR, Part 382.601

Summary of Oregon Law — ORS 825.410

In 1999, Oregon legislators made two major changes in state law in order to strengthen drug and alcohol testing requirements and make it more difficult for a commercial driver to hide positive drug tests. Since passage of the law, ORS 825.410, many other states and even federal officials have looked to it as a possible model for similar state or federal legislation.

Under the Oregon law, when carriers initially register to operate in the state or renew registration they must certify that they meet drug and alcohol testing requirements. The law also requires that

information about an Oregon commercial driver's positive drug test must be entered on the driver's employment driving record. This strengthens the existing federal requirement that motor carriers must maintain their own drug and alcohol testing program for drivers, or participate in a testing program maintained by a consortium.

In Oregon, the penalty for not maintaining a testing program is \$1,000 per violation.

Administrative rules, OAR 740-300-0060, provide for a finding of violation for first-time offenders (Level I), a \$500 per violation penalty for those offending a second time within five years of the first offense (Level II), and a \$1,000 per violation penalty for those offending a third time within one year of the second offense (Level III).

Also under the Oregon law, information about an Oregon commercial driver's positive drug test must be entered on the driver's employment driving record. When any driver with an Oregon-issued Commercial Driver License tests positive for drugs, the medical review officer conducting the test must report the result to Oregon's Driver and Motor Vehicle Services Division (DMV) so it can be entered on the driver's employment driving record.

When a medical review officer reports a positive drug test, DMV notifies the driver and advises him or her of the right to a hearing. If a hearing is requested, no entry is made on the driver's commercial driving record pending the outcome of the hearing. Once information about a drug test has been entered on a commercial driving record, DMV releases that information if it has the written permission of the driver.

Questions? Call the ODOT Motor Carrier Transportation Division, 503-373-1979 or 503-378-5983.

DMV form helps with driver checks

An increasing number of trucking companies are using one DMV form to request a check of both a person's driving record and any prior drug testing. DMV Form #7291, which became available early last year, saves the trouble of completing two separate forms requesting a complete check of records.

The form is designed for companies that establish a DMV Record Inquiry Account (DMV Form #6037) by paying a one-time \$70 fee and going through the process of qualifying to receive the personal information that appears on records. They can fax the new combined form to DMV and charge the \$3.50 records request fee to their account. Companies still need to have drivers sign the form authorizing release of the employment driving record with drug test results.

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

Federal safety 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 and 49 CFR Part 40.25). Refusal to take a test is treated as a positive test. Employers must get the person's written consent to do the background check 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.

US97 Biggs Rapids Bridge work forces 180-day closure

The Washington State Department of Transportation plans to close the Columbia River Biggs Rapids-Sam Hill Bridge for six months in order to replace the existing deck with a more durable concrete deck. Work is scheduled to begin this summer, with the bridge completely closed to traffic sometime after Labor Day, September 3. It will remain closed throughout the deck replacement work, which is expected to take approximately six months. During the closure, truckers traveling north on US97 to Biggs will see signs directing them to go 20 miles west on I-84 to the US197 Dalles Bridge and then take WA14 to return to US97.

The Biggs Bridge provides a vital link for Oregon and Washington commuters and truckers. According to Oregon DOT traffic recorders, an average of 5,000 vehicles use the bridge each day.

In past years this bridge's deck has begun to crack and deteriorate despite several maintenance projects. The bridge has long been subject to weight limits. In March 2006, truck weights were further restricted to 20,000 pounds on a single axle, 34,000 pounds on a tandem axle, and a maximum weight of 80,000 pounds.



Condition of bridge deck on Biggs Bridge.

Replacing the bridge deck will remove those weight restrictions.

Although this is a Washington DOT project, Oregon is paying half of the total \$13.3 million cost. Besides improvements to the driving surface, the project involves replacing shoulder curbing with two-foot wide shoulders on both sides of the bridge, installing new bridge rail, improving the drainage system, and replacing lighting. It's estimated the work will extend the life of the bridge by 25 years.

For the more information, contact the WSDOT Columbia Gorge Area Office, 360-759-1310, or toll-free at 1-866-279-0730.



Washington DOT repairs of the US97 Biggs Rapids - Sam Hill Bridge over the Columbia River requires closing the bridge, sending motorists and truckers on a substantial detour around the work.

Seattle I-5 project requires lane and ramp closures

The Washington Department of Transportation is warning motorists of an upcoming \$15.5 million project that will create long backups on northbound I-5 and push traffic onto other routes, including I-405, State Route 99, and city streets in Georgetown, SODO, Rainier Valley, and Beacon Hill.

From August 10-29, work on northbound I-5 between Spokane Street and I-90 will require some of the most extensive lane and ramp closures Seattle drivers have ever seen. Northbound I-5 will be reduced to two or three lanes during the daytime, and sometimes just one lane overnight. During this 19-day period, trucks will be encouraged to use I-405, East Marginal Way South, and Airport Way South.

Several ramps must be closed during the 19-day period, including the Spokane Street and Columbian Way on-ramps and the exit to Fourth Avenue South. For one weekend, drivers on northbound I-5 will be unable to access the northbound on-ramp to I-90 and exits to Dearborn, James, and Madison streets. James and Madison street exits will remain accessible from westbound I-90 or eastbound SR519.

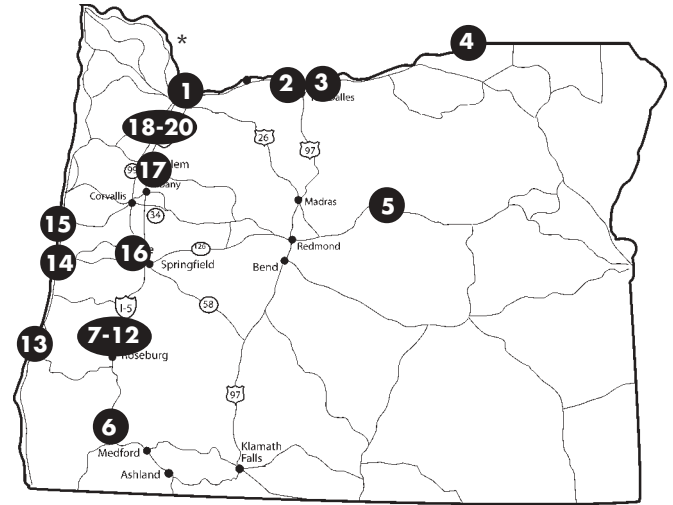
I-5 from Spokane Street to the I-90 interchange is an elevated bridge that is over 40 years old. Its surface is worn and rutted, with steel rebar exposed in some areas. Workers need to replace bridge expansion joints and resurface 1.13 miles of freeway on the northbound bridge deck.

Southbound I-5 lanes will also be affected as workers repair expansion joints and perform minor deck repairs mostly during nighttime closures either before or after Aug. 10-29. Those joints will eventually be replaced, but not until that southbound bridge is overlaid in about eight years.

Weight-Restricted Bridges on Major Routes in Oregon

As of May 23, 2007, bridge inspectors had set weight restrictions on 20 bridges on major Oregon routes. There are also many restricted bridges on lesser routes throughout the state.

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
1. OR99E SB	SR2	Martin Luther King Jr. Viaduct, Portland
2. OR206	D	Deschutes River Bridge, MP 2.92
3. US97	SR1	Sam Hill Bridge, Biggs Junction over the Columbia River
4. US730	D/N	USRS Irrigation Canal Bridge, MP168.86, between Boardman and Irrigon
5. US26	D/N	Bridge Creek Bridge, MP65.63
6. US199	D/N	Applegate River, MP7, southwest of Grants Pass
7. I-5 Overpass	D/N	Riddle Road, MP103.95
8. I-5 Overpass	SR1	Chadwick Lane, MP104.85
9-10. I-5 NB and SB	SR	Missouri Bottom Bridges, South Umpqua River, MP105.41
11. I-5 NB	D/N	Shady Bridge, MP120.57, between Myrtle Creek and Roseburg
12. I-5 NB	SR	Umpqua River, MP128.92, Roseburg
13. Coos River Hwy.	SR1	Isthmus Slough Bridge, Coos Bay, MP0.51, 1/2 mile off US101
14. US 101	D/N	Siuslaw River, MP190.98, Florence
15. US 101	D/N	Spencer Creek, MP133.86, ten miles south of Depoe Bay
16. OR126 Business WB	D/N	Willamette River, MP1.34, one mile east of I-5 in Springfield
17. Off OR22	D	First Avenue Bridge in Mill City, over Santiam River
18. OR18	D/N	Yamhill River, MP51.57, near Dayton
19. OR219	D/N	Willamette River, MP23.46, south of Newberg
20. 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.

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.

Visit the Motor Carrier Division's Web site for links to a regularly-updated list of special road and bridge restrictions, as well as the latest lists of bridge restrictions on major and lesser state routes.



www.oregon.gov/ODOT/MCT/RESTRICT.shtml

Weight-Restricted Oregon Bridges on Lesser Routes

In addition to the 20 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 47	D	Oflow, 1 mile N of Banks, MP81.94
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
OR 36	SR8	Steinhauer Creek, 1.48 miles E of Greenleaf, MP19.69
US 20	D/N	Yaquina River, 0.1 miles W of Eddyville, MP23.38
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 (Shepperds 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		
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 - 19.5 Tons
32 Tons	5-axle	28 Tons
35 Tons	6-axle	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 crashes and at-fault crashes continue to increase

In 2006, trucks traveled 1 billion, 908 million miles in Oregon and they were involved in 1,402 crashes. Since 2001, the crash rate has increased from 0.598 to 0.735 per million miles. By comparison, the national rate for truck crashes in 2005 was 1.641 per million miles. Trucks were at-fault in 751 crashes. Since 2001, the truck-at-fault crash rate has increased from 0.323 to 0.394 per million miles. There are no national figures for truck-at-fault crashes.

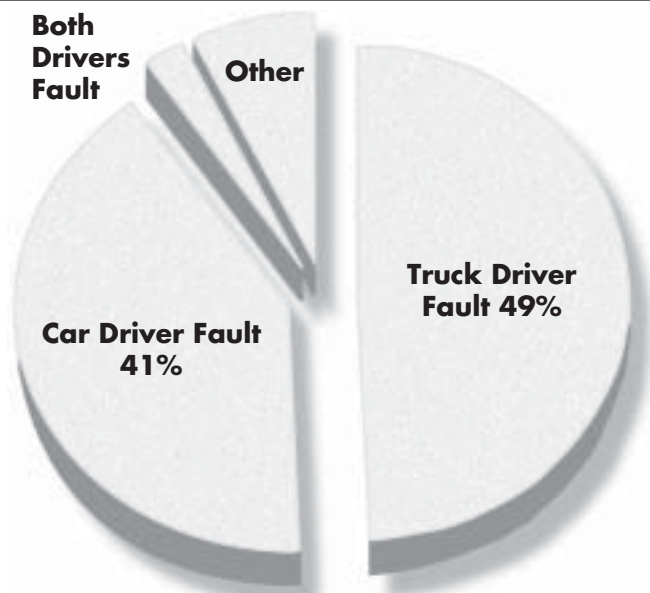
Truck drivers were blamed for causing 716 of the truck crashes. The actions of other drivers caused 582 crashes. There were 69 crashes attributed to auto mechanical, bicycle, pedestrian, other, or undetermined. Only 35 truck crashes were attributed to a mechanical problem with the truck, which is consistent with previous years.

Speed is the primary cause of truck-at-fault crashes and Oregon has long emphasized the need for more speed-related traffic enforcement stops. Since 2002, the Oregon DOT and State Police have worked together in special operations along three major freight routes — I-5, I-84, and US97. Oregon has identified fatigue as a secondary factor in truck-at-fault crashes. The state requires completion of a Crash Analysis Fatigue Profile form for suspected fatigued drivers. A data analyst then uses the forms to determine whether or not fatigue was a likely contributor to the crash.



- **Truck Driver Fault - 33%**
- **Car Driver Fault - 57%**
- **Truck Mechanical - 4%**
- **Other - 6%**

49 Fatal Crashes Involving Trucks - 63 Deaths



1,353 Non-Fatal Crashes Involving Trucks

Oregon Truck Crash Statistics for 2006

Truck crashes in Oregon that involved a fatality, injury, or disabling damage to any vehicle: 1,402

Difference in total truck crashes in 2006 compared with 2005: up 6.94%

Of the total crashes, number considered to be truck-at-fault: 751

Of the truck-at-fault crashes, number considered to be the truck drivers' fault: 716

Difference in total truck-at-fault crashes in 2006 compared with 2005: up 9.96%

Percent of truck-at-fault crashes caused by speed: 27.43%

Most truck crashes in one day: 24

Most crashes by one company: 20

Average length of time between truck crashes: 6.25 hours

Median age of truck drivers involved in crashes: 46

Age of oldest driver involved in a crash: 84

Number of people killed in truck crashes: 63

Number of truck drivers among those killed: 14

Number of people injured: 647

County with the most truck crashes: Multnomah (219)

County with the most truck fatalities: Lane (7)

Percent of crashes that involved Oregon-based carriers: 56.99%

Percent of crashes that involved trucks carrying hazardous materials: 3.35%

Ratio of fatal crashes caused by car drivers to those caused by truck drivers: 1 1/2 : 1

Total property damage resulting from truck crashes in 2006: \$161,606,469

Number of truckers driving off the road grabbing a cup of coffee or adjusting the radio: 16

Enforcement

1st Quarter 2007

From January through March 2007, the Motor Carrier Division finalized 105 civil enforcement actions, in addition to 61 actions related to inspection follow-up violations. The number next to each name indicates violations confirmed in the process.

- ** Denotes second complaint within five years.
 *** Denotes third complaint within one year of second.
 **** Denotes fourth complaint within one year of third.

Safety Violations

A total of 86 enforcement actions established violations related to violations found during safety compliance reviews, or driver violations related to waiver of physical disqualification.

AAA Marie's Water Delivery 6
 AEM Transport, Inc. 6
 Alina K Transportation 6***
 All Coast Transportation, Inc. 104***
 Ampac Transportation, Inc. 8**
 Vernon A Beatty 1
 Bedford Construction, Inc. 8
 Elmer Bennett Trucking 3
 Bullwinkle Trucking 2
 Bush Enterprises Limited Partnership 4
 Camrock Excavation, Inc. 24**
 Canby Trucking Co. 4
 Castner Trucking, Inc. 21***
 Jim Cereda 1
 Chetco Contractors, Inc. 1
 Raymond F Christie 9
 James H Clark & Son 4
 Albert J Costelow 3

Boyd Cribbs Trucking, Inc. 6
 Da Tone Rock Products, Inc. 4
 Elegant Trucking LLC 33**
 Bryan Epperly Trucking 3
 Forbes Seed & Grain, Inc. 2
 James Gedenberg Log Trucking 12
 Gelco Construction Co. 2**
 Zane Gibbs Logging 12***
 Robert T Glidewell 1
 Grizzly Mountain Excavation LLC 1
 Guaranty RV Center 30**
 Hammell Transport Service, Inc. 44****
 James R Harrington 1
 Benny Hempstead Excavating, Inc. 3
 Lyle B Hensley 3***
 High Desert Aggregate & Paving, Inc. 177***
 J T's Bobcat Service 5
 Chet Jobe Trucking 5***
 Donald Jorgensen Trucking 7***
 Kathryn J Knowles 1
 Lake County Disposal, Inc. 4**
 Lakeview Redi-Mix Co. 2
 Dairl Landers 12**
 B L Lathrop Ranch 18***
 Littau Harvester, Inc. 9***
 J Losey Trucking, Inc. 31**
 Aaron C Lougher 1
 Cynthia S Lutman 6
 M & J Trucking (Boardman OR) 3
 Matton Utility, Inc. 3**
 McDonald & Wetle, Inc. 41**
 McDougall Backhoe Services, Inc. 3
 Meadow Ridge Farms, Inc. 9
 Meili Construction Co., Inc. 3***
 Brian Ashley Mendoza 4**
 Munitor Construction LLC 41**
 Norvelle Trucking Alliance 7**
 Nu Life Metals LLC 3
 P&S Construction Co., Inc. 2**
 Matt Pihl Logging & Excavation, Inc. 15**
 Portland Road & Driveway Co., Inc. 6**
 Premier Ag, Inc. 5
 Norman Qualey 6**
 R R H, Inc. 4
 RDL North West 10
 Rebel Towing & Auto Recycling 7
 Recycling Depot, Inc. 5**
 Rogers Log LLC 7
 Donald J Rose, Jr. 1
 Pamela K Rose 1
 Shadow Trucking (Grand Ronde OR) 17***
 Eric L Smallwood 1
 Wm H Smith Trucking LLC 35**
 Darrel W Spinney 2
 Strauss Excavating, Inc. 7
 Cody Thacker Trucking 1
 The Saunders Co., Inc. 4**
 John P Torgeson 4
 Totman Renewable Resources LLC 10

Totten Construction, Inc. 3***
 Tower Timber Services, Inc. 5**
 Robin M Turner Trucking 31**
 Corey John Van Houten 1
 Paul D Well 1
 David Wilson (The Dalles OR) 7
 Winters Salvage 1
 P Wolford 10
 Zagt Excavation, Inc. 2

Other Violations

A total of 19 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, offering or providing unauthorized household goods moving services, or operating as an unregistered pack and loader.

James S Baker, dba J B Moving Service 8
 Steve Blatchely, dba Budget Movers 1
 Cascade Drilling, Inc.—Oregon 2
 Champion Homes of Oregon 1
 Florian Chilom 3
 DK Movers Specialist 3
 Dependable Moving LLC 1
 Gerald S Gill, dba Prime Time Paving 2
 I Tack 2
 Lil' Alien Movers 1
 Magic Movers 1***
 Mid Valley Gravel Co. 1
 Mor Mac Log, Inc. 3
 Pacific Bros. Moving LLC 2**
 Gary Jon Peterson, dba Moving Services 1
 Transmart Towing & Automotive LLC 2
 Valley Manufactured Housing 1
 Kaine Welch 3
 Christine Ann Young, dba Fast Movers 4

Other Enforcement

Summary of work by Motor Carrier Enforcement Officers in the 1st Quarter 2007:

Trucks Weighed on Static Scales
568,413

Trucks Precleared to Pass Green Light Weigh Stations
361,191

Weight-Related Citations
3,271

Weight-Related Warnings
2,173

Size-Related Citations
147

Trucks Required to "Legalize" (Correct) Size and/or Weight
1,013

Other Citations
869

Other Warnings
2,032

Citations for Operating Without Oregon Weight Receipt & Tax Identifier
1,772

Warnings for Operating Without Oregon Weight Receipt & Tax Identifier
1,518

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

Other Safety Violations — 1st Quarter 2007

A total of 45 cease and desist orders and 16 penalty orders established a company's failure to return a Driver or Equipment Compliance Check Form after an inspection. Following every safety 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 the Oregon Department of Transportation, Motor Carrier Transportation Division, within 15 days. On the form, the company certifies that any vehicle-related problems were repaired and/or driver-related problems addressed.

The Motor Carrier News is a quarterly publication of the Oregon Department of Transportation
Motor Carrier Transportation Division
 550 Capitol Street NE
 Salem OR 97301-2530

Gregg Dal Ponte, Administrator
 Gregg.L.DalPonte@odot.state.or.us

Jim Brock,
 Motor Carrier News Editor
 James.H.Brock@odot.state.or.us
 (503) 373-1578

**OREGON DEPARTMENT OF TRANSPORTATION
MOTOR CARRIER TRANSPORTATION DIVISION
550 CAPITOL ST NE
SALEM OR 97301-2530**

PRSRT STD
US POSTAGE
PAID
SALEM, OR
PERMIT No. 81

Volume 22, Number 78



MOTOR CARRIER NEWS

Quarterly Newsletter and
Official Publication of the
Oregon Department of Transportation
Motor Carrier Transportation Division
550 Capitol Street NE
Salem, OR 97301-2530

Periodicals postage paid in Salem, OR

POSTMASTER: Send address changes to
Motor Carrier News, 550 Capitol Street NE,
Salem, OR 97301-2530

In this June 2007 issue:

News about Unified Carrier Registration	1-2
New requirements may be in place by late-2007 It's UCRA and SSRS reinstatement in "race" to finish in 2007	
OregonTruckingOnline.com Menu of Services	2
Online weight-mile tax reporting catches on	3
Most compliance reviews find problems meeting drug and alcohol testing requirements	4
DMV form helps with driver checks	5
US97 Biggs Bridge work forces 180-day closure	6
Seattle I-5 project requires lane and ramp closures ...	6
Mexican demonstration project raises concern	7
Weight-restricted bridges on major routes	8
Weight-restricted bridges on lesser routes	9
Truck crashes and at-fault crashes increase	10
Truck Crash Statistics — 2006	10