



# MOTOR CARRIER NEWS

Quarterly Newsletter of the Oregon Department of Transportation • Motor Carrier Transportation Division • December 2003

## Oregon weight-mile taxes and other truck fees increase January 1

Trucking company bookkeepers will save a lot of time and trouble for themselves and their bosses if they remember to throw out old Oregon weight-mile tax tables after they've filed all 2003 tax reports. Beginning January 1, 2004, Oregon truck taxes and fees increase as part of a major transportation funding package passed by legislators in 2003. The revenue raised will repay \$2.5 billion in highway user tax bonds, with most bond proceeds going to repair and replace bridges (see sidebar). Here's a summary of truck tax and fee changes, all effective on January 1, 2004:

**Oregon weight-mile taxes increase 9.9 percent.** Under the new taxes, for example, an 80,000 lb. truck will pay 13.16 cents per mile. Download the new Weight-Mile Tax Tables A and B at this Internet address:

<http://www.odot.state.or.us/forms/motcarr/reg/9225new.pdf>

**Flat fees increase 9.9 percent.** In lieu of weight-mile taxes, certain carriers may pay a flat fee for each 100 pounds of declared combined weight. Under new fees, log haulers may pay \$6.10 per 100 pounds, 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 \$5.00 per 100 pounds.

**Road use assessment fees increase to 5.7 cents per equivalent single-axle load mile traveled.** This applies to trucks operating under single-trip, nondivisible load permits at gross weights over 98,000 lbs. Download the new fees at this Internet address:

[http://www.odot.state.or.us/trucking/od/RUAF\\_98,001+\\_2004.pdf](http://www.odot.state.or.us/trucking/od/RUAF_98,001+_2004.pdf)

**Oregon truck registration fees increase 53 percent.** Under the new fees, for example, an 80,000 lb. truck will pay \$490 per year. Also starting in 2004, an Oregon company operating under the International Registration Plan can make quarterly payments of Oregon registration fees if the Oregon apportioned fees exceed \$1,000. There is a \$4 processing fee. Download the new registration fees at this Internet address:

<http://www.odot.state.or.us/forms/motcarr/reg/9903.pdf>

**The Oregon Weight Receipt and Tax Identifier credential fee increases from \$5 to \$8.**

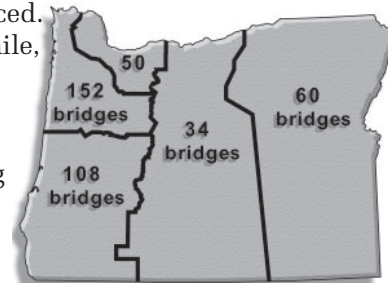
**Many Oregon DMV fees also go up in January**, including Commercial Driver License fees and car registration and titling fees.

## ODOT begins massive project management job

The Oregon Transportation Investment Act of 2003 provided funding for a total of \$2.5 billion in projects, which represents Oregon's largest public works investment since World War II. Over the next 10 years, the Oregon Department of Transportation (ODOT) will oversee consultants and contractors hired to repair or replace more than 400 bridges and complete \$500 million worth of highway modernization work.

ODOT has started assessing the work needed for bridges on state highways. It's collecting environmental and engineering data and determining whether bridges need to be repaired or replaced.

Meanwhile, local officials are deciding how to best spend \$300 million



**Bridges under study in ODOT's Assessment Program**

that is available for bridges on county and city roads. The selection process is focusing on freight routes that lead to state highways from industrial sites, distribution centers, forests, or farms. Area Commissions on Transportation, the Oregon Freight Advisory Committee, and the trucking industry are among those actively involved in selecting the local bridges.

ODOT's Bridge Delivery Program Web site — [www.ODOTbridgesEE.org](http://www.ODOTbridgesEE.org) — has more project details. Visitors can register for e-mail updates and check a schedule of community workshops.

# Oregon truck registration and credential renewal goes online

Trucking Online has a new Internet-based transaction service that lets an Oregon-based company go online to renew registration for commercial-plated trucks. The program also lets an out-of-state-based company renew an Oregon Weight Receipt and Tax Identifier.



The new service comes too late for most companies that had to renew registration or credentials for trucks that will operate in Oregon next year. The annual renewal process started in September and two-thirds of all companies have already completed their paperwork the conventional way. But the program can help many of the others who wait until the last minute to renew. And next year a large number are

expected to do it all online from their home or office computer. According to Laurie Hall, Registration Services Manager for the Motor Carrier Transportation Division (MCTD), this revolutionizes the annual renewal process. "Companies will be glad to have an alternative to all that paperwork," she said.

MCTD opened for business on the Internet in January 2003 and about 1,100 trucking companies now go online for everything from obtaining a trip permit and temporary pass to changing an address. In 2003, the companies will use Trucking Online to complete well over 25,000 transactions. About one of every five Weight Receipts is now issued online. The system allows for payment by Visa or MasterCard, or by charging to a company account.

Companies interested in using Trucking Online need a password (PIN) to access their accounts. The PIN Request Form is online at the Trucking Online Web site: [www.odot.state.or.us/trucking/online](http://www.odot.state.or.us/trucking/online)

## Oregon Services Now Available Online

- Renew Commercial Plates and Tax Credentials
- Obtain an Oregon Weight Receipt and Tax Identifier, Amend or Cancel a Receipt
- Obtain a Heavy Vehicle Trip Permit
- Obtain a Temporary Pass (*established carriers only*)
- Vehicle Look-Up
- Insurance Look-Up
- Highway-Use Tax Report Look-Up
- Surety Bond Look-Up

## Q&A — Credentials grace period

**Is there a grace period for out-of-state carriers who still don't have a new Oregon Weight Receipt and Tax Identifier?** Yes, a grace period is available to the carriers, but only if they submitted renewal forms with payment by December 31, 2003. They have until March 15, 2004, to put a new Weight Receipt and Tax Identifier in each truck if they carry the 2003 receipt in each truck.

**What's the deadline for Oregon-based carriers to renew their Commercial and Apportioned license plates?** Oregon carriers need to submit payment by December 31, 2003. The Motor Carrier Transportation Division started renewing credentials in September 2003 and most carriers have already completed the process and received new 2004 stickers for their plates.

### **Word to the wise: Avoid the last minute crunch!**

**Is there an enforcement grace period for Oregon-based carriers who are late renewing Commercial and Apportioned plates?** No. Beginning January 1, 2004, any Oregon carrier who hasn't submitted forms with payment and continues to operate in Oregon is subject to a \$421 citation and possible civil complaint action.

**Is there a grace period for carriers who completed forms and sent payment, but still haven't received 2004 stickers for their plates?** Yes, a sticker display grace period is available to carriers who submit renewal forms with payment by December 31, 2003. They have until March 15, 2004, to put the new 2004 stickers on their Commercial and Apportioned plates if they carry the 2003 Weight Receipt in each truck.

**Is there a grace period for Oregon carriers who participate in the International Fuel Tax Agreement (IFTA)?** Yes, carriers renewing their participation in IFTA have until March 1 to display the 2004 license and decal.

**What does an IFTA carrier need to travel through states and provinces in the first two months of 2004?** Carriers who haven't yet received their 2004 IFTA license and IFTA decals can travel through other states and provinces in the first two months of 2004 if they have either a valid 2003 IFTA license and decals or a valid trip permit issued by the jurisdiction in which they're operating.

**Note to Oregon IFTA carriers:** Carriers who are not renewing their Oregon IFTA license for 2004 must cancel their license in writing by December 31, 2003. Otherwise, they must file a 1<sup>st</sup> Quarter 2004 IFTA Tax Return to show there were no operations during the grace period. To cancel the license, check the appropriate box on the IFTA renewal form, enter the effective date, and return the form by mail or fax.

# Security agency delays implementation of CDL Hazmat rules

The U.S. Transportation Security Administration (TSA) has postponed implementation of new rules requiring that truck drivers be fingerprinted and obtain a security clearance before a Commercial Driver License that includes a hazardous materials endorsement is issued, renewed, upgraded, or transferred. State DMVs are now expected to implement the new rules by April 1, 2004.

If a state will not be ready to collect fingerprints and process applications for criminal history background checks of these drivers, it may request an extension to further delay implementation until December 2004. The Oregon DMV has not yet determined if it will be one of the states requesting such an extension.

Approximately 3.5 million commercial drivers currently have a hazardous material (Hazmat) endorsement, including about 24,000 in Oregon. The drivers are all subject to a TSA check of criminal, immigration, and FBI records to see if anyone poses a security threat. States have been directed to cancel or revoke the Hazmat endorsement of drivers who fail this background check.

In an amendment to its interim final rule issued November 7, 2003, the TSA emphasized that it is not changing the requirement that CDL holders with a Hazmat endorsement must surrender that endorsement if they cannot pass the background check. In Oregon, drivers can surrender the endorsement at any DMV field office.

The background check seeks to confirm that a driver has not been convicted or found not guilty by reason of insanity of certain felonies, such as murder, arson, and robbery, in the past seven years, was not incarcerated for such crimes in the past five years, is not wanted or under indictment for such crimes, or has not been found to be mentally defective (as defined by the Transportation Security Administration). Also, although a Hazmat endorsement can only be issued to a U.S. citizen or lawful permanent resident, and federal rules require drivers to submit proof of status when applying for the endorsement, the background check will verify driver status.

Drivers failing a background check will not be able to obtain, retain, transfer, or renew a CDL Hazmat endorsement.

However, the Transportation Security Administration may grant a waiver, when requested and when circumstances associated with the crime lead it to believe the driver does not pose a security threat that warrants denial of the endorsement.

Although an Oregon CDL may be valid for up to eight years, in the future drivers

with Hazmat endorsements will be required to submit fingerprints and undergo a background check every four years. Oregon's DMV plans to notify drivers 54 months before the CDL expiration date, and again six months before expiration, that a background check must be completed within six months. If the security clearance is not received within six months of the notice, all CDL driving privileges will be canceled. The driver can avoid cancellation of all CDL privileges if he or she appears at a DMV Field Office and voluntarily surrenders the Hazmat endorsement before the cancellation date.

The Hazmat endorsement rules arise from the USA PATRIOT Act (Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism Act) enacted by Congress in October 2001. Drivers with questions should contact the Transportation Security Administration at 571-227-2829 or Oregon DMV Customer Service at 503-945-5400.

## Hours-of-Service Rules for Drivers in Interstate Commerce

When in interstate commerce and transporting property, COMMERCIAL VEHICLE DRIVERS MAY NOT:

- ✓ Exceed 11 hours driving after 10 consecutive hours off duty.
- ✓ Drive beyond the 14th hour after coming on duty following 10 consecutive hours off duty.
- ✓ Drive following 60 hours on duty in any 7 consecutive days.\*
- ✓ Drive following 70 hours on duty in any 8 consecutive days.\*

\* The period may be restarted after a driver takes 34 or more consecutive hours off-duty.

Drivers may extend the 14-hour on-duty period by 2 additional hours IF THEY:

Are released from duty at the normal work reporting location for the previous 5 duty tours, AND Return to the normal work reporting location and are released from duty within 16 hours, AND Have not used this exception in the previous 6 days, except following a 34-hour restart of a 7 or 8 consecutive day period.

Rules effective January 4, 2004

## Oregon Hours-of-Service Rules for Intrastate Drivers

When in intrastate commerce and transporting passengers or property, other than hazardous materials, DRIVERS MAY NOT:

- ✓ Exceed 12 hours driving after 8 consecutive hours off duty.
- ✓ Drive beyond the 16th hour after coming on duty following 8 consecutive hours off duty.
- ✓ Drive following 70 hours on duty in any 7 consecutive days.\*
- ✓ Drive following 80 hours on duty in any 8 consecutive days.\*

\*Exception for carriers conducting intrastate transportation of property other than hazardous materials: Any period of 7 or 8 consecutive days may end with the beginning of any off duty period of 34 or more consecutive hours.

Rules effective January 4, 2004

# Weight-Restricted Oregon Bridges on Lesser Routes

Page 1 of 2. See also Bridge Restrictions on Major Routes. Weight restrictions shown here do not supersede restrictions posted on signs at each bridge location.

Highway	Restriction	Bridge & Location
<b>NORTHERN OREGON COAST</b>		
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
<b>CENTRAL COAST</b>		
Little Nestucca Hwy #130	D	Panther Creek, Kellow Creek, 3.23 miles E of US101, MP3.23
Little Nestucca Hwy #130	D	Squaw Creek, 3.60 miles E of US101, MP3.60
Little Nestucca Hwy #130	D	Austin Creek, 3.82 miles E of US101, MP3.82
Little Nestucca Hwy #130	D	Little Nestucca River, 4.15 miles E of US101, MP4.15
Little Nestucca Hwy #130	D	Bear Creek, 4.76 miles E of US101, MP4.76
US395 Right of Way	SR4	Canyon Creek, Canyon City, Hwy 48, MP4.30
US395 Right of Way	SR5	Canyon Creek, Canyon City, Hwy 48, MP4.81
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 20	D/N	Hayes Creek, E of Newport, MP21.01
US 101, Otter Crest Loop Rd	SR1	Rocky Creek, Ben Jones Bridge, 1.5 miles S of Depoe Bay, MP130
OR 34	D/N	Maltby Creek, 5 miles W of Alsea, MP35.61
OR 36	SR8	Steinhauer Creek, 1.48 miles E of Greenleaf, MP19.69
<b>WILLAMETTE VALLEY</b>		
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
<b>SOUTHERN OREGON</b>		
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
<b>COLUMBIA RIVER GORGE</b>		
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
<b>CENTRAL OREGON</b>		
OR 242	SR3	Creek, 25 miles W of Sisters, MP66.70
OR 242	SR3	Creek, 21 miles W of Sisters, MP68.36
OR 27	SR8	Three 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
Antelope Highway #293	SR8	Antelope Creek, 12 miles SW of Antelope, MP0.99
Antelope Highway #293	SR8	Indian Creek, 4 miles SW of Antelope, MP8.86
<b>NORTHEASTERN OREGON</b>		
Umatilla Mission Hwy #331	D	Umatilla River Bridge, near Mission, 2.02 miles S of OR11
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
<b>EASTERN OREGON</b>		
OR 86, Powder River Hwy	D/N	Love Bridge, MP20.76
OR 86, Hole in the Wall Rd	SR10	Maiden Gulch, 10.56 miles W of Richland OR, MP30.80
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.

SR5 -

21 Tons Type 3
32 Tons Type 3S2
35 Tons Type 3-3

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.

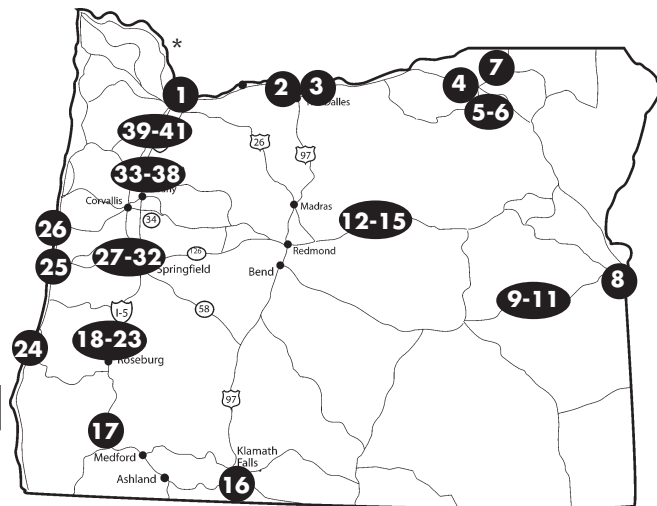
SR10 -

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, rolling stops.

# Weight-Restricted Bridges on Major Routes in Oregon

As of December 1, 2003, bridge inspectors had set weight restrictions on 41 bridges on major Oregon routes. There are also many restricted bridges on lesser routes throughout the state. Questions? Contact the Motor Carrier Transportation Division at 503-373-0000.



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	D	Sam Hill Bridge, Biggs Junction, over the Columbia River
4. I-84 EB	D/N	Umatilla River, MP188.43, near Umatilla
5-6. I-84 EB / WB	D/N	Grande Ronde River, MP258.89, west of La Grande
7. OR11	D/N	Weston Interchange, MP20.31, over OR204 and Blue Mtn. RR
8. US20 / US26	D/N	Snake River, MP266.82, Nyssa
9. US20	D	N. Fork Malheur River, MP190.84
10. US20	D	Gwynn Crossing Bridge, MP195.13
11. US20	D	Sperry Bridge, MP205.58
12. US26	D/N	Bridge Creek, MP62.54
13-14. US26	D/N	Two Bridge Creek Bridges, MP65.63 and MP65.85
15. Off US26	D/N	Bridge Creek, R/W Route, Mitchell Access
16. US97	D/N	Klamath Falls bridge over Green Springs Drive, MP275.74
17. US199	D/N	Applegate River, MP7, southwest of Grants Pass
18-19. I-5 Overpasses	SR1	Riddle Road, MP103.95, Chadwick Lane, MP104.85
20. I-5 NB	D/N	Booth Ranch, MP112.57, between Myrtle Creek and Roseburg
21. OR42	D/N	I-5 Overpass, MP119.51, four miles south of Roseburg
22. I-5 NB	D/N	Shady Bridge, MP120.57, between Myrtle Creek and Roseburg
23. I-5 NB	D/N	Umpqua River, MP128.92, Roseburg
24. Coos River Hwy.	SR1	Isthmus Slough Bridge, Coos Bay, MP0.51, 1/2 mile off US101
25. US 101	D/N	Siuslaw River, MP190.98, Florence
26. US 101	D/N	Spencer Creek, MP133.86, ten miles south of Depoe Bay
27. I-5 SB	D/N	Coast Fork Willamette River, MP179.99, north of Cottage Grove
28. I-5 SB	D/N	Row River, MP175.40, north of Cottage Grove
29. OR126 Bus. WB	D/N	Willamette River, MP1.34, one mile east of I-5 in Springfield
30. I-5	D	Willamette River, MP192.75, at Eugene-Springfield Exits
31-32. I-5 NB and SB	D	McKenzie River, MP197.38, two bridges north of Eugene
33. Off OR22	D	First Avenue Bridge in Mill City, over Santiam River
34. OR22	D/N	Deer Park Rd. Crossing, MP4.03, east of Salem
35. OR22	D/N	Whitewater Creek, MP60.80, east of Salem
36. OR22	D/N	Pamelia Creek, MP62.78, east of Salem
37. OR22	D/N	Marion Creek, MP66.42, east of Salem
38. OR22	D/N	North Santiam River, MP75.65, east of Salem
39. OR18	D/N	Yamhill River, MP51.57, near Dayton
40. OR219	D/N	Willamette River, MP23.46, south of Newberg
41. OR99W S	D	Tualatin River Bridge, MP12.18, Tualatin

\* **SPECIAL NOTE:** The Lewis & Clark Bridge in Washington, off US30, is restricted to 19,500 pounds per axle, with no limit on gross vehicle weight.

Restriction Legend	
<b>D/N = Restricted to Divisible and Non-Divisible Load Limits</b>	
	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.
<b>D = Restricted to Divisible Load Limits (no heavy haul loads)</b>	
	Divisible Loads
Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wt.	105,500 lbs.
<b>SR1 = Special Restriction - Single Axle - 20,000 lbs. Tandem Axle - 34,000 lbs. Max. Wgt. - 80,000 lbs.</b>	
<b>SR2 = Special Restriction - No truck combinations, Max. Wgt. - 50,000 lbs.</b>	
Weight restrictions shown here do not supersede restrictions posted on signs at each bridge location. All bridges listed here are being closely watched by bridge inspectors. Restrictions may change on a daily basis, and other bridges may become similarly restricted, as conditions warrant.	

## Oregon Commission to consider increasing interstate speed limits

The Oregon Department of Transportation (ODOT) has started a process for studying and determining whether to increase interstate speed limits to 70 mph for cars and 65 mph for trucks and buses. Legislation passed late in the 2003 Session (House Bill 2661) gave ODOT the authority to conduct engineering and traffic investigations, take public comments, and then let the Oregon Transportation Commission decide if speed limits should be increased.

At its December 11 meeting, the Oregon Transportation Commission will consider whether to endorse a plan to conduct two rulemakings and reach a final decision by August 2004.

The first rulemaking would establish procedures to follow and evaluation criteria to consider for increasing speeds. From mid-January until March 11, the public would be invited to submit comments to the Speed Zone Review Panel, a five-member panel formed in 1994 to conduct hearings and rule on the state's contested speed zone cases. Public comments would also be taken by a law judge presiding at a March public hearing.

In this period, ODOT staff would examine all segments of the interstate system to gather data regarding speed, accidents, and vehicle mix. Among other things, it would note the location of safety corridors and problem bridges, the road geometry and pavement condition, and the availability of law enforcement resources.

A second rulemaking would then get underway in mid-May to start the process of actually proposing to change speed limits. The Speed Zone Review Panel would again receive public comments and then make recommendations to the Commission, which could act to adopt any speed

limit changes at an August 19 meeting. According to the plan, the Commission could take action on all segments of the entire interstate system, rather than segment by segment. Under the enabling legislation, the Commission can treat urban and rural areas the same when it comes to setting speed limits. Specifically, it can decide if it's necessary to set interstate speed limits at 55 mph in the urban areas of Portland, Salem, Eugene, and Medford.

The National Highway System Designation Act of 1995 repealed the federal maximum speed limit and allowed states to set their own limits. Oregon was the only western state, other than Hawaii and Alaska, to keep its 65 mph speed limit on rural interstates.

## Accident reporting requirements change

Oregon accident reporting requirements are changing on January 1, 2004, as a result of legislation passed in the 2003 Session (House Bill 2933). Now a driver must file an Oregon Traffic Accident and Insurance Report with the Driver and Motor Vehicle Services Division (DMV) when there is a death or injury, more than \$1,500 damage to the driver's vehicle, more than \$1,500 damage to any person's property (non-vehicle), or any vehicle involved in the accident is towed from the scene as a result of damages, regardless of cost.

The change has no effect on an Oregon accident reporting requirement for trucks. Motor carriers must continue to also file an accident report with the Oregon Department of Transportation Crash Analysis and Reporting Unit when they're involved in a federal-recordable accident — one involving a death, injury, or disabling damage requiring a vehicle be towed away.

Drivers with questions about the new accident reporting requirements should contact DMV at 503-945-5098.

## Rule sets safety inspector certification requirements

The Motor Carrier Transportation Division is completing a rulemaking requested by the Oregon Forest Products Transportation Association that seeks to make all Oregon safety inspectors subject to the same requirements for getting certified and retaining certification. Under the rules, inspectors must annually perform a minimum number of acceptable inspections. Certification may be revoked if an inspector fails to maintain vehicle or driver out-of-service rates reasonably consistent with Oregon averages, or fails to follow the state's Safety Plan.

In inspections conducted in Oregon in the first ten months of this year, 19.1% of vehicles and 8.3% of drivers were placed out-of-service for a critical safety violation. The current national rate for vehicles and drivers placed out-of-service is 22.9% and 7.21%, respectively.

## Oregon chain law has no start or stop date

In Oregon, chains or traction tires are required whenever winter conditions exist and signs are posted advising drivers to carry or use them. State law mentions no dates for when chain and traction tire requirements start and end. That's because no one knows for sure when winter conditions will start and end for the varied climates throughout the state. The chain laws are posted on the Internet under Winter Travel Info at ODOT's TripCheck Web site: [www.tripcheck.com](http://www.tripcheck.com)

# Enforcement

## 3rd Quarter 2003

During the third quarter, July through September 2003, the Motor Carrier Transportation Division finalized 186 civil enforcement actions. The number following each name indicates violations confirmed in the process.

- Denotes failure to produce safety-related records.
- \*\* Denotes second complaint within five years.
- \*\*\* Denotes third complaint within one year of second.

### Safety Violations

A total of 91 enforcement actions established violations related to failure to produce safety-related records or violations discovered during safety compliance reviews at carriers' terminals.

American Excavation 6  
 J L Arndt Construction 15  
 Avila Farms  
 Trucking LLC 15\*\*\*  
 Jennifer D Beatty 1  
 Blue & White Trucking  
 (Clackamas OR) 24  
 Britannia Enterprises, Inc. 4  
 Builder Supply Co. 10  
 Calkins Transport Co.  
 (Salem OR) 10  
 Carter & Company, Inc. 9  
 Castner Trucking, Inc. 9  
 Clackamas Enterprises, Inc. 21  
 Coffey Excavation 5  
 Connie's, Inc. 8\*\*  
 Covey Run Trucking LLC 13  
 Crystal Ship 1\*\*  
 Crystal Springs Water Co. 3  
 D & M Grading, Inc. 5  
 Desert Rose Charter Bus Co. 3  
 Elder Demolition, Inc. 16\*\*

Future Con LLC 21  
 Vern Garrett 21\*\*\*  
 Gilbertson Transport  
 (Portland OR) 10\*\*  
 Gordon Trucking, Inc.  
 (Pacific WA) 10  
 William Guenther 4  
 Hal's Construction, Inc. 20  
 Chad Michael Hansen 10  
 J M Harder Plumbing &  
 Heating 13  
 Leslie Leonard Harris Jr. 7  
 L S Henriksen 6  
 Hilton Trucking &  
 Supply Co. 5\*\*  
 Hopkins Trucking, Inc. 15\*\*  
 Horecny Logging Co. 3  
 John Howard Trucking 34\*\*  
 Hunter Excavations 13  
 Huwa Trucking, Inc. 21  
 J C Landclearing, Inc. 6  
 Jantz Berryland 90\*\*\*  
 Jefferson State  
 Rock Products, Inc. 8\*\*\*  
 Chet Jobe 23  
 Morgan Jones 5  
 K L M Excavating, Inc. 10  
 Keta Log LLC 5  
 C L Large, Inc. 12\*\*  
 Madden Siding Co. 6\*\*  
 Maller Brothers  
 Trucking, Inc. 21\*\*  
 J G Martinez Trucking 9\*\*  
 William Mayfield 6  
 McDaniel Oil  
 Distributors, Inc. 21  
 M E R Trucking 29  
 Milestone Trucking, Inc. 3  
 Chester L Mills Jr. 1  
 Richard D Mintun 2  
 M E Moore Construction 8  
 Moore Underground, Inc. 16  
 Jason Moore 10  
 Ray Mott Trucking 10  
 Bob Mullins Trucking 10  
 Newton Trucking 5  
 Northwest Total Transport 11  
 Jack Nutting 19  
 ODS Transport 3  
 Owens Freight Lines, Inc. 2  
 Pacific Freight Express, Inc. 5  
 Gary L Peterson  
 Excavating Contractor 13  
 Scott Peterson  
 Excavating, Inc. 10  
 Plumley Contracting Co., Inc. 11  
 Professional Pavers &  
 Construction Co. 6\*\*  
 Jerry Dewayne Rajnus 10  
 Rock N Ready Mix, Inc. 7\*\*  
 S J Rose Trucking 10  
 Rose Trucking  
 (Central Point OR) 16  
 S C Paving Co. 12  
 R L Schaefer Builder, Inc. 13  
 H J Shaffer 29  
 Richard A Sippes 1  
 Site Works, Inc. 7

### Other Safety Violations

A total of 65 cease and desist orders and 11 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 the inspection found violations, the motor carrier involved is required to sign and return that form to the state where the inspection occurred and confirm that the violations were addressed (Federal Safety Regulations, Part 396.9). When the inspection occurs in Oregon, the inspection form given to the driver must be signed by a company official and returned to the Oregon Department of Transportation within 15 days. The company must certify that any vehicle-related problems were repaired and/or driver-related problems were addressed through action that ensures future compliance with regulations.

Theodore A Skuzeski 1  
 Thomas N Snair 5  
 Southwinds 17\*\*\*  
 Stan Pedersen  
 Trucking, Inc. 14\*\*  
 Stayton Construction 6  
 Robert B Steinmentz 1  
 Swan Excavation 2  
 David A Swartz 22\*\*\*  
 T & T Truckers, Inc. 10  
 Russell D Thompson 1  
 Transtech Carriers 5\*\*  
 Treasured Auto 8  
 Mel Woods & Son Trucking 11  
 Wurdinger Recycling, Inc. 22\*\*\*  
 O L Yawn Trucking 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, or operating in violation of farm registration laws and rules.

- Denotes cancellation of farm registration
- Atlas Van Lines, Inc. 7  
 Dale Bouma Trucking 2  
 Covenant Transport, Inc. 2\*\*\*  
 Cox Motor Express, Inc. 1  
 Evergreen Utility  
 Contractors, Inc. 5\*\*  
 Express Way S T S 3  
 Gainey Transportation Services 1  
 Griffith Ranches 1•  
 J L N Trucking, Inc. 7  
 Del R Krall 2  
 Kropf CHS LLC 2  
 Landstar Ranger, Inc. 4\*\*  
 Marten Transport LTD 1  
 Maverick Transportation, Inc. 1  
 Navajo Express, Inc. 2\*\*  
 Dick Nelson LLC 1  
 Chris White Stair 1•  
 Valley View Farms, Inc. 1•  
 Werner Enterprises, Inc. 5\*\*\*

### Other Enforcement

Following is a summary of enforcement by Motor Carrier Enforcement Officers at weigh stations in the 3rd Quarter 2003:

**Trucks Weighed  
 on Static Scales  
 581,606**

**Trucks Precleared to  
 Pass Green Light Weigh  
 Stations  
 278,056**

**Warnings Issued  
 6,267**

**Weight-Related Citations  
 4,264**

**Size-Related Citations  
 552**

**Trucks Required to  
 "Legalize" (Correct  
 Size and/or Weight  
 1,491**

**Other Citations Issued  
 1,587**

**Citations for Operating  
 Without Oregon Weight  
 Receipt & Tax Identifier  
 2,028**

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

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# **MOTOR CARRIER NEWS**

Quarterly Newsletter of the  
Oregon Department of Transportation  
Motor Carrier Transportation Division

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## *In this December 2003 issue:*

- Oregon truck taxes and fees increase in January ..... 1**  
Weight-mile taxes, flat fees, registration fees, road use assessment fees, and the Weight Receipt credential fee all go up beginning January 1, 2004.
- Trucking Online adds capabilities ..... 2**  
Companies can now go online to conduct more truck-related business with Oregon from their home or office computer.
- Q&A about truck credentials grace periods ..... 2**  
Late renewing Oregon truck registration or tax credentials?  
Read this Q&A.
- CDL Hazmat rules implementation delayed ..... 3**  
State DMVs have more time to implement new rules affecting truck drivers with CDLs with a hazardous materials endorsement.
- Oregon weight-restricted bridges ..... 4-5**  
Inspectors have currently set weight restrictions on 41 bridges on major routes in Oregon. There are 51 other restricted bridges on lesser routes.
- News in brief ..... 6**  
The Oregon Transportation Commission will decide whether or not to increase interstate speed limits, Oregon accident reporting requirements are changing, new safety inspector certification requirements are being set in rules, and Oregon's chain law has no start or stop date.
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