



MOTOR CARRIER NEWS

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Motor Carrier Transportation Division, 3930 Fairview Industrial Drive SE, Salem OR 97302-1166

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Bank fees skyrocket with credit card usage . . . new service fee coming

The use of credit /debit cards by motor carriers has skyrocketed in the past 20 years and it's threatening to bust the budget at the Motor Carrier Transportation Division (MCTD).

In fiscal year 2004 (July 1, 2014 through June 30, 2005), motor carriers put \$14 million worth of transactions on credit/debit cards. Ten years later, in fiscal year 2014, charges were up to \$111 million — a 700% increase.

Just like any regular business, MCTD pays a bank fee equivalent to about 2.0% of each credit/debit card payment. That means it pays \$2.00 for every \$100 charged to a card, \$200 for every \$10,000, \$2,000 for every \$100,000, \$4,000 for every \$200,000, and so on. These banking fees have gone from costing the agency \$271,000 in 2004 to \$1,987,000 in 2014.

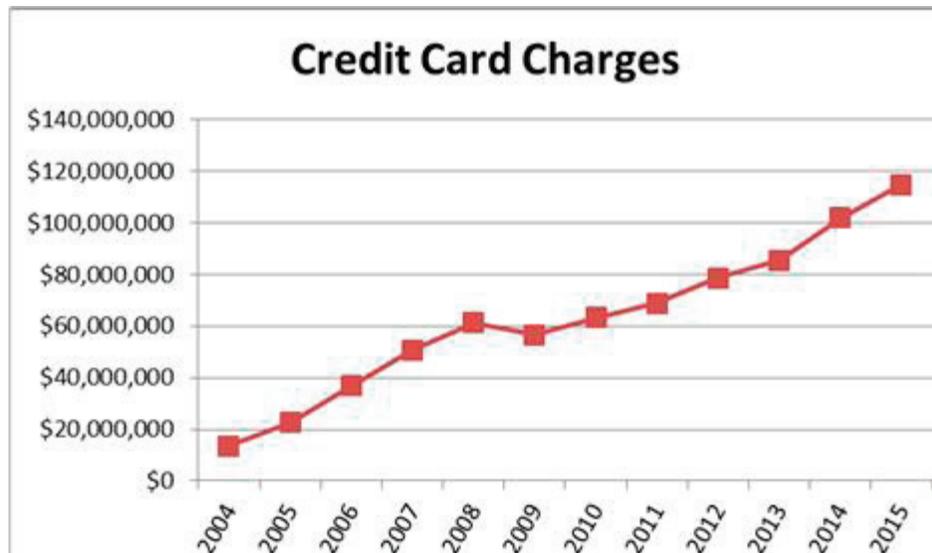
How did we get to this point?

Trucking companies and truck drivers have long relied on the convenience of credit/debit cards for truck-related business transactions. MCTD has been accepting credit and debit cards since 1994 for business conducted by phone and over-the-counter at Salem Headquarters and the field registration office. Trucking Online opened for business in January 2003 and was built around credit/debit card payments, along with an option for authorized carriers to charge certain transactions to their account. The surge in credit/debit card usage began with the introduction of Trucking Online.

In the five years from 2004 thru 2008, trucking companies used credit/debit cards for an average of \$37 million each year for transactions. In the next four years, credit/debit card

usage increased to an average of \$66.8 million each year for transactions by phone, over the counter, and online. Usage from 2013 through 2014 skyrocketed to an average of \$93.6 million per year.

In the five years from 2004 thru 2008, MCTD paid an average of \$740,000 each year in banking fees, for the payments made by credit/debit card. In the next four years, those bank fees increased to an average



In the five years from 2004 thru 2008, trucking companies used credit/debit cards to charge an average of \$37 million each year for transactions. In the next four years, companies charged an average of \$66.8 million each year and from 2013 thru 2014 the average skyrocketed to \$93.6 million per year. Companies used credit cards to charge a total of \$114.8 million in fiscal year 2015 alone.

Part of the increase is due to the fact that some companies are paying for their annual renewal and making substantial weight-mile tax payments by credit/debit card. Four companies charged over \$2 million each in 2014 and another four companies charged almost \$1 million each.

What's the problem with charges?

While credit/debit cards are a blessing in terms of convenience for making payments by phone, over the counter, or through Trucking Online, they're a curse because with each payment comes a bank transaction fee.

of 1.4 million each year. They then reached an average of \$1.8 million per year from 2013 thru 2014.

The money spent on credit and debit card transaction banking fees could be used in the Highway Fund for use on roads and bridges.

MCTD is implementing a credit/debit card service fee.

MCTD will begin charging a 2.4% service fee on transactions where a credit or debit card is tendered for payment to offset the credit/debit card banking fees.

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Bank transaction fees skyrocket . . . service fee coming

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With the new service fee, when paying weight-mile taxes in the amount of \$1000 using a credit or debit card you will be charged an additional \$24.00. The service fee will automatically be calculated and added to the total amount paid.

The credit/debit card service fee is non-refundable and will be applied to all credit and debit card transactions including over-the-counter, telephone, and internet as allowed by ORS 825.502.

What can be done to avoid the service fee?

In 2009, MCTD introduced a way for Trucking Online users to make electronic payments directly from a bank account. Called Direct Payment, it's simply the electronic way to write a check. It's an extremely low cost alternative to credit/debit cards. Regardless of the transaction amount, MCTD is charged just 6 cents for each Direct Payment. Instead of paying approximately \$20 in fees for a \$1,000 credit/debit card payment, for example, MCTD pays 6 cents.

About Direct Payment

Direct Payment allows for payments directly from a checking or savings account. It's the electronic way to write a check, the way many people routinely pay household bills these days. When a customer completes a transaction and authorizes payment, the customer's bank transfers the approved amount directly from the customer's account.

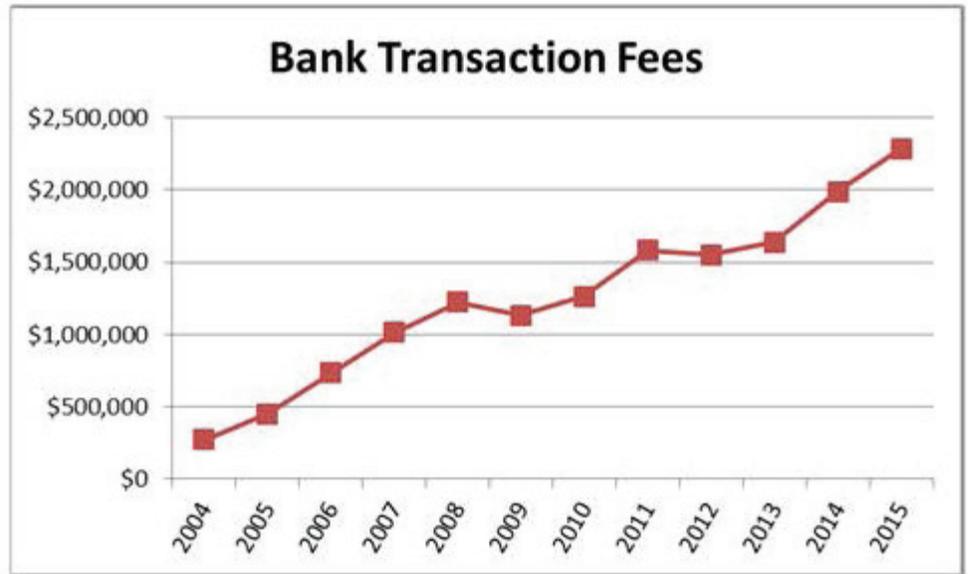
Any carrier with an established



MCTD account and a Trucking Online PIN can sign up for Direct Payment by providing their checking or savings account and routing number for an account in any U.S.-registered bank. Banks need 7-10 days to complete their verification process the first time a bank account is set-up in OregonTruckingOnline.com. But then

trillion, an increase of more than three percent over 2013. There were 3.6 billion web transactions, totaling \$1.7 trillion.

ACH activities includes Internet debit payments, e-checks, business-to-business payments, and federal government payments. Direct Payment and Direct Deposit are now so commonplace that more than half



The Motor Carrier Transportation Division (MCTD) pays a bank transaction fee equivalent to about 2.0% of each credit card payment whenever customers charge their transactions online, by phone, or over the counter. In the five years from 2004 thru 2008, MCTD paid an average of \$740,000 each year in credit card transaction fees. But that's increased dramatically over the years to the point that MCTD paid \$2.3 million in fees in fiscal year 2015 alone.

Direct Payment is available 24/7, just like all Trucking Online services.

In the banking industry, Direct Payment and Direct Deposit are known as Automated Clearing House (ACH) products. According to the Electronic Payments Association, a not-for-profit association that oversees the ACH Network, a total of almost 23 billion ACH payments were made in 2014, an increase

of almost 5 percent over 2013. The total dollar value of ACH Network transactions was more than \$40

of all households use Direct Payment for one or more recurring payments and two of three American workers use Direct Deposit to receive their paychecks.

For more about Direct Payment, please e-mail MCTD — TruckingOnline@odot.state.or.us — or call staff at 503-378-6699.

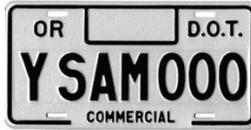
The credit/debit card service fee is coming.

Are you prepared to pay the new credit/debit card service fee or will you avoid it by using another form of payment?

Oregon Registration Plate and Tax Credentials Renewal — 2016

The Motor Carrier Transportation Division is sending paperwork to about 23,828 trucking companies this month to ask about renewing registration or weight-mile tax credentials for the 341,221 trucks they may want to operate in Oregon in 2016. Here's a summary of renewal activity:

Commercial plates — 4,157 Oregon companies have 14,956 trucks displaying this plate, which is issued to trucks that generally don't operate in another state. These companies get renewal paperwork in the mail, but they'll find it easier to complete the process online. They can renew, add, or delete trucks for 2016, and opt to pay for plates on a quarterly basis. Trucking Online calculates what's owed and takes payment by Direct Payment or credit card (registration fees can't be charged to account). Do it online and within three business days MCTD will send new credentials (Weight Receipt and Tax Identifiers and Registration Cab Cards) and stickers for each plate.



Apportioned plates — 4,779 Oregon companies have 36,089 trucks displaying Apportioned plates so they can operate in other states and Canada under the International Registration Plan (IRP).



These companies must report the miles their fleet(s) operated in Oregon, other states, and Canada from July 1, 2014 thru June 30, 2015. It's easy using Trucking Online. Under the Full Reciprocity Plan (FRP), which was implemented January 1, 2015, cab cards reflect the registered weight for the vehicle for every IRP jurisdiction. Companies can let the computer calculate the registration fees owed to each jurisdiction and pay by Direct Payment or credit card (registration fees can't be charged to account). MCTD then collects and distributes the fees. Do it online and within three business days MCTD will send new credentials (Weight Receipt and Tax Identifiers and Registration Cab Cards) and stickers for each plate.

Oregon Weight Receipt and Tax Identifier — 16,353 companies based in other states and Canada have 291,657 trucks for which an Oregon Weight Receipt and Tax Identifier paper credential has been assigned to identify the company's weight-mile tax account. They get a paper renewal summary in the mail listing the trucks that have the credential.

It's easier to use Trucking Online to edit the list to renew, add, or delete trucks for 2016 and then print all the new credentials on a local printer. Oregon requires that this credential be carried in all trucks operating in Oregon. Anyone who has not obtained it is subject to a \$435 citation and possible civil complaint action. It's also practical to have it in the truck because fuel can be sold tax-free in Oregon to anyone showing a valid weight-mile tax credential.



Trucking Online is remedy for renewal headache

In the coming months, thousands of trucking company office workers will avoid headaches by using Oregon Trucking Online to complete the entire registration and weight-mile tax credential renewal process. Last year, companies went online to renew 263,607 trucks.



Here are several ways to ensure a trouble-free renewal:

- 1** Do it online. Not signed up yet? Go to www.OregonTruckingOnline.com to request a Personal Identification Number (PIN) and get started.
- 2** Avoid transactions by phone. During this busy period, it's common for staff to receive approximately 20,000 calls per month, with most calling on weekdays from 8 to 5.
- 3** Don't forget HVUT. To renew an Oregon-based truck with a gross weight of 55,000 pounds or more, Oregon needs a copy of Heavy Vehicle Use Tax IRS Form 2290 or proof of payment (this is not applicable to out-of-state carriers renewing weight-mile tax credentials).
- 4** Don't post-date checks. Any paperwork received with a check dated to be cashed sometime in the future will be rejected and returned to the carrier.
- 5** Verify drug and alcohol testing compliance. Oregon carriers must indicate they have their own testing program or they must name the testing consortium (a private company) providing the service.
- 6** Disclose name or ownership changes. Such changes require completion of a new Application for Oregon Motor Carrier Account (Form 935-9075) or carriers face extra costs after their renewal is processed.
- 7** Meet the deadline. Companies renewing by mail need to return their paperwork as soon as possible, or at least by October 31, so there's time to process the 2016 credentials.

Federal law prohibits the use of marijuana by truck drivers

Drug and alcohol testing is a fact of life in trucking today. All drivers required to have a commercial driver license (CDL) are subject to testing. This includes owner-operators. 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.

Oregon's new recreational marijuana law went into effect July 1, 2015. Measure 91 allows Oregonians to grow limited amounts of marijuana on their property and to possess personal limited amounts of recreational marijuana for personal use under Oregon law.

Drivers are reminded that marijuana is illegal under federal law, and its use is expressly forbidden for transportation workers, including truck and bus drivers.

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

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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

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alcohol test with a result indicating an alcohol concentration of less than .02 or a controlled substances test indicating a negative result (whichever 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. The penalty for not maintaining a testing program is \$1,000 per violation.

Administrative rules in 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.

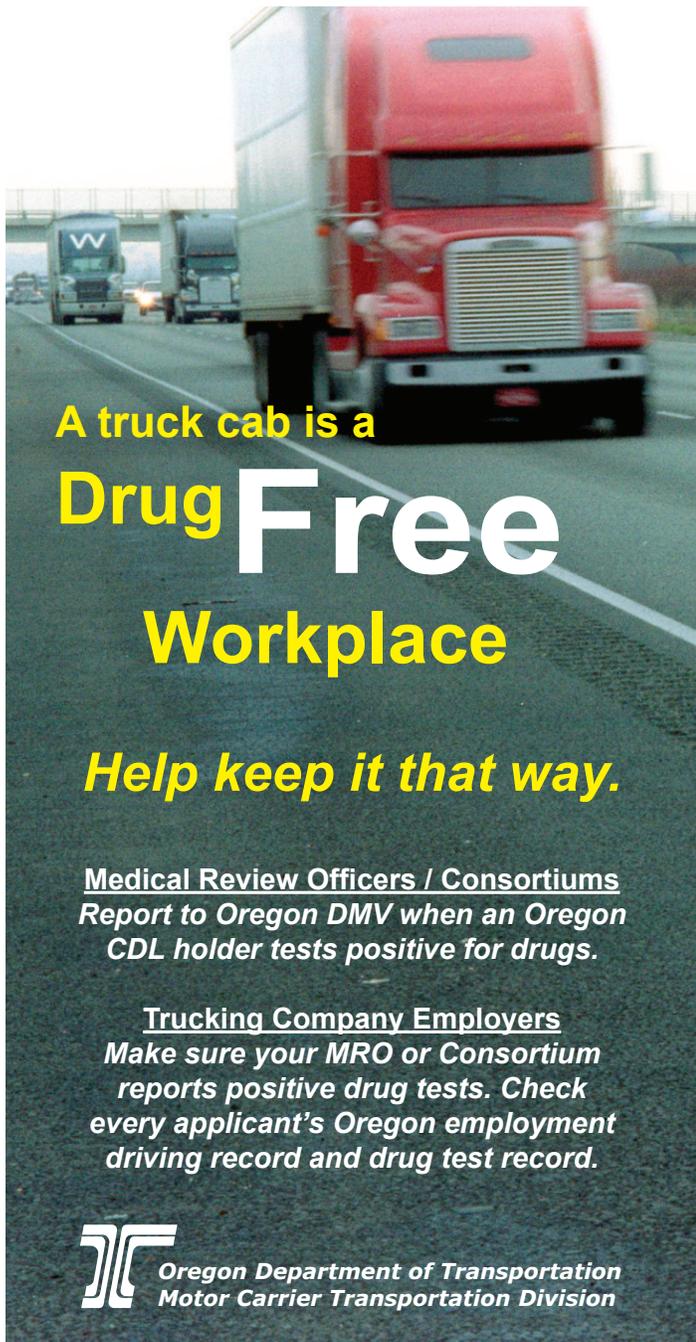
Questions? Call the ODOT Motor Carrier Transportation Division, 503-373-1979

DMV form helps with driver checks

Many trucking companies use one DMV form to request a check of both a person's driving record and any prior drug testing. DMV Form #7291 saves the trouble of completing two separate forms requesting a complete check of records. The form is available to companies that pay a one-time \$70 fee to establish a Record Inquiry Account and qualify to receive the personal information that appears on records. They can fax the 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 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, and mail all that with a check or money order for \$3.50.

Federal safety regulations require anyone hiring a driver with a CDL to contact the previous employers for the past three years to ask if the driver ever tested positive for controlled substances or alcohol, or ever refused a test. 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.



A truck cab is a
Drug Free
Workplace

Help keep it that way.

Medical Review Officers / Consortiums
Report to Oregon DMV when an Oregon CDL holder tests positive for drugs.

Trucking Company Employers
Make sure your MRO or Consortium reports positive drug tests. Check every applicant's Oregon employment driving record and drug test record.



Do you hire truck drivers subject to DOT drug testing?

Do your part to keep our roads safe!

Make sure positive drug tests get reported

— Oregon law requires Medical Review Officers to use DMV Form 7200 to report to Oregon DMV when an Oregon CDL holder tests positive for drugs. Is your MRO aware of this requirement? Individuals have the right to a hearing to dispute a positive drug test report before it's posted to the employment driving record.



www.odot.state.or.us/forms/dmv/7200.pdf

Carefully screen truck driver applicants

— When meeting the requirement to check an applicant's driving record, make sure to also check for positive drug test results. Get a DMV Records Inquiry Account and use DMV Form 7291 to submit authorization to release the employment driving record with the drug test result information.



www.odot.state.or.us/forms/dmv/7291.pdf

More information —

Call 503-378-6963 to reach a Safety Compliance Specialist at the ODOT Motor Carrier Transportation Division.



Oregon law requires that Medical Review Officers must report to the Oregon DOT's Driver and Motor Vehicle Services Division (DMV) when an Oregon CDL holder tests positive for drugs so the information can be entered on the employment driving record. The law also requires that Oregon motor carriers must certify that they meet drug and alcohol testing requirements. When registering trucks or renewing registration, carriers must certify that they either have their own testing program or they name the service agent, or consortium, that manages testing. Carriers face a \$1,000 per violation penalty for failing to maintain a testing program.

When DMV receives a positive drug test report, it advises the driver of the right to a hearing. If one is requested, no entry is made on the record until the hearing is complete. Release of drug test results is only permitted if DMV has the written permission of the driver. Motor carriers commonly check this part of the record by getting a DMV Records Inquiry Account and using Form 7291 – Request for Motor Carrier Required Driving Records – to submit the driver's authorization to release the complete driving record.

Oregon's law has its shortcomings, however. Only a MRO can report positive drug tests to DMV so even if a carrier knows one of its drivers tested positive for drugs, DMV cannot accept the carrier's report. Also, no one is responsible for reporting when a truck driver refuses to take a drug test.

Green Light System gets an upgrade

The wait is over!

Trucks enrolled in Oregon’s Green Light Program that operate with a heavier-than-standard-weight steer axle may now have the opportunity to bypass an Oregon weigh station.

In the past, Green Light enrolled trucks with a steer axle weight greater than 13,200 pounds received a “red light” on the transponder as a result of an over-weight condition. The 13,200 pound threshold originally was hard-coded into the system electronics when the system was designed in 1997.

Today, a significant number of trucks operate with a ‘steer-axle weight greater than the system’s threshold. And although these trucks have the proper tire size to accommodate the extra weight, the Green Light system’s in-road sensors cannot determine the tire size. Thus, trucks legally operating with a 16,000 pound steer axle, as an example, have never had the



opportunity to pre-clear, or bypass, a Green Light equipped weigh station. That has now changed.

The system has been upgraded to include a special “field” added to a truck’s vehicle record that can be coded to indicate that the truck is legally equipped with over-sized tires on its steer axle allowing an over-ride to the 13,000 pound limit. Once the tire size has been verified for its specific weight limit, Green Light staff will activate the code allowing a truck the possibility of a bypass. Of course, the truck also must meet all other standard pre-screening criterion.

Please contact the Oregon Green Light Program at 503-378-6054 to learn how your over-sized tires can be verified.

Motor Carrier Field Enforcement Actions

Summary of work by Motor Carrier Field Enforcement staff in the 2nd Quarter 2015	Size-Related Citations 140	Other Warnings, including safety- related warnings 1,283
Trucks Weighed on Static Scales 537,551	Size-Related Warnings 48	Citations for Operating Without Oregon Weight Receipt & Tax Identifier or No Vehicle Registration 1,885
Trucks Precleared to Pass Green Light Weigh Stations 426,758	Trucks Required to “Legalize” and Correct Size and/or Weight 285	Warnings for Operating Without Oregon Weight Receipt & Tax Identifier or No Vehicle Registration 2,265
Weight-Related Citations 2,028	Other Citations, including safety- related citations 402	
Weight-Related Warnings 1,325		

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

Charter Buses are apportionable under IRP

Effective January 1, 2016, charter buses and motorcoaches engaged in inter-jurisdictional operations will be subject to requirements of International Registration Plan (IRP) registration.



A Charter bus is a bus requested for exclusive use for a specific purpose or trip, or for a specific time.

Background

This change is due to the current charter bus exemption being removed from the International Registration Plan definition of an Apportionable Vehicle. Per the governing document, the amended definition will be:

“Apportionable Vehicle” means (except as provided below) any

Power Unit that is used or intended for use in two or more Member Jurisdictions and that is used for the transportation of persons for hire or designed, used, or maintained primarily for the transportation of property, and:

- (i) has two axles and a gross vehicle weight or registered gross vehicle weight in excess of 26,000 pounds, or
- (ii) has three or more axles, regardless of weight, or
- (iii) is used in combination, when the gross vehicle weight of such combination exceeds 26,000

pounds.

How can I register my charter buses with IRP?

All Oregon based companies that operate charter buses can register through the Salem or Portland Registration Offices. Registrations can be applied for through the mail or in person. For new accounts, once an account is established online processing is available through www.oregontruckingonline.com

Applications and other forms can be obtained by going online to www.oregontruckingonline.com and clicking the forms tab or you may contact the IRP Registration Office at 503-378-6643 and they will assist you with forms and answer any questions.

MCTD mailing and location address

3930 Fairview Industrial Drive SE, Salem, Oregon 97302-1166

Please update your records to reflect our current mailing and location address: **3930 Fairview Industrial Drive SE, Salem, Oregon 97302-1166.**

MCTD headquarters moved two years ago. We moved out of the Public Utilities Commission (PUC) Building in downtown Salem to an industrial area in South Salem.

Our mail room staff are continuing to receive a substantial volume of mail that is addressed to our old location address. Please update your records with our new mailing and location address. Sending documents to the old address could cause delays in our ability to receive your tax reports and payments, registration documents, etc. timely.

The one year forwarding service the U.S. Postal Service offers has expired. They will begin sending mail back to you marked “Return to Sender” if you continue sending mail to our old address.



Weight-Restricted Oregon Bridges on State Routes

As of August 3, 2015, bridge engineers have set weight restrictions on 45 bridges on state routes in Oregon. The complete list of road and bridge restrictions can be found on our website:

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

If you have any questions, please contact the Over-Dimension Permit Unit at 503-373-0000, Option 1. We are available Monday-Friday between the hours of 7:00 a.m. & 5:00 p.m. Pacific Time, closed on all state holidays, and on Wednesday from 12:00 p.m. (noon) to 1:00 p.m. Pacific Time for staff meetings.



Governor Brown issued an Executive Order declaring an emergency, for trucks hauling fuel supporting firefighting efforts

On August 17, 2015, Governor Brown issued Executive Order No. 15-10 declaring a State of Emergency regarding delivery of aircraft fuel directed to use in firefighting activities.

Pursuant to ORS 401.165, the extreme nature of fires currently burning across Oregon has created an emergency situation in several counties. Much of the state is now in extreme danger from fires. Oregon has already experienced wildfires this season that have resulted in significant evacuations and have threatened critical infrastructure and hundreds of structures.

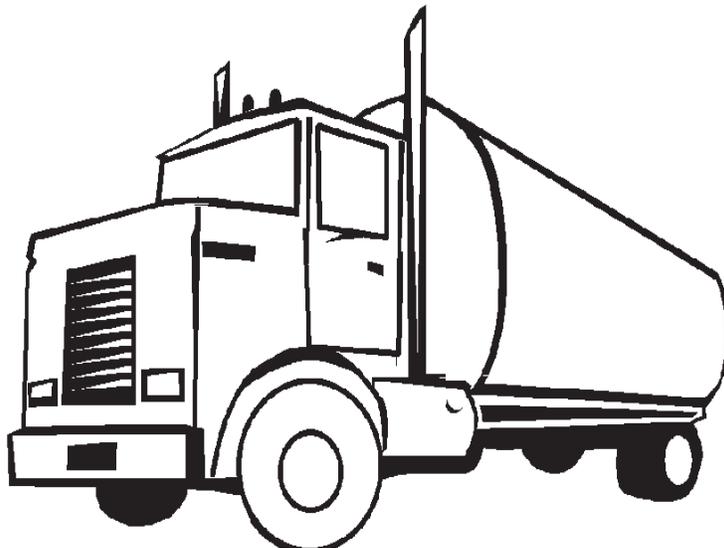
The emergency situation created by these fires is delaying the delivery by truck of aircraft fuel directed to aircraft-supported fire fighting units. This fuel is necessary to ensure that the men and women engaged in firefighting across our state have all of the tools necessary to secure the safety of people and property to the greatest extent possible.

In order to ensure sufficient fuel supply to aircraft-supported firefighting efforts, it is necessary to suspend the hours of service rules as they apply to drivers operating trucks hauling aircraft fuel directed to airports and/or aircraft engaged in firefighting operations.

The hours of service rules adopted by OAR 740-100-0010, as they apply to drivers operating trucks hauling aircraft fuel directed to airports

and/or aircraft engaged in firefighting operations, are hereby suspended for 10 days from the date of this proclamation or until further notice in all affected counties.

To read the Executive Order in its entirety go to <http://www.oregon.gov/gov/admin/Pages/executive-orders.aspx> and click on Executive Order 15-10.



SEPTEMBER 2015						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

Labor Day - Observed -
Monday, September 7, 2015

Oversize load restrictions – Labor Day & Thanksgiving

Triple trailers, mobile/modular homes, towed units, long logs, poles, and piling, and non-divisible overwidth loads are subject to special restrictions on six major holidays — Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas, and New Year’s. Following are the restrictions this year during Labor Day and Thanksgiving:

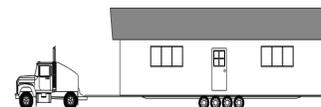
NOVEMBER 2015						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

Thanksgiving - Observed -
Thursday, November 26, 2015

Triple trailer combinations cannot operate on those routes shown as Holiday or Holiday & Weekend restricted on Route Map 5 during the Labor Day period from 4 p.m. Friday, September 4 until Sunrise Tuesday, September 8, and during the Thanksgiving period from Noon Wednesday, November 25 until Sunrise Monday, November 30.



Mobile / modular homes cannot be moved if over 8’6" in width during the Labor Day period from Noon Friday, September 4 until 1/2 hour before Sunrise Tuesday, September 8, and during the Thanksgiving period from Noon Wednesday, November 25 until 1/2 hour before Sunrise Monday, November 30.



Exceptions: Operations may recommence on Interstates at 12:00 a.m. on the first business day following the observed holiday when width is not in excess of 10’ AND the outermost extremities are illuminated by lamps or markers as required by ORS Chapter 816.

Towed units cannot be moved if over 8’6" in width or towing a combination of vehicles during the Labor Day period from 2 p.m. Friday, September 4 until 1/2 hour before Sunrise Tuesday, September 8, and during the Thanksgiving period from Noon Wednesday, November 25 until 1/2 hour before Sunrise Monday, November 30.



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

Long logs, poles, and piling cannot be moved if over 105’ in overall combination length during the Labor Day period from 2 p.m. Friday, September 4 until Sunrise Tuesday, September 8, and during the Thanksgiving period from Noon Wednesday, November 25 until Sunrise Monday, November 30.



Non-divisible loads cannot be moved if over 8’6" in width during the Labor Day period from Noon Friday, September 4 until 1/2 hour before Sunrise Tuesday, September 8, and during the Thanksgiving period from Noon Wednesday, November 25 until 1/2 hour before Sunrise Monday, November 30.



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

Oversize Load Restrictions — [www.oregon.gov/ODOT/MCT/Pages/OD.aspx#Road and Bridge Restrictions](http://www.oregon.gov/ODOT/MCT/Pages/OD.aspx#Road_and_Bridge_Restrictions)
Permit Attachment H — www.odot.state.or.us/forms/motcarr/od/2362.pdf
Route Maps — [www.oregon.gov/ODOT/MCT/Pages/OD.aspx#State Route Maps and Attachments](http://www.oregon.gov/ODOT/MCT/Pages/OD.aspx#State_Route_Maps_and_Attachments)

Enforcement 2nd Quarter 2015

From April through June 2015, the Motor Carrier Division finalized 250 civil enforcement actions, in addition to 22 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.

***** Denotes fifth complaint within one year of fourth.

• Denotes failure to produce records.

Safety Violations

A total of 117 enforcement actions related to violations found during safety compliance reviews or resulting from truck drivers violating an out-of-service order.

2G Construction 27***
 A H E Trucking LLC 4***
 A Team Paving &
 Excavation Inc 4*
 Action Excavating
Grants Pass OR 8**
 Anytime Septic Service, LLC 4*
 Aylwin Construction LLC 14**
 B&G Logging &
 Construction LLC 7*
 B&K Auto Salvage, Inc 2*
 Baker Sanitary Service Inc 4*
 Beecool Trkg Inc 5*
 Belyy, Anatoliy L
Vancouver WA 1*
 Best Line
 Transportation LLC 11***
 BF Transport LLC 3**
 Bullet Rental & Sales
 Incorporated 3*
 C S C Inc 4*
 Camacho, Pedro P
Outlook WA 1*
 Canby Trucking Co 3*
 Carpenter Express 4****
 Carroll Auto Transport LLC 7*
 Cascade Sound Inc 3*
 Central Pipeline Inc 22**
 Claborn Enterprises 6*
 Copeland Paving Inc 10*
 Crest Construction LLC

Central Point OR 24*
 Crest Transportation Inc
Central Point OR 37**
 Curry&Company Inc 16**
 Dave's Loam &
 Topsoil Inc 83****
 Dawson Transport Inc 16**
 Deschutes Construction
 Corporation 4*
 Done Right Hauling, LLC 4*
 DP Excavating Inc 7*
 E C United LLC 7*
 E E R Auto Transport LLC 4*
 El Tarasco Trucking Inc 4***
 Emery&Sons
 Construction Inc 9*
 Estby, Dwight B
Newberg OR 4*
 Evergreen Transportation
 Services Corp 5*
 Every, Charlie Trucking
Redmond OR 23**
 Express Way Inc 6*
 Foress Sign Co 3*
 Full Bore Inc 4*
 Gadberry, Dana L 2*
 Glerup, Donald Logging 9***
 Gyllenberg Construction Inc 2*
 H G C Inc 23***
 H&D Farms
Dairy OR 5**
 Hoshaw, Jerry Ranch
Ontario OR 1*
 Hutson, Nathan
Yakima WA 1*
 J Brooks Trucking
Mitchell OR 10**
 J&J Trasnport Services LLC 4*
 Jenks Trucking LLC 4*
 Krome Transportation
 Services LLC 31***
 L & M Trucking
Sutherlin OR 11*****
 L G C Trucking Inc 14**
 L H Distributing, Inc 5*
 L&K Trucking LLC 6**
 Lane, Tracy E & Lane,
 Daniel R Jr 3*
 Lannis Iron Works LLC 5*
 Launder, Ray 43**
 Lovett Inc 50**
 M A C Trucking Inc 8**
 Marciel Construction Inc 17**
 Mardale Farms,
Ontario OR 1**
 Mason, G Trucking LLC 19**
 Mast Logging Inc 7*
 Mat II Transportation 5*
 McMinnville Auto Wreckers 7**
 Mineral Creek Logging &
 Hauling LLC 10*
 Modern Building Systems Inc 6*
 Moll, Keith Trucking
Sublimity OR 5*
 Monarch Transportation
 Services Inc 16**
 Monet Transport LLC 4*

New Star Auto Transport 16**
 Nicu Pro Trucking Inc 15**
 North End Shipping
 Components LLC 3*
 Northstar Electrical
 Contractors 1*
 Northwest Metal Fab &
 Pipe Inc 26*
 Now N Then Trucking
Grants Pass OR 3*
 Obrist, Dave Const
 Materials Inc 1*
 Obrist, Loren
 Excavating Inc 16***
 Omalley Brothers
 Corporation 72***
 Oregon Potato Company 7*
 Oregon Truss Co Inc 7*
 Osuna Trucking Inc 4*
 Pacific Aggregate LLC 205**
 Pacific Lumber Co 30**
 Palmer, Daniel Bevin
Walla Walla WA 1*
 Paxton, Heath W Trucking 4*
 Perkins, Nicholas Trucking Inc
 2*
 Princehouse Trucking LLC 6*
 Pro Thinning Inc 6**
 Redmond, Jeremy R
Meridian ID 1*
 Reinsch, David W 22**
 Richardson, Nannette Marie
Paris TN 1*
 Richner, Matthew C
Grants Pass OR 2*
 Rich's Tree Service Inc 8*
 Rivera Transport
St Paul OR 3*
 Robbins, David K
Nyssa OR 3*
 Rodriguez, Samuel
Umatilla OR 5*
 SA Transportation LLC 7**
 Salmon River
 Contractors Inc 18*****
 Shamrock Northwest
 Construction LLC 5*
 Silva Transportation
 Portland OR 9**
 Staley, Ron Enterprises Inc 4*
 Staton Companies 3**
 Sunshine Express LLC 23*
 TFT Construction Inc 32**
 Treasure Valley Steel Inc 10**
 Unlimited Express LLC 16**
 V I P Transporter LLC 2*
 Van's Towing Inc 2**
 Water Truck Service Inc 10*
 Weissenfluh, Bill
 Trucking 30***
 White, Tom Trucking
Medford OR 9*
 Williams, A C Trucking
Gold Hill OR 1*
 Woolley
 Equipment LLC 36*****
 Young's Transport Inc 17**

Other Safety Violations

A total of 91 cease and desist orders and 22 penalty orders were related to failure to return a Driver or Equipment Compliance Check Form within 15 days after a truck and/or driver safety inspection.

Other Violations

A total of 15 actions related to other violations, such as operating in excess of size or weight limits, operating without valid registration credentials, illegally bypassing a weigh station, offering or providing unauthorized household goods moving services, charging rates for household goods moving other than the rates in an approved tariff, or operating in violation of farm registration laws and rules.

G D Cattle Co LLC 31*
 Artour Petrosyan dba
 Ner Art Trasnpotation
Granada Hills CA 2***
 Handy Haulers LCC 2*
 Rackley, Jeffrey Jon dba
 Portland Movers Ready 1**
 CCM LLC aka Clear
 Choice Movers 2*
 Marrero, Mark Alberto aka
 The Delivery Guys 6**
 Tyler William Gilbert aka Labor
 Helpers 2*
 Robert Murphy-Hendrix 6**
 Nelson Devore, Chrystal Marie
 aka JCK Movers, BCK
 Movers 10*
 King Moving&Storage Co abn
 Air Van 9**
 Metro Moving LLC 9**
 Redefyne Moving Aaron R
 Schaller and Mitchell R
 Johnston 17**
 CBC Trucking LLC 7**
 Assured Moving LLC 1**
 Bhandal Bros., Inc 1*
 S&J Potashnick
 Transportation Inc 1*
 Robert L Pickett
 Contractor Inc 52*
 West Coast Livestock
 Express Inc 1*



MOTOR CARRIER NEWS

the mission of
ODOT Motor Carrier
TRANSPORTATION DIVISION

PROMOTE a safe, efficient, and responsible transportation industry by:

- Simplifying compliance
- Reducing regulatory requirements when appropriate
- Preserving the infrastructure
- Enhancing private/public partnerships
- Fostering effective two-way communication

DELIVER superior customer service while recognizing the vital economic interests of the commercial transportation industry.



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