



MOTOR CARRIER NEWS

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Oregon road-use tax rates change October 1, 2010

Heads up everyone! Oregon weight-mile taxes, flat fees, and road use assessment fees all increase on October 1, 2010.

The changes take effect then, although it may not be noticed right away. Motor carriers filing monthly weight-mile tax reports, for example, would not complete their October report until sometime in November.

The Motor Carrier Transportation Division is encouraging carriers to use Trucking Online to ensure that reports and payments are math-error-free (see article on page 5).

Road-use taxes and fees last changed in January 2004 following passage of the third in a series of transportation funding packages called the Oregon Transportation Investment Acts. The latest changes follow passage of a 2009 Oregon Jobs and Transportation Act that set various effective dates for new car and truck taxes and fees. An increase in the Heavy Vehicle Trip Permit fee took effect first in September 2009. Several DMV fees changed in October 2009,



including fees for car registration, vehicle titles, and state ID cards. On January 1, 2010, heavy truck registration fees increased. And last, but not least, an increase in the Oregon tax on gas and diesel, to 30 cents per gallon, takes effect January 1, 2011. (That fuel tax change does not affect heavy truck operators because in Oregon



they pay the weight-mile tax instead of any fuel taxes.)

Together, all the changes provide the Oregon Highway Fund with \$300 million per year, allow for \$840 million in bonds for 37 specific projects, and provide \$42.7 million for other projects.

The Oregon Constitution requires that money raised by taxes and fees on the ownership, operation, or use of motor vehicles, or on the fuel they use, must be spent on roads.

Weight-mile tax increase affects all heavy truck operators

Weight-mile taxes increase an average of 24.5% so that a truck with a declared combined weight of 80,000 pounds, for example, will pay 16.38 cents (see new tax rate Tables A and

B on pages 3-4). This affects well over 21,000 motor carriers. Most file monthly tax reports, although 6,000 qualify for quarterly tax reporting.

Flat fee increase affects 800 operators, mostly log haulers

The annual flat fees that certain carriers may elect to pay on a monthly basis in lieu of the weight-mile tax also increase in October. Under new fees, log haulers may pay \$7.59 per 100 pounds of declared combined weight, sand and gravel haulers may pay \$7.53 per 100 pounds, wood chip haulers may pay \$30.65 per 100 pounds, and for-hire farmers with trucks under 46,000 pounds combined weight may pay \$6.23 per 100 pounds (see more on page 2).



Road use assessment fee increase affects all heavy haulers

Road Use Assessment Fees, for trucks operating under single-trip, non-divisible load permits at gross weights over 98,000 pounds, increase to 7.1 cents per equivalent single-axle load mile traveled. This fee takes the place of the weight-mile tax for the loaded portion of the movements. As with the Table B weight-mile tax rates, the per-mile charge is lessened as more axles are added to carry the gross weight (see more on page 2).

Weight-mile tax

New rates on the Web: www.odot.state.or.us/forms/motcarr/reg/9928.pdf

About 21,500 motor carriers pay the Oregon weight-mile tax, including 8,500 Oregon-based carriers and 13,000 out-of-state carriers with trucks operating in Oregon. When they register a truck they pay a registration fee that is based on the truck's highest combined weight for the year (weight of the truck plus maximum weight of the load it will haul). Their weight-mile tax is then based on the declared combined weight(s) established for each truck combination – the heaviest weight at which the motor carrier declares the combination will operate during a month or quarter tax reporting period. A check of 283,145 trucks registered in July 2010 showed eight of every ten (225,742 total) operate at just one declared combined weight (80,000 pounds for most). Only 20% of all trucks operate under more than one declared weight.



Oregon first enacted a ton-mile tax on trucks in 1925 and replaced that with a weight-mile tax in 1947. In 1990, it implemented the first axle-based weight-mile tax for trucks over 80,000 pounds (Table B). Over the years, weight-mile rates have been adjusted 14 times based on the results of updated cost responsibility calculations in Oregon Highway Cost Allocation Studies.

Today, Oregon is the only state that charges heavy trucks (over 26,000 pounds) a weight-mile tax and no diesel fuel tax. Three other states — Kentucky, New Mexico, New York — have a weight-mile tax that they charge certain heavy trucks, but also in conjunction with a diesel fuel tax and other truck fees.

Flat fees

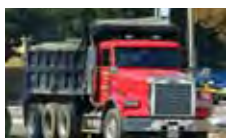
New rates on the Web: www.odot.state.or.us/forms/motcarr/reg/9927.pdf

The option to pay annual flat fees in lieu of the weight-mile tax is available to motor carriers hauling certain commodities — logs, poles, peeler cores, pilings, wood chips, sawdust, barkdust, hog fuel, shavings, sand, gravel, rock, dirt, debris, cinders, asphaltic concrete mix, metallic ores and concentrates, or raw nonmetallic products moving from mines, pits, or quarries in dump bodies. The option is also available for farm trucks operating for-hire intrastate with a combined vehicle weight under 46,000 pounds.



In July 2010, those paying flat fees included 678 log haulers, 94 sand and gravel haulers, and 12 wood chip haulers. So few may be choosing flat fees because of restrictions that accompany the option. A carrier must formally elect to pay flat fees and once the election is made for a certain commodity, the carrier pays the fees for all of its trucks hauling that commodity that calendar year. Once the fee basis is changed to flat fees, or changed from flat fees, it cannot revert back during the same calendar year. The flat fees are due whether the truck traveled 1 mile or 1,000 miles in a month, although no fees are due if a truck does not haul the commodity at all in a month. Additionally, if a truck hauls a non-eligible commodity then the carrier must pay the appropriate weight-mile tax along with the flat fees.

Flat fees originated in 1949 as a way to make road-use tax reporting easier for log haulers who regularly use non-public roads and lesser-traveled public roads. The payment option was offered to sand and gravel haulers in 1969 and to wood chip haulers in 1983. Flat fee rates are designed to yield as much money for the Highway Fund as weight-mile taxes would yield. Rates are reviewed every other year to see if adjustments are necessary. The flat fee is an annual fee that is paid on a monthly basis. Under new rates, for example, an 80,000 pound log truck pays \$506 per month. See the flat fee form for a complete breakdown of monthly fees: www.odot.state.or.us/forms/motcarr/reg/9927.pdf



Road Use Assessment Fees

New rates on the Web: www.odot.state.or.us/forms/motcarr/reg/9926.pdf

Since 1990, carriers with Single-Trip Permits to haul non-divisible loads at gross weights over 98,000 pounds pay a per-mile Road Use Assessment Fee (RUAF). Examples of these “heavy haul” loads include construction equipment, bridge beams, and electrical transformers. In 2009, the Motor Carrier Transportation Division issued 27,831 permits for RUAF loads, with an average gross weight of 145,401 pounds traveling an average distance of 112 miles.

Road Use Assessment Fees are expressed in terms of permit gross weight and number of axles and, effective October 2010, are based on a charge of 7.1 cents per equivalent single axle load (ESAL) mile of travel. An ESAL is equivalent to a single axle carrying 18,000 pounds. Carriers are assessed a lower per-mile charge the greater the number of axles used at any given gross weight. The fee takes the place of the weight-mile tax for the loaded portion of non-divisible load trips.





MILEAGE TAX RATES

INSTRUCTIONS FOR TABLE "A":

1. Use these rates only when operating at declared weight(s) of 80,000 pounds or less. Use Table "B" rates for operations over 80,000 pounds.
2. To compute the tax, select the weight group that includes the declared weight of your vehicle. Multiply your Oregon taxable miles times the rate listed for the weight group to calculate the amount of tax due. Taxable miles in Oregon includes all miles driven in Oregon on roads accessible to the public. If returning empty, use the same declared weight and rate as when loaded.

You may claim a credit if you paid Oregon state fuel tax on fuel for a vehicle subject to weight-mile tax. The deduction must be for the reporting period that you used the fuel. Credits for previous reporting periods will not be granted until time of audit. You must attach copies of fuel invoices to the highway-use tax report.

See *Instructions for Filing Highway-Use Tax Reports* available on ODOT's Web site for information required to be included on fuel receipts, for claiming fuel tax credit on bulk fuel purchases, other record keeping requirements, and tax reporting information.

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

TABLE "A" FOR ALL TYPES OF FUEL (OVER 26,000 LBS)

COLUMN A WEIGHT GROUP	COLUMN B MILLS (1/10 OF 1 CENT) PER MILE	COLUMN C DOLLARS PER MILE* DECIMAL FRACTION	COLUMN A WEIGHT GROUP	COLUMN B MILLS (1/10 OF 1 CENT) PER MILE	COLUMN C DOLLARS PER MILE * DECIMAL FRACTION
26,001 - 28,000	49.8	.0498	52,001 - 54,000	83.3	.0833
28,001 - 30,000	52.8	.0528	54,001 - 56,000	86.4	.0864
30,001 - 32,000	55.2	.0552	56,001 - 58,000	90.0	.0900
32,001 - 34,000	57.6	.0576	58,001 - 60,000	94.1	.0941
			60,001 - 62,000	99.0	.0990
34,001 - 36,000	59.9	.0599			
36,001 - 38,000	63.0	.0630	62,001 - 64,000	104.5	.1045
38,001 - 40,000	65.4	.0654	64,001 - 66,000	110.4	.1104
40,001 - 42,000	67.7	.0677	66,001 - 68,000	118.3	.1183
			68,001 - 70,000	126.6	.1266
42,001 - 44,000	70.2	.0702	70,001 - 72,000	135.0	.1350
44,001 - 46,000	72.6	.0726			
46,001 - 48,000	74.9	.0749	72,001 - 74,000	142.7	.1427
48,001 - 50,000	77.4	.0774	74,001 - 76,000	150.0	.1500
50,001 - 52,000	80.3	.0803	76,001 - 78,000	157.2	.1572
			78,001 - 80,000	163.8	.1638
			80,001 AND OVER		USE TABLE B

*NOTE - Column C converts mills per mile to dollars per mile by moving the decimal point three places to the left. Multiply the decimal fraction by the Oregon Taxable Miles for the amount of tax due for each weight.

	<u>COLUMN A</u>	<u>COLUMN B</u>	<u>COLUMN C</u>	
EXAMPLES:	32,000	55.2	.0552	1000 Miles X .0552 = \$ 55.20
				100 Miles X .0552 = 5.52
	80,000	163.8	.1638	1000 Miles X .1638 = \$ 163.80
				100 Miles X .1638 = 16.38

SEE TABLE "B" RATES FOR VEHICLES OVER 80,000 POUNDS.



MILEAGE TAX RATES

INSTRUCTIONS FOR TABLE "B":

- Use these rates only when operating at declared weight(s) over 80,000 pounds. Empty returns are paid at the same declared weights as when loaded. Raising a lift axle is not a change in configuration and does not constitute a change in rate. These rates apply to motor vehicles that are issued or required to obtain an annual highway over-dimension permit to operate with a combined weight of 80,001 pounds or more (extended weight or heavy haul).
- Your weight should be declared at the highest weight you intend to operate. You must pay the tax for all miles over 80,000 pounds at the tax rate for this weight. You may continue to declare and report tax on multiple weights if you use different trailer combinations. If you have a declared weight over 80,000 pounds, you must also have a declared weight at 80,000 pounds. Each trip operated at 80,000 pounds or under is paid at Table "A" rates.
- To compute the tax, select the weight group that includes the declared weight of your vehicle, then go to the column with the correct number of axles. The rate where the columns intersect is the tax rate in mills (1/10 of 1 cent). Convert the mill rate to dollars per mile (see examples below the chart). Multiply your Oregon taxable miles times the rate to calculate the amount of tax due. Taxable miles in Oregon includes all miles driven in Oregon on roads accessible to the public.
- Heavy haul operations over 98,000 pounds pay Road Use Assessment Fees (RUA) separately to the ODOT/MCTD Over-Dimension Permits Unit. These rates do not appear on the Table "B" chart. Contact OD Permits Unit, 503-373-0000 for those RUA rates.

For additional record keeping requirements and tax reporting information, please see *Instructions for Filing Highway-Use Tax Reports* available on ODOT's Web site:

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

TABLE "B" AXLE - WEIGHT MILEAGE TAX RATES

COLUMN A DECLARED COMBINED WEIGHT GROUPS (POUNDS)	5 AXLES		6 AXLES		7 AXLES		8 AXLES		9 AXLES or more	
	COLUMN B	COLUMN C	COLUMN B	COLUMN C	COLUMN B	COLUMN C	COLUMN B	COLUMN C	COLUMN B	COLUMN C
	MILLS	\$ PER MILE DECIMAL FRACTION	MILLS	\$ PER MILE DECIMAL FRACTION	MILLS	\$ PER MILE DECIMAL FRACTION	MILLS	\$ PER MILE DECIMAL FRACTION	MILLS	\$ PER MILE DECIMAL FRACTION
80,000 AND UNDER	USE TABLE A		USE TABLE A		USE TABLE A		USE TABLE A		USE TABLE A	
80,001 to 82,000	169.2	.1692	154.8	.1548	144.7	.1447	137.4	.1374	129.6	.1296
82,001 to 84,000	174.7	.1747	157.2	.1572	147.0	.1470	139.2	.1392	131.3	.1313
84,001 to 86,000	179.9	.1799	160.9	.1609	149.4	.1494	140.9	.1409	133.2	.1332
86,001 to 88,000	186.0	.1860	164.3	.1643	151.8	.1518	143.4	.1434	135.0	.1350
88,001 to 90,000	193.2	.1932	168.6	.1686	154.3	.1543	145.8	.1458	137.4	.1374
90,001 to 92,000	201.6	.2016	173.4	.1734	156.5	.1565	148.2	.1482	139.8	.1398
92,001 to 94,000	210.7	.2107	178.2	.1782	159.0	.1590	150.5	.1505	141.7	.1417
94,001 to 96,000	220.2	.2202	183.6	.1836	162.0	.1620	153.0	.1530	143.9	.1439
96,001 to 98,000	230.4	.2304	190.2	.1902	165.6	.1656	155.5	.1555	146.4	.1464
98,001 to 100,000			197.3	.1973	169.2	.1692	158.4	.1584	148.8	.1488
100,001 to 102,000					172.8	.1728	162.0	.1620	151.3	.1513
102,001 to 104,000					176.4	.1764	165.6	.1656	154.3	.1543
104,001 to 105,500					181.1	.1811	169.2	.1692	157.2	.1572

*NOTE - Column C converts mills per mile to dollars per mile by moving the decimal point three places to the left. Multiply the Oregon Taxable Miles by the decimal fraction for the amount of tax due for each weight.

	COLUMN A	NO. OF AXLES	COLUMN B	COLUMN C	TAX
EXAMPLES:	96,000	5	220.2	.2202	1000 Miles X .2202 = \$ 220.20 100 Miles X .2202 = 22.02
	96,000	6	183.6	.1836	1000 Miles X .1836 = \$ 183.60 100 Miles X .1836 = 18.36

SEE TABLE "A" RATES FOR 80,000 POUNDS AND UNDER.

Trucking Online ensures error-free tax reporting

With the October 2010 change in Oregon road use tax rates, there's no better time to use Trucking Online to file reports and make payments. The secure Internet-based service takes the worry out of getting things right because it does the math. Motor carriers only have to enter Oregon mileage information and the tax due is automatically calculated for them.

Carriers can even opt to use Trucking Online for math purposes only. They can go online, enter Oregon mileage, have the tax calculated, and then rather than paying online they can just print that error-free report and mail it with their payment.

One way or the other, an increasing number of companies are already regular Trucking Online customers.

Since the weight-mile tax reporting and payment feature was first offered in 2004, usage has steadily grown to the point that now over 4,400 companies file online each month. Last year, one of every four weight-mile tax reports were completed using Trucking Online (49,205 of 196,999 total reports). One limitation hampering further growth is that this type of online reporting is available to companies with 50 trucks or less.

The payment of Road Use Assessment Fees (RUAF) has seen similar growth since it was first offered in 2006. It surged after this feature was enhanced last year. In 2009, carriers went online to pay for 649 single trips, in addition to 650 monthly reports listing multiple trips. That's well over twice as much RUAF payment activity as the previous year and it's on track to double again in 2010.

"This reporting and payment activity shows a deserved confidence in Trucking Online," said Motor Carrier Services Manager Ric Listella. "More should use it because it's the easy way to meet deadlines and avoid mistakes."

Following is a summary of what's good about Trucking Online:

Meet Deadlines — Carriers required to pay weight-mile taxes on a monthly basis need to pay for the prior month on or before the last day of the current month. Those who qualify for quarterly reporting need to pay for the prior quarter on or before the last day of the second month after the end of the quarter. Over-dimension permit fees can't be over 60 days past due. Carriers can file reports right up to those deadlines because Trucking

Online is available 24 hours a day, 7 days a week. That beats having a report lost in the mail or not postmarked by the deadline.

Avoid Mistakes — It can be costly to miscalculate road use taxes due. Carriers who underpay risk facing a 10% late payment fee.

Save Time — Most information is preset on the online forms, making the entire process much faster than doing it on paper.

Print for the File — Carriers must keep copies of their Oregon weight-mile tax reports and Road Use Assessment Fee records for three years. Trucking Online lets them print a clean, legible copy of each report for their files.

Verify Filings — Carriers can instantly check if MCTD has received a report and payment.



Sign up for Oregon Trucking Online

visit OregonTruckingOnline.com to apply for a Personal Identification Number (PIN) and get started, or call 503-378-6699 for more info.

TRUCKING ONLINE

Oregon Department of Transportation

Direct Payment saves taxpayer dollars

Since MCTD began offering Direct Payment early last year, nearly 400 Trucking Online users have signed up for it and chosen that method for 2,800 online payments totaling over \$2.9 million (as of August 15). As a result, they've saved over \$65,000 that MCTD would otherwise have spent on banking fees if they had used credit cards.

MCTD's goal is to make Direct Payment the preferred way to pay for online transactions, replacing costly credit card payments. MCTD pays a banking fee equivalent to about 2.2% of each credit card payment whenever a customer uses a card for transactions by phone, over the counter, or online. That means it costs \$2.20 for every \$100 in truck-related transactions charged to a credit card. It costs \$22 for every \$1,000 charged to a card, \$220 for every \$10,000 charged, \$2,200 for every \$100,000 charged, \$4,400 for every \$200,000 charged, and so on. These transaction fees totaled over \$1.1 million in 2009 alone.

Direct Payment allows for electronic payments directly from a checking or savings account. It's simply 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. This is an extremely low cost alternative to credit cards. Regardless of the transaction amount, MCTD pays just \$0.06 for each Direct Payment. For example, instead of paying \$8,800 in fees for a \$400,000 credit card payment, MCTD pays 6 cents!

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 bank registered in the United States. Banks need 7-10 days to complete their verification process the first time an account is established. But then Direct Payment is available 24 hours a day, 7 days a week, just like all Trucking Online services.

Oregon truck crash totals hit historic low in 2009

Oregon experienced its most remarkable year in contemporary history in 2009 in terms of truck crash totals. Crashes involving trucks were down 28% and truck-at-fault crashes were down 26%. There were a total of only 906 truck crashes, 354 fewer than in 2008. It was determined that the truck was at-fault in 497 of the crashes, 172 fewer than in 2008.

The truck driver was at-fault in 467 of those incidents and a truck mechanical problem caused just 30 incidents. A check of crash records as far back as 1980 shows this is the first time that truck crashes have fallen below 1,000 total and truck-at-fault crashes have fallen below 500 total.



The end-of-year 2009 report includes the news that there was a decline in both injuries and fatalities. Truck crashes resulted in 32% fewer injuries and 15% fewer deaths in 2009. A total of 343 people were injured last year, 159 fewer than in 2008. A total of 29 people were killed, 5 fewer than in 2008.

With the economy still in the dumps last year, it's no surprise that highway-use statistics show trucks traveled 9% fewer miles in 2009 than they did in 2008. Based on mileage reported on weight-mile tax and flat fee payment reports, along with mileage reported for temporary passes, motor carriers traveled 1,587,811,925 miles in Oregon in 2009. But, again



remarkably, the decline in truck miles traveled did not result in an increase in crash rates. Instead, it turns out that truck crashes occurred at a rate of 0.571 per million miles traveled, down from 0.719 per million in 2008. Truck-at-fault crashes occurred at a rate of 0.313 per million miles traveled, down from 0.382 per million in 2008.

It's important to note that the crash rates quoted here would be lower if they were based on miles traveled in Oregon by all commercial motor vehicles, that is trucks over 10,000 pounds and buses carrying more than 15 passengers, including the driver. Instead, these rate quotes are based only on mileage figures for trucks and buses over 26,000 pounds because those vehicles are subject to the state's weight-mile tax and required to file highway-use reports or obtain temporary passes if operating on a short-term basis. There are no comparable, verifiable mileage figures for commercial motor vehicles under 26,001 pounds so they're not included in these rate calculations.



Truck Crash Statistics

Truck crashes in Oregon in 2009 that involved a fatality, injury, or disabling damage to any vehicle:	906
Difference between total truck crashes in 2009 compared with 2008:	down 28.1%
Of the total crashes, number considered to be truck-at-fault:	497
Of the total truck-at-fault crashes, number considered to be the truck drivers' fault:	467
Difference between truck-at-fault crashes in 2009 compared with 2008:	down 25.7%
Most truck crashes in one day:	15
Most crashes by one company:	17
Percent of truck-at-fault crashes caused by speed:	28.4%
Median age of truck drivers involved in crashes:	46
Age of the oldest driver involved in a crash: ...	87
Number of truck drivers killed in crashes:	7
Number of people injured in truck crashes: ...	343
Oregon county with the most truck crashes:	Multnomah (154)
County with the most truck fatalities:	Klamath (4)
Percent of crashes that involved Oregon-based carriers:	51.9%
Average length of time between truck crashes:	9.68 hours
Percent of crashes that involved trucks carrying hazardous materials:	1.4%
Total property damage resulting from truck crashes in 2009:	\$ 86,453,372
Ratio of fatal crashes caused by car drivers to those caused by truck drivers:	2 : 1
Number of truckers driving off the road grabbing a cup of coffee or adjusting the radio:	19

Oregon Registration Plate and Tax Credentials Renewal — 2011

The Motor Carrier Transportation Division is sending paperwork to 20,577 trucking companies this month to ask about renewing registration or weight-mile tax credentials for the 290,410 trucks they may want to operate in Oregon in 2011. Here's a summary of renewal activity:

Commercial plates — 4,765 Oregon companies have 15,874 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 2011, 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 — 4,219 Oregon companies have 27,686 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, 2009 thru June 30, 2010. It's easier using Trucking Online if vehicles will operate in the same jurisdictions in 2011 (the online application lets them cancel vehicles, but not add or drop jurisdictions). 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

— 12,488 companies based in other states and Canada have 246,850 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 tax credential. It's easier to use Trucking Online to edit the list to renew, add, or delete trucks for 2011, and then instantly 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 the credential is subject to a \$472 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

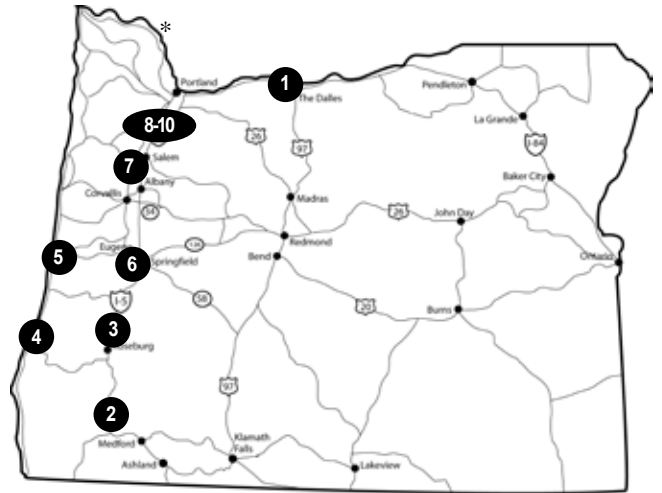
In the coming months, thousands of trucking company office workers will avoid headaches by using Oregon Trucking Online to complete the entire registration and weight-mile tax credential renewal process. Last year, companies went online to renew 156,250 trucks, an increase of 7% over activity in 2008. As a result, ODOT's Motor Carrier Transportation Division saved 310 reams of paper (a stack that would reach 65 feet high), plus over \$16,000 in postage and staff time to process and mail renewal-related materials. This year should yield even greater savings.

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 over 25,000 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 2011 credentials.

Weight-Restricted Bridges on Major State Routes in Oregon

As of August 17, 2010, bridge engineers have set weight restrictions on 10 bridges on major Oregon routes. One critical structure that came off the list in August was the MLK Viaduct on southbound OR99E in SE Portland. MLK was featured on this page in the June Motor Carrier News, but then it was assumed that work would be completed in February 2011. See page 9 for a list of weight-restricted bridges on lesser state routes throughout Oregon. Questions? Contact the Oregon DOT, Motor Carrier Transportation Division at 503-373-0000 or visit its Web site: www.oregon.gov/ODOT/MCT/RESTRICT.shtm



Highway	Restriction	Bridge & Location
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1. OR206	D	Deschutes River Bridge, MP 2.92
2. US199	D/N	Applegate River, MP7, southwest of Grants Pass
3. I-5 Overpass	SR1	Chadwick Lane, MP104.85
4. Coos River Hwy.	SR1	Isthmus Slough Bridge, Coos Bay, MP0.51, 1/2 mile off US101
5. US101	D/N	Siuslaw River, MP190.98, Florence
6. OR126 Business WB	D/N	Willamette River, MP1.34, one mile east of I-5 in Springfield
7. Off OR22	D	First Avenue Bridge in Mill City, over Santiam River
8. OR18	D/N	Yamhill River, MP51.57, near Dayton
9. OR219	D/N	Willamette River, MP23.46, south of Newberg
10. 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.

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.

Before you go . . . check travel resources

ODOT's Summer 2010 Road Projects map was littered with dots as there were 162 sites affected by road and bridge work around the state. With all the activity making for one of the busiest construction seasons in recent years, there's more reason than ever to take advantage of the following traveler resources:



A quick visit to www.TripCheck.com can help travelers find the best way to go to avoid traffic snags, work zone delays, and hazardous road conditions.

Call 511 for the latest on traffic, weather, and highway conditions by route, major city, or mountain pass.



TripCheck Mobile

Visit www.TripCheck.com/mobile on an Internet-enabled phone for traveler information formatted for mobile devices.

Sign up for Trucker Advisories via GovDelivery and receive e-mail notices of new road or bridge restrictions that affect freight mobility. (See article on page 10 to see how to get started.)



Weight-Restricted Oregon Bridges on Lesser Routes

In addition to the 10 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 Transportation Division at 503-373-0000.

Highway	Restriction	Bridge & Location
NORTHWESTERN OREGON AND NORTHERN OREGON COAST		
US101 Business	SR1	Lewis & Clark River, 2.5 miles SE of Astoria, MP4.78
US101 Business	D	Old Youngs Bay Bridge, Astoria, MP6.89
US26	SR7	Volmer Creek, 2 miles SE of Cannon Beach Jct, MP2.24
US26	SR7	Johnson Creek, 3 miles SE of Cannon Beach Jct, MP3.26
OR43	SR4A	Arch Bridge, MP11.43
OR53	SR2	North Fork Necanicun River, 0.11 miles S of US26, MP0.11
OR53	SR2	Jack Horner Creek, 5.98 miles S of US 26, MP5.98
OR202	SR6	Nehalem River Hwy., Banzer Bridge, MP43.7, E of Birkenfeld
US101	D	Neahkahnie Mtn. Chasm Bridge, MP40.71, near Manzanita

CENTRAL COAST

Little Nestucca Hwy	D	Panther Creek, Kellow Creek, MP3.23, E of US101
Little Nestucca Hwy	D	Squaw Creek and Austin Creek, MP3.6, 3.82, E of US101
Little Nestucca Hwy	D	Little Nestucca River, MP4.15, E of US101
Little Nestucca Hwy	D	Bear Creek, MP4.76, E of US101
OR22	D/N	Louie Creek, S of Hebo, MP10.49
OR22	D/N	Louie Creek, S of Hebo at Dolph, MP10.66
OR36	SR5	Steinhauer Creek, 1.48 miles E of Greenleaf, MP19.69
US20	SR6	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	SR1	Willamette River, Van Buren Street, Corvallis, MP0.13

SOUTHERN OREGON

Old OR99W	D/N	N Umpqua River (Old Winchester), Roseburg, Hwy 234, MP12.21
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COLUMBIA RIVER GORGE

Columbia River Hwy	SR4	Sandy River, Troutdale, MP0.03
Columbia River Hwy	SR1	Youngs Creek (Shepperds Dell), MP13.14
Columbia River Hwy	SR8	West Multnomah Falls Viaduct, MP17.68
Columbia River Hwy	SR1	Horsetail Creek, MP20.39
OR/WA Border	SR1	Bridge of the Gods, MP30.42
OR/WA Border	SR1	White Salmon Bridge, Hood River, MP64.62

CENTRAL OREGON

OR27	SR5	Irrigation Canal Bridges, S of Prineville, MP1.90, 2.88, 4.59
OR27	D	Bear Creek, 27 miles S of Prineville, MP27.23
OR19	SR6	John Day River Bridge, near Goose Rock, 5 miles N of US26
OR7	D/N	Powder River Bridges, Rancheria and Salisbury, MP41.19-42.31

NORTHEASTERN OREGON

I-84 Overcrossing	D/N	Upper Perry Interchange, connector over Hwy 6
OR207	D/N	Hinkle Bridge, Umatilla River, MP11.86
OR82	SR6	Indian Creek, Grande Ronde R & UPRR, 2 miles S of OR204
Freewater Hwy	SR5	West Crockett, S of OR/WA border, MP2.76
Freewater Hwy	SR5	E & W Fork, Little Walla Walla, WA border, MP3.16, MP3.31

EASTERN OREGON

Old US30	SR1	Lime Bridge and UPRR & Burnt River Bridge, MP0.46, 2.75
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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 -	
Single Axle	20,000 lbs.
Tandem Axle	40,000 lbs.
Gross Wgt. - Weight Table 3	
SR3 -	
Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wgt.	80,000 lbs.
One-Way Trucks Only	
SR4 - 30 Tons Gross Wgt.	
SR4A - 14 Tons Gross Wgt.	
SR5 -	
Divisible / Non-Divisible Loads under Annual Permits, Single Trip Permits up to Weight Table 4 Limits, maximum 60,000 lbs. on tridem axle	
SR6 -	
Single Trip Permits above Continuous Trip Permits allowed, center of bridge, permit vehicle only, certified flaggers.	
SR7 -	
Single Axle	21,500 lbs.
Tandem Axle	43,000 lbs.
Gross Wgt. - Weight Table 3	
SR8 -	
Single Truck	28,000 lbs.
3-2 axle combos	44,000 lbs.
3-3 axle combos	56,000 lbs.

Tax credits available for clean-burning engines

Oregon taxpayers can receive up to \$80,000 per year in tax credits for buying clean-burning diesel engines. The credits, which are capped at a total of \$500,000 per year, are available through 2013.

The Oregon Department of Environmental Quality (DEQ) approves credits for trucks over 26,000 pounds with engines in model years 2007 through 2013 that meet a 0.01 gram particulate emission standard, which effectively means

operating with a diesel particulate filter. The engines must be purchased in Oregon and used in trucks registered to operate here. Credits range from \$925 to

\$400 per engine depending on fleet size. In the past six years, 173 Oregon taxpayers have received \$1.5 million for 3,149 qualifying engines. For more information, visit DEQ's site – www.deq.state.or.us/aq/diesel/taxcredit.htm or call Kevin Downing, 503-229-6549 or Maggie Vandehey, 503-229-6878.

Tax Credits for Clean Diesel Engines		
Tax Year	Certified Engines	Oregon Tax Credits
2004	491	\$ 223,760
2005	541	\$ 257,885
2006	615	\$ 332,255
2007	616	\$ 312,110
2008	404	\$ 185,825
2009	443	\$ 200,630
Total	3,149	\$1,529,885

DEQ Survey

The State of Oregon is considering the feasibility of adopting requirements similar to those in California affecting long-haul tractors pulling 53-foot dry van or refrigerated trailers. To gauge potential impacts and benefits from a proposal requiring fuel-efficient technologies, such as trailer skirts and low-rolling resistance tires to reduce greenhouse gas emissions, Oregon DEQ is gathering information about tractor trailer usage in Oregon. Over the next month, DEQ staff will be calling randomly-selected companies asking for anonymous responses to seven straightforward questions. Responses will help inform policymakers about the impact of this potential program.

For more information:
www.deq.state.or.us/aq/committees/TruckEfficiencyStudyGrp.htm

GovDelivery subscribers stay in the loop and in the know

The Oregon Department of Transportation has introduced a new way for its customers to stay in the loop and in the know. The agency has enlisted a Minnesota-based company called GovDelivery and its communication system to alert subscribers when something's

happened in a certain topic area. If someone wants to know when the Motor Carrier Transportation Division (MCTD) is notifying truckers about a new road or bridge restriction, for example, they can subscribe to Trucker Advisories and receive an e-mail notice of each restriction.

GovDelivery is currently used by government throughout the country, including cities, counties, transit authorities, state, and federal agencies, to send over 150 million messages to the public every month



on topics ranging from local park hours and fishing license renewals to national health emergencies. It's a Web-based communication tool for reaching stakeholders via e-mail, text messaging, and even social media.

Anyone interested can get started at this MCTD site:

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

Subscribers first enter their e-mail address and then choose the alerts they want to receive from a list of the current topics offered by ODOT and its Divisions. The list will continue to grow over time as more topics are added. The MCTD category currently includes the following:

- **Trucker Advisories** — be notified of a new road or bridge restriction with a potential impact on freight mobility and/or trucks operating under over-dimension continuous operation annual permits.
- **Green Light weigh-in-motion system status** — be notified when one of the 21 sites is experiencing technical difficulties and when its fixed. (Soon to be 22 sites as another is added on I-5 in October 2010.)
- **Oregon Motor Carrier Transportation Advisory Committee (MCTAC)** — be notified when MCTAC sends out a public meeting notice and agenda. Then be notified when the minutes of the meeting are posted online.
- **Oregon Motor Carrier News** — be notified when a new issue of the quarterly News is available online, a couple weeks before paper copies are mailed to motor carriers.
- **Rulemakings** — be notified about ODOT proceedings to change an existing administrative rule or add a new rule.

Enforcement 2nd Quarter 2010

From April through June 2010, the Motor Carrier Division finalized 91 civil enforcement actions, in addition to 56 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 69 enforcement actions related to violations found during safety compliance reviews or resulting from truck drivers violating an out-of-service order.

A & B Septic Service 2
 A H E Trucking LLC 5
 All Dirt, Inc. 19**
 American Truckline, Inc. 10**
 Don G Averill Recycling, Inc. 5
 Axford Trucking, Inc. 4
 Best Choice
 Transportation LLC 8
 Billboard Lumber Co., Inc. 4
 Brohmer LLC 6
 Robert A Clarke Trucking 1
 Colwell Logging 4
 Custom Excavating by
 Dean Larson, Inc. 42***
 Damon Trucking LLC 2**
 Lonnie Dillman 5
 Doman Farms 2
 Eben Ezer Express 69***
 Edgefield Homes 2
 Emmert International 3
 Field Transportation, Inc. 85****
 G&Y Trucking 2
 Garibay Trucking
 Enterprises, Inc. 11**
 Gates Custom Trucking, Inc. 6
 H F I Transportation LLC 4
 Hage Brothers 11**
 Hilton Trenching, Inc. 3
 Hodgson & Sons, Inc. 3***
 I Tack 3
 I V M Transport LLC 38**
 Industrial Diesel Power, Inc. 6**
 John Jones
 Construction, Inc. 2**
 L & M Trucking 35**
 L P H Enterprises, Inc. 2
 L T G 5
 Paul Lindsey
 Trucking & Excavation 30***

M G Land Improvement Co. 4**
 Motion Express, Inc. 10**
 Mr. Tree, Inc. 8
 Newman Paving &
 Curbing, Inc. 9***
 Joe Nickols
 Livestock Bedding, Inc. 5
 OG Transport LLC 1
 Ontario Pipe Supply 5
 Pacific Air Research, Inc. 2
 PDX Trucking 1
 P F Pepiot Contracting 1
 Portable Rock Production Co. 2
 Precision Backhoe Service, Inc. 7
 Preseno Express LLC 4
 R'Z Paving & Construction 13**
 Darrold Sabin 4
 Salmon River
 Contractors, Inc. 26**
 Juan Sanchez
 (Boardman OR) 7**
 Scott Transportation, Inc.
 (La Pine OR) 2
 Silo Trucking LLC 3
 Silver Spur Trucking 9**
 Snow Construction 2
 Sunburst Trucking, Inc. 8***
 Terra Firma Excavation, Inc. 4
 Toney Excavation &
 Building 7**
 Transport Solutions
 (Portland OR) 6
 Trujillo Brothers & Partners 4
 Truss Technology, Inc. 4**
 Tualatin Valley
 Short Load, Inc. 12
 Twin Turbo Trans LLC 5
 Umpqua Roofing Co., Inc. 8
 Visar Construction Co., Inc. 14**
 J & W Walker Farms, Inc. 8**
 Francis J Weber, Jr. 1
 William Harry Toney 7**
 Zam's Transport LLC 20**

Other Safety Violations

A total of 47 cease and desist orders and 9 penalty orders were related to failure to return a Driver or Equipment Compliance Check Form after a truck and/or driver safety inspection.

Following every inspection, the driver receives a copy of the inspection form. If violations were found, the motor carrier must sign and return the form within 15 days in order to certify that any vehicle-related problems were repaired and/or driver-related problems addressed (49 CFR Part 396.9). When the inspection occurs in Oregon, the signed form must be returned to the Oregon Department of Transportation, Motor Carrier Transportation

Division.

Under Oregon's enforcement process, the first time a carrier fails to return an inspection form for a Level 1 or Level 2 inspection that found an out-of-service violation, a Cease and Desist order is sent 50 days after the inspection establishing the failure to meet requirements.

The second time it happens within 12 months of a Cease and Desist order, a civil complaint action may be filed assessing a \$1,000 penalty and seeking a five-day suspension of Oregon operating authority.

Following the filing of a civil complaint action, the motor carrier may admit the violation, agree to address the problem, and seek settlement, or deny the violation and request a hearing before an administrative law judge.

Many companies now use Trucking Online to view Oregon inspection reports and ensure they've met all inspection follow-up requirements. This service can be especially helpful to companies with large fleets because it's not uncommon for a driver to take his copy of an inspection report and then forget to turn it in to his boss. For more information, please call MCTD staff — 503-378-6699 — or e-mail TruckingOnline@odot.state.or.us.

Other Violations

A total of 22 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, operating as an unregistered pack and loader, or operating in violation of farm registration laws and rules (• indicates farm violation).

ABC Moving & Storage 2
 Ace Movers LLC 1
 All American Moving Co. LLC 1
 M & L Andrade &
 Sons Trucking 4
 Christopher Anton Cavin 3
 Central Office
 Cleaning Services 1
 Dixon Trucking 1
 E & D Moving 2
 Fisher Delivery Services 1**
 J C Garcia Transportation 5

Alan Reinhard Hesch 2
 Navajo Express, Inc. 1
 PAK Mail #596 1
 Priority Moving 14
 Redefyne Moving 1
 Rivers End Ranch 3•
 Schneider National
 Carriers, Inc. 1
 Ship Now, Inc. 1
 Tire Dealers Warehouse TDW 2
 Michael Don Tracey 2
 Vanwell Timber LLC 1
 Willamette Valley
 Handyman Service 1

Other Enforcement

Summary of work by Motor Carrier Enforcement Officers in the 2nd Quarter 2010:

Trucks Weighed
 on Static Scales
 530,120

Trucks Precleared to Pass
 Green Light Weigh Stations
 356,447

Weight-Related Citations
 2,215

Weight-Related Warnings
 1,725

Size-Related Citations
 121

Size-Related Warnings
 55

Trucks Required to
 "Legalize" and Correct
 Size and/or Weight
 580

Other Citations
 617

Other Warnings
 1,482

Citations for Operating
 Without Oregon Weight
 Receipt & Tax Identifier
 1,199

Warnings for Operating
 Without Oregon Weight
 Receipt & Tax Identifier
 1,038

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



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550 Capitol Street NE
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503-378-5849

www.oregon.gov/ODOT/MCT

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

Jim Brock, MC News Editor
James.H.Brock@state.or.us

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