



MOTOR CARRIER NEWS

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Truck idling restrictions take effect in January 2012

Oregon lawmakers meeting in Salem this year were focused on budgets, economic development, and jobs. Transportation issues were not front and center for a change. The only notable piece of trucking-related legislation to pass was House Bill 2081, which establishes statewide truck engine idling restrictions. Effective January 2012, trucks over 10,000 pounds are prohibited from idling the engine for more than five minutes in a 60-minute period on premises open to the public. The bill creates a Class C traffic violation for unlawfully idling the primary engine of a commercial vehicle, with the citation issued to the driver, motor carrier, or both.

Idling the primary engine is allowed for a maximum of 30 minutes while a commercial vehicle is waiting to load or unload, or while actually loading or unloading, during a single loading or unloading event. There are also a number of other exceptions to the law.

Idling is allowed if a vehicle has mechanical problems, is stalled in traffic, stopped at a traffic light, or is stopped by police or road authority. It's allowed for vehicle diagnosing, maintenance, servicing, repair, or particulate matter trap regeneration, for state or federal inspection to check equipment, or to power work-related mechanical, safety, electrical,

or construction equipment installed on the vehicle that's not used for propulsion. It's allowed for operating defrosters, heaters, or air conditioners, or installing equipment necessary to comply with manufacturers' operating requirements, specifications, and warranties, or with federal, state or local safety regulations.

Other temperature control exceptions include the need to run cargo temperature control units, maintain the comfort of bus passengers, and cool or heat a truck over 26,000 pounds during driver rest or sleep periods when the outside temperature is less than 50 degrees or greater than 75 degrees Fahrenheit if the vehicle has a sleeper berth compartment and it's parked in a place like a truck terminal, truck stop, or rest area. This exception would not apply, however, while a driver is parked during a rest or sleep period on or adjacent to a kindergarten through grade 12 school.

Another temperature control exception provides for cooling or heating a truck over 26,000 pounds while it's waiting to load or unload or actually loading or unloading when the outside temperature is less than 50 degrees or greater than 75 degrees Fahrenheit.

But those two temperature-specific exceptions don't apply if the truck has an auxiliary power unit (APU), generator, or other idle

reduction technology, or if it's parked at a location equipped with stationary idle reduction technology that's available for use, unless the outside temperature is greater than 75 degrees and the truck's APU provides heating only and then primary engine idling is allowed for air conditioning.

Finally, idling restrictions don't apply to a police, fire, ambulance, public safety, military, utility service, or road authority vehicle, a vehicle used to respond to an emergency or used for public safety or training for emergencies or public safety, or an armored vehicle when a person must remain inside at certain times.

There are currently 13 states with statewide truck idling regulations. Another 17 states and the District of Columbia have regulations specific to local jurisdictions. In Oregon, Ashland has a nine-year-old ordinance prohibiting a truck or bus from idling more than five minutes when loading or unloading in a public area. Ashland can keep its ordinance, but House Bill 2081 prohibits other Oregon cities, counties, and local governments from enacting or enforcing their own idling regulations unless they had something in effect at the beginning of this year.

The Oregon Department of Environmental Quality does not plan to add staff for enforcement of the new law. Instead, it hopes to get signs installed at truck stops and loading/unloading facilities and otherwise undertake education efforts to spread the news.



New traffic law gives trucks respect in roundabouts

As a result of a new traffic law that takes effect in January 2012, cars must give trucks a new level of respect when they meet at a multilane roundabout in Oregon.

The passage of Senate Bill 341 makes it a Class C traffic violation if a vehicle overtakes, passes, or drives alongside a commercial motor vehicle in a multilane roundabout.

Vehicles must keep a safe distance from any truck or combination with a weight or weight rating of 26,001 pounds or more, any bus designed to transport 16 or more, or any size vehicle transporting hazardous materials.

The bill makes it clear that commercial vehicles may operate in more than one lane as they approach and travel through a multilane roundabout. It also requires that signs warning drivers about the hazards of driving next to a commercial vehicle must be placed ahead of each multilane roundabout in a road authority's jurisdiction.

A roundabout is a one-way circular intersection that controls traffic without the need for a stop sign or traffic signal. Vehicles can enter and merge with other traffic, and exit the roundabout at the appropriate departure point, while maintaining a slow, steady speed. Roundabouts are often confused with traffic circles or rotary intersections, but a modern roundabout is much smaller and designed for speeds around 20 mph. Also, roundabouts require vehicles to yield the right-of-way to those already in the roundabout. At traffic circles, vehicles are controlled by stop signs or they're not formally controlled at all.

The new special traffic law established by Senate Bill 341 does not have many applications yet. There are currently 51 roundabouts in Oregon on state, county, and city roads, but just six of them are multilane. The

only roundabout on a state highway is a multilane one that connects US101 and OR202 in Astoria. Of the remaining five multilane roundabouts, there are two in Bend, two in Clackamas County, and one in Springfield. A seventh multilane roundabout at NE 39th Avenue and Glisan Street in Portland is a stop-controlled intersection that is

More than two years ago, industry representatives began raising questions at meetings of the Oregon Motor Carrier Transportation Advisory Committee (MCTAC). They were advised that when ODOT roadway engineers design a new state highway intersection or change an existing one, they want to have roundabouts as one

option available to control the flow of traffic. But before roundabouts become commonplace, MCTAC representatives wanted assurance that they would not negatively impact safety or freight mobility, particularly the movement of over-dimension loads.

It was noted that many long combination vehicles cannot remain in one lane as they negotiate this type of intersection. And many car drivers don't seem to realize it or understand that truck drivers can't always see cars darting around them. When there's been a crash in a multi-

Modern Multilane Roundabouts in Oregon Today

City	Intersection
1. Astoria	US101/OR202 (Nehalem Highway)
2. Bend	NE 18th Street/Cooley Road
3. Bend	SW Bond Street/Wilson Street
4. Clackamas	SE 172nd Avenue/Creekwood Road
5. Springfield	Hayden Bridge Way/Pioneer Pkwy/Wayside Lane
6. Tualatin	Stafford Road/Borland Road

technically not a modern roundabout with yield control on entry.

The Oregon Department of Transportation (ODOT) asked legislators to consider Senate Bill 341 to intercept future problems and address trucking industry concerns about safety in this intersection design.

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This roundabout at Borland and Stafford roads in Clackamas County was completed in October 2008. It's located just north of I-205 in the northwestern part of the county, east of Tualatin, south of Lake Oswego, and west of West Linn. Original plans called for a one-lane roundabout, but a 2006 study noted that 18,000 cars pass through the intersection daily and that number will only increase in the future. Traffic roadway engineers have found that roundabouts can carry 30% to 50% more vehicles than similar-sized signalized intersections.

New law aims to prevent roundabout crashes

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lane roundabout, existing traffic laws have not helped sort out the problem and too often the truck driver has gotten the blame.

Senate Bill 341 is part of an ongoing ODOT effort to resolve issues about the intersection design. Early this year, Director Matt Garrett announced that the agency would not pursue roundabouts for the state highway system until all trucking industry concerns are addressed. ODOT's State Traffic/Roadway Engineer Bob Pappé is now working with industry and transportation professionals to develop design practices and standards that ensure the safe, efficient movement of freight through roundabouts.

Since 1997, Oregon has been recognized as a leader in developing guidelines for roundabout design. Much of an ODOT-funded research study by Oregon State University in 1998 entitled "Modern Roundabouts in Oregon" was incorporated into the Federal Highway Administration's first roundabout guidebook. An Oregon firm, Kittleson and Associates, developed the latest national guidance on roundabouts.

In 2003, trucking industry concerns about the new Astoria Roundabout at US101 and OR202 led to an investigation by ODOT's Technical Services Roadway Section staff and a 2007 report that concluded the roundabout was functioning as intended. But based on discussions and updates to the Manual on Uniform Traffic Control Devices, ODOT found that it could change striping and make other tweaks to the Astoria Roundabout. Those refinements have been on hold, however, pending further research.

Since March 2010, ODOT has been participating in a multi-state effort to evaluate roundabout design and operation. The Kansas DOT is leading the 24-month study, which is examining national and international

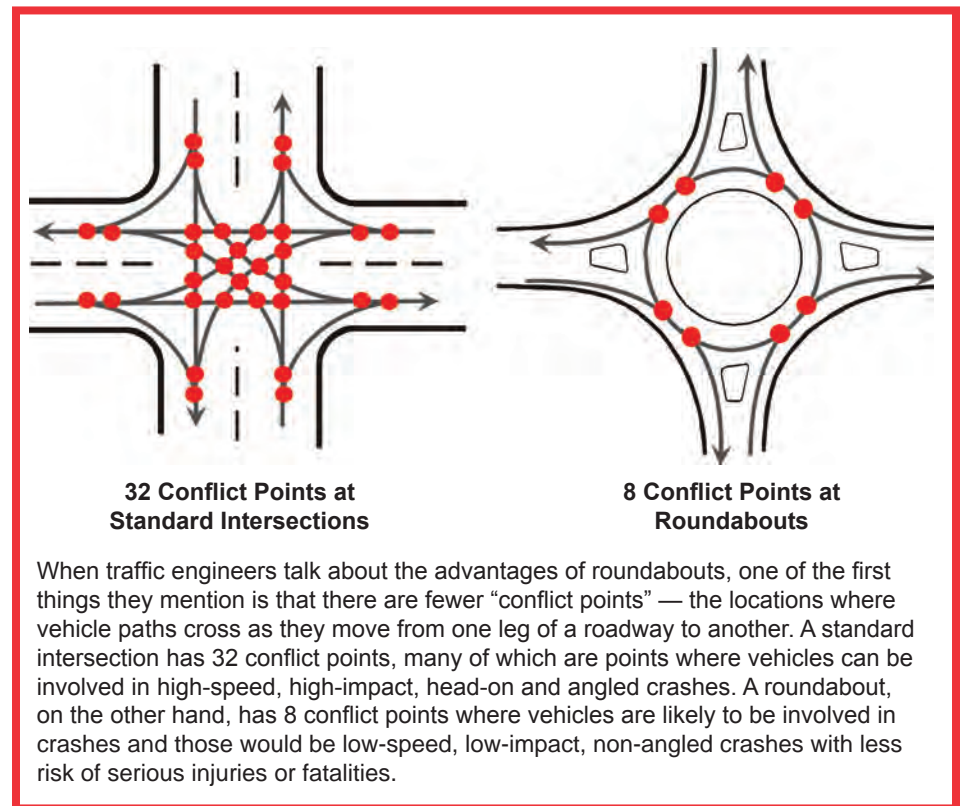
practices to see what does and does not work in terms of accommodating oversized and overweight trucks.

The research will look at truck operations in both multi-lane and single lane roundabouts. It could yield new ideas and/or validate ones ODOT is currently considering. One design for an intersection at OR39 and OR140 in Southern Oregon, for example, would have wide entrances and exits with truck aprons that accommodate large vehicles while still keeping small vehicles at reduced speeds. ODOT is also interested in the



Roundabout at US101 and OR202 in Astoria

on state highways — bridges, curbs, regular interchanges, intersections, overhead structures, railway grade crossings, raised channelizations, roundabouts, signs/signals, and utilities. According to agency officials in



option of having a gated drive straight through the center of a roundabout so a very large oversized load could essentially bypass the roundabout.

In the first phase of the research, a survey sent to all states asked DOT Motor Carrier regulators to rank 10 obstacles to large freight movement

the 36 states responding to the survey, bridges rank as the #1 obstruction to large freight. Curbs and raised channelizations rank as the least obstruction and roundabouts rank third least, tied with railway grade crossings. Roundabouts rank lower than both regular interchanges and intersections.



Tow truckers gain for-hire haul option

Tow truck operators who can't keep busy with just tow and recovery work now have the option to also haul property as a for-hire carrier.

With the passage of House Bill 2332, effective January 1, 2012, a company with a towing business certificate can use a tow truck with a combined weight over 26,000 pounds to haul commodities for hire. The truck must still be used primarily for towing and vehicle recovery, which means at least 51% of the time, so that it remains qualified for a TW plate. Companies need the TW plate to be placed on the list police use to call a truck for towing and recovery.

Although it's not known how many tow trucks will register as for-hire property haulers, any that do will pay more for the option. The legislation requires the tow company to declare the combined weight at which the truck will be used to transport property for hire and register the truck under the regular heavy truck fees in ORS 803.420(10) rather than the lower tow truck registration fees in 803.420(11)(b). Heavy truck registration fees are 35% higher than tow truck fees. They'll pay the same in weight-mile taxes, however. Trucks affected by the bill are over 26,000 pounds so they already pay the tax for all operations.

Tow truck operators taking advantage of the option must follow motor carrier regulations in ORS Chapter 825. If they're hauling for-hire within Oregon they'll need a Class 1A Permit that authorizes for-hire intrastate transportation of commodities.

New law prohibits indemnification

When legislators passed Senate Bill 259, Oregon joined a growing number of states to ban contracts that shift to a motor carrier the liability for any incident that occurs on a shipper's premises. Oregon's anti-indemnification legislation is part of a nationwide trucking industry effort to stop such "hold harmless" provisions in contracts. A total of 28 states have passed similar laws, including Washington and California, and 12 states have bills pending.

At hearings for the bill, legislators were told of one incident that demonstrates why Oregon needs a law prohibiting such clauses: At a shipper's loading dock, a truck driver was overseeing the loading of his truck when the shipper's fork lift operator lost control and hit the truck driver. The fork lift operator was at fault, but the trucking company had a contract with the shipper that included an indemnification clause that made the trucking company liable for the truck driver's injuries.

Senate Bill 259 declares void any provision in a motor carrier transportation contract that requires either a party (such as a carrier) or the party's surety or insurer to indemnify a second party (such as a shipper) against liability for death, personal injury, or property damage caused by the negligence of the second party (the shipper).

The law does not affect provisions that require a carrier or its surety or insurer to indemnify a shipper for liability arising from fault of the carrier or the carrier's agents, representatives, or subcontractors. The law also does not apply to any Uniform Intermodal Interchange and Facilities Access Agreement administered by the Intermodal Association of North America or any other agreement providing for the interchange, use or possession of intermodal chassis, intermodal

containers, or other intermodal equipment.

The bill became effective May 27, 2011, when Governor John Kitzhaber signed it into law.

Requirement for COD bond repealed

Legislators passed Senate Bill 132 to repeal a requirement that a motor carrier must have a \$10,000 surety bond on file if it offers a collect-on-delivery (COD) service. The legislation essentially removes an outdated regulation, while acknowledging federal preemption that doesn't allow a state to have such a requirement anyway.

In a COD scenario, the motor carrier picks up goods from a shipper, delivers the goods to a customer and collects payment, and then ensures the payment gets back to the shipper. The COD bond requirement has been around since Oregon motor carrier regulation was crafted more than 60 years ago. Back then and for many decades later it was common for a customer to order goods and agree to pay upon delivery. But now with credit and debit cards and other fast, simple payment methods, customers commonly pay when they order goods. Thus, the regulation became so outdated that in 2009 only 27 motor carriers had a bond on file and the Motor Carrier Transportation Division (MCTD) had no record of ever having to use a bond to address a COD problem.

But more importantly, federal legislation passed in 1994 preempts states from regulating motor carriers' rates, routes, or service. Two years ago, a national law firm wrote MCTD to ask why Oregon's COD bond requirement is not a service-related regulation. The Oregon Department of Justice subsequently confirmed that deregulation preempts Oregon from requiring the bond.

Oregon modifies CDL-related laws

Oregon's Driver and Motor Vehicle Services Division (DMV) was back before legislators this session seeking adjustments to Commercial Driver License (CDL) laws so state law matches federal law. Effective January 1, 2012, House Bill 2138 changes state regulations related to medical certifications, suspensions for serious traffic violations and for submitting false information, and the definition of commercial motor vehicle.

Medical Certification – To qualify for a CDL, a person must obtain a medical certification of fitness to drive. Oregon law requires a CDL applicant to show this certification to DMV at initial issuance and each renewal, carry it with them while driving, and show it to safety inspectors. A medical certificate is valid for no more than two years.

Federal regulations changed in 2008 to require a CDL holder to submit proof of medical certification to DMV at least every two years. But Oregon's license renewal period is eight years so Oregon law needed to account for the regular submission of proof. House Bill 2138 gives DMV authority to withhold issuance or renewal of a CDL and cancel an existing CDL if this requirement is not met.

Timing of Suspension Periods for Serious Traffic Violations – Some CDL suspensions and suspension periods are based on the number of convictions the driver received over a multi-year period. Federal regulations specify the time period must be calculated from offense date to offense date, rather than conviction date to conviction date. House Bill 2138 changes state law to specify that DMV must use the offense dates to determine whether a CDL suspension is required and the length of suspension.

CDL Suspension for Submitting False Information – Oregon law provides for suspension of driving

privileges if a person submits fraudulent documents when applying for or renewing a license. But DMV did not have suspension authority if a CDL holder submits false information in between CDL renewals. Since proof of medical certification must now be submitted at least twice between issuance and each renewal, DMV needed to close the gap in its authority.

With the passage of House Bill 2138, suspension can occur whenever someone submits a fraudulent document. The length of suspension is one year, the same as the suspension currently imposed for submitting false documents at application or renewal. The one-year suspension is more than the 60-day federal minimum-required, but it matches the rest of Oregon law related to submitting false documents.

Definition of a "commercial motor vehicle" – Oregon law defines a commercial motor vehicle as a "motor vehicle or combination of motor vehicles," which would include only self-propelled vehicles. But under federal regulations, non-motorized vehicles like trailers are also "motor vehicles." House Bill 2138 changes Oregon's commercial motor vehicle definition so it refers to a motor vehicle or combination of motor vehicles "and vehicles" to align with the federal definition in terms of words and meaning.

In another change, a commercial motor vehicle is now defined as having a gross combination weight rating of 26,001 pounds or more, inclusive of a towed unit or a combination of towed units with a gross vehicle weight rating of more than 10,000 pounds, or a gross vehicle weight rating of 26,001 pounds or more. This removes references to "actual gross weight" and "actual gross combination weight," which were inserted two years ago because of pending federal legislation, FMCSA recommendations, and safety considerations. But there's been a delay in finalizing the federal rule and that's led to some unanticipated enforcement issues.

Legislators simplify fines, assessments

With a sweeping 118-page bill, legislators updated and simplified criminal fines, assessments, and other financial penalties for all types of violations other than parking infractions. House Bill 2712 establishes one presumptive fine for each class of violation and eliminates the confusing way fines have historically been calculated to determine a foundation amount, a base fine amount, and a minimum fine amount.

Effective January 1, 2012, there will no longer be a separate unitary assessment for the Oregon Department of Revenue or a separate county assessment. Those amounts are now included in the presumptive fine. There will also no longer be a separate \$45 offense surcharge, the elimination of which accounts in part for why the new presumptive fines are lower than current fines. The new \$435 Class A violation fine is 8% less than the current fine, the \$260 Class B violation fine is 9% less, the \$160 Class C violation fine is 16% less, and the \$110 Class D violation fine is 23% less.

Presumptive Fines		
Violation	Current Fine	New Fine
Class A	\$472	\$435
Class B	\$287	\$260
Class C	\$190	\$160
Class D	\$142	\$110

New fines effective January 2012

House Bill 2712 also sets limits on judicial discretion to reduce fines. Judges will be allowed to reduce the presumptive fine by up to 50% unless it's for violations in school, construction, and safety corridor zones, in which case they may reduce the fine by up to 75%.

The legislation does not affect the distribution of revenue from fines.

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Lawmakers move to curb hand-held cell phone use

Oregon lawmakers took action in the last weeks of the 2011 Session to further tighten a two-year old law banning the use of hand-held cell phones while driving. House Bill 3186, which takes effect January 1, 2012, completely bans text communications (texting) and removes a problematic exemption that allowed a person driving in the scope of employment to use a hand-held cell phone if it was necessary for the person's job. The provision was intended for people like truck drivers who routinely use a phone on the job. But police and judges complained that all types of drivers were using the exemption as an excuse.

Oregon's legislation seeks to stop the inarguably dangerous act of texting while driving and require the use of hands-free phone accessories for those who must make calls. Oregon's

changes do not complicate truck drivers' lives, however, because they're consistent with updates to federal safety regulations.

In January 2010, the Federal Motor Carrier Safety Administration (FMCSA) banned commercial truck and bus drivers from using cell phones to send text messages while driving. Then in December 2010, the agency opened a rulemaking to ban commercial drivers from using hand-held cell phones. It's not known when the rulemaking will be completed, but FMCSA staff say it's one of several to be finalized by the end of this year.

In the rulemaking's Federal Register notice, the FMCSA said restricting hand-held cell phone use should not have a significant adverse impact because many commercial trucking operations already have policies pro-

hibiting the use of portable electronic devices while driving. According to an American Trucking Associations survey of its safety committees, 67% of respondents had a policy restricting or limiting the use of portable electronic devices while driving.

Oregon's law makes it a Class D traffic violation, with a maximum \$142 fine, for talking or texting on a hand-held cell phone. The ban does not apply to drivers using a phone equipped with a hands-free device, although motorists younger than 18 cannot drive with a hand-held or hands-free phone.

After the House Bill 3186 revisions to Oregon's law, the ban on the use of cell phones does not apply to:

- A tow truck or roadside assistance vehicle operator or operators of vehicles owned or contracted by a utility for installing, repairing, maintaining, operating, or upgrading gas, electricity, water, telecommunications, or other utility service.
- A person summoning medical or other emergency help if no other person in the vehicle is capable.
- A person using a mobile communication device for farm or agricultural operations.
- Ambulance or emergency vehicle operators.
- A person 18 years of age or older who is using a hands-free accessory.
- Public safety services or emergency services workers.
- Firefighters and police officers.
- A person activating or deactivating a mobile communication device or a function of the device.
- A licensed amateur radio operator.
- A person operating a two-way device that transmits on a citizens or family radio service band frequency.
- A person using a device for only one-way voice communication while in the scope of employment, providing transit services, or participating in public safety or emergency services activities.

Legislators simplify criminal fines, assessments, other financial penalties

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That remains the same as current law, with revenue split between circuit courts, justice courts, or municipal courts, various law enforcement agencies, county treasuries, and the Oregon Department of Revenue. ODOT's Motor Carrier Enforcement Officers issue citations for specific motor carrier-related violations, but ODOT receives no part of the fines collected through those citations.

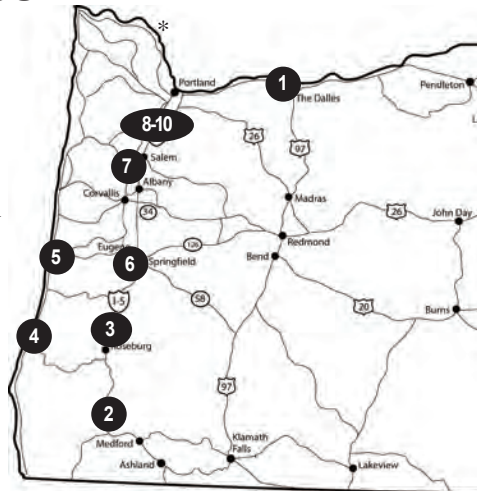
The changes affect the three schedules of penalties for motor carriers violating maximum weight limits. New Schedule 1 penalties applicable to statute weight and extended weight limits are slightly higher for violations up to 3,000 pounds, but are then 1% to 5% lower than current penalties for greater weights. New Schedule 2 penalties applicable to exceeding heavy haul permit weight are 1% to 7% lower than current penalties. Similarly, Schedule 3 penalties applicable to exceeding posted weight limits are 2% to 7% lower than current penalties.

The changes also affect the three groups of fines for critical safety violations that lead to a vehicle or driver being placed out-of-service. Those penalties are governed by Commercial Vehicle Safety Alliance (CVSA) maximum fine guidelines or calculations the ODOT Motor Carrier Transportation Division (MCTD) has established in administrative rules, whichever is less. If MCTD were to implement House Bill 2712 for those penalties, it would result in application of the CVSA maximum fines. The current Group 1 violation fine would increase from \$400 to \$500, Group 2 fines would decrease from \$207 to \$100, and Group 3 fines would decrease from \$127 to \$30. But MCTD is considering initiating a rulemaking that could propose assigning the \$435 Class A violation fine to Group 1 violations, the \$260 Class B fine to Group 2 violations, and the \$160 Class C fine to Group 3 violations. That would simplify MCTD's penalty guidelines and make the new fines more closely resemble existing ones.

Weight-Restricted Bridges on Major State Routes in Oregon

As of August 1, 2011, bridge engineers have set weight restrictions on 10 bridges on major Oregon routes. See page 8 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 check the complete lists of Road and Bridge Restrictions on its Web site:
www.oregon.gov/ODOT/MCT/OD.shtml



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.
SR1 = Special Restriction 1	
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.	

Highway	Restriction	Bridge & Location
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

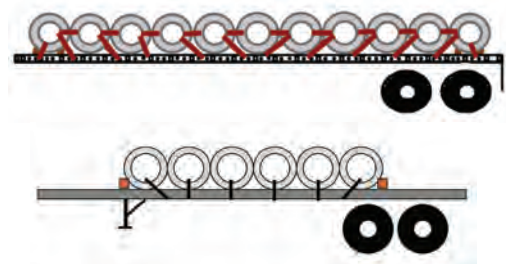
* **SPECIAL NOTE:** The Lewis & Clark Bridge in Washington, off US30, is restricted to 21,500 pounds per axle, with no limit on gross vehicle weight.

FMCSA grants temporary exemption for metal coil securement

The Federal Motor Carrier Safety Administration has granted a two-year exemption from FMCSR Part 393.120 to motor carriers transporting metal coils with eyes crosswise. In May 2011, the agency advised that carriers who use the temporary exemption must meet five securement requirements. If the coils are loaded to contact each other in the longitudinal direction and relative motion is prevented between coils and between coils and the vehicle, then the coils may be secured as follows:

1. The front coil must be blocked in front with a timber at least 4x4 inches. The timber must be at least 75% of the width of the coil, or row of coils if two or more coils sit side by side.
2. The rear coil must be blocked in the rear with a timber at least 4x4 inches. The timber must be at least 75% of the width of the coil, or row of coils if two or more coils sit side by side.
3. The first coil must be secured with a tiedown to prevent movement in the forward direction.
4. The last coil must be secured with a tiedown to prevent movement in the rearward direction.
5. Each additional coil in the row must be secured with at least one tiedown.

The aggregate working load limit of all the tiedowns must be at least one-half times the weight of all the coils.



Here are two examples of methods of securement to comply with this exemption. These **are not** the only possible configurations.

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	D	Neahkahnie Mtn. Chasm Bridge, MP40.71, near Manzanita
US 101 Business	SR1	Lewis & Clark River, 2.5 miles SE of Astoria, MP4.78
US 101 Business	D	Old Youngs Bay Bridge, Astoria, MP6.89
US 26	SR7	Volmer Creek, 2 miles SE of Cannon Beach Jct, MP2.24
US 26	SR7	Johnson Creek, 3 miles SE of Cannon Beach Jct, MP3.26
OR43	CLOSED	Arch Bridge, MP11.43, estimated completion October 2012
OR 53	SR2	Jack Horner Creek, 5.98 miles S of US 26, MP5.98
OR104 Spur	SR9	Skipanon River Bridge, MP 4.62 on Fort Stevens Spur
OR120	D	Portland, N Portland Road — Columbia Slough, MP0.38
OR202	SR6	Nehalem River Hwy., Banzer Bridge, MP43.7, E of Birkenfeld
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		
OR234	D/N	Rogue River, MP0.09, two miles west of Gold Hill
Old OR99W	D/N	N Umpqua River (Old Winchester), Roseburg, Hwy 234, MP12.21
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
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	D/N	Lime Bridge and UPRR & Burnt River Bridge, MP0.46, 2.75
OR19	SR6	John Day River Goose Rock Bridge, MP119.46, 5 miles N of US26

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.

SR9 -

Single Truck 38,000 lbs.

3-2 axle combos 56,000 lbs.

3-3 axle combos 64,000 lbs.

SEPTEMBER 2011						
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	

Labor Day - Observed -
Monday, September 5, 2011

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 2011						
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 24, 2011

Triple trailer combinations operate only 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 2 until Sunrise Tuesday, September 6, and during the Thanksgiving period from Noon Wednesday, November 23 until Sunrise Monday, November 28.



Mobile / modular homes cannot be moved if over 8'6" in width during the Labor Day period from Noon Friday, September 2 until 1/2 hour before Sunrise Tuesday, September 6, and during the Thanksgiving period from Noon Wednesday, November 23 until 1/2 hour before Sunrise Monday, November 28.



Exceptions: When the overall width does not exceed 14 feet, movement is allowed on Interstates, US97, and any route east of US97 shown in Black on Route Map 6 on Saturday and Sunday, September 3-4 during Labor Day and Thursday, Friday, and Saturday, November 24-26 during Thanksgiving. See Special Permit Attachment H and Route Map 2 for authorized dimensions and hauling hours authorized at night during the holiday weekend. 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.

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 2 until 1/2 hour before Sunrise Tuesday, September 6, and during the Thanksgiving period from Noon Wednesday, November 23 until 1/2 hour before Sunrise Monday, November 28.



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 2 until Sunrise Tuesday, September 6, and during the Thanksgiving period from Noon Wednesday, November 23 until Sunrise Monday, November 28.



Non-divisible loads cannot be moved if over 8'6" in width during the Labor Day period from Noon Friday, September 2 until 1/2 hour before Sunrise Tuesday, September 6, and during the Thanksgiving period from Noon Wednesday, November 23 until 1/2 hour before Sunrise Monday, November 28.



Exceptions: When the overall width does not exceed 14 feet, movement is allowed on Interstates, US97, and any route east of US97 shown in Black on Route Map 9 on Saturday and Sunday, September 3-4 during Labor Day and Thursday, Friday, and Saturday, November 24-26 during Thanksgiving. See Special Permit Attachment H and Route Map 2 for authorized dimensions and hauling hours authorized at night during the holiday weekend. Operations may recommence on Interstates at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 12 feet 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/OD.shtml#Holiday_Restrictions
Permit Attachment H — www.odot.state.or.us/forms/motcarr/od/2362.pdf
Route Maps — www.oregon.gov/ODOT/MCT/OD.shtml#Route_Maps**

Oregon Plate and Credentials Renewal — 2012

The Motor Carrier Transportation Division is sending paperwork to 19,681 trucking companies this month to ask about renewing registration or weight-mile tax credentials for the 282,444 trucks they may want to operate in Oregon in 2012. Here's a summary of renewal activity:

Commercial plates — Over 4,000 Oregon companies have 14,829 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 2012, 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 — Over 4,000 Oregon companies have 26,939 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, 2010 thru June 30, 2011. It's easier using Trucking Online if vehicles will operate in the same jurisdictions in 2012 (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 — 11,970 companies based in other states and Canada have 240,676 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 2012,

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 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.

Renewal tips

- Do it online — www.OregonTruckingOnline.com
- Avoid transactions by phone. Don't add to the 25,000+ calls staff receive each month during this busy period.
- Don't forget HVUT. For an Oregon-based truck with a gross weight of 55,000 pounds or more, submit a copy of Heavy Vehicle Use Tax Form 2290 or proof of payment.
- Verify drug and alcohol testing compliance — Oregon carriers have their own testing program or use a consortium.
- Complete an Application for Oregon Motor Carrier Account (Form 9075) if name or ownership has changed.
- Meet the deadline. If renewing by mail, return paperwork as soon as possible, or at least by October 31.

IRS extends HVUT deadline

In a normal year the Internal Revenue Service has an August 31 deadline for paying the Heavy Vehicle Use Tax (HVUT) applicable to all trucks, truck tractors, and buses with a gross weight of 55,000 pounds or more in use in the tax period beginning July 1. But in mid-July this year the IRS advised everyone that the next HVUT payment is due November 30, 2011. A delay in renewing the federal law authorizing HVUT is delaying the IRS's publication of its new Form 2290 and forcing the deadline extension for vehicles used during July, as well as those first used during August or September. HVUT returns should not be filed and payments should not be made prior to November 1.

Since 2008 the IRS has been requiring carriers to electronically file the HVUT Form 2290 if they have 25 or more vehicles. Carriers submit it through one of the IRS-approved transmitter/software providers, each of which charges a fee for the service. The e-file Web page is on the Web here — www.irs.gov/efile/lists/0,,id=172865,00.html. The deadline extension also applies to electronic filings.

In the meantime, the federal agency is advising states to register trucks by accepting a receipted Schedule 1 from last year (July 1, 2010 through June 30, 2011 period) as proof of HVUT payment. If a truck was not used last year, a carrier can file an amended 2010-2011 Form 2290 and list the truck as a vehicle for which the tax is suspended. Newly-purchased trucks can be registered using the bill of sale or invoice in lieu of the HVUT.

Oregon carriers with questions should contact the Motor Carrier Transportation Division at 503-378-6699.

Enforcement 2nd Quarter 2011

From April through June 2011, the Motor Carrier Division finalized 108 civil enforcement actions, in addition to 76 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 failure to provide records

Safety Violations

A total of 77 enforcement actions related to violations found during safety compliance reviews or resulting from truck drivers violating an out-of-service order.

3 K Trucking 2
 A A Bark Blowers LLC 1**
 A D Express 2
 Aaron Sadowsky Trucking 4
 Allen & Sons
 Total Lot Maintenance 6
 Ampac
 Transportation, Inc. 39***
 B J K Transport LLC 84***
 Blacker Express 3
 Borino Excavating & Paving 10•
 Bulls Eye Directional
 Boring, Inc. 4
 C C & J Trucking LLC 1
 Cobra Trucking
 (Milton-Freewater OR) 1***
 Cornerstone Transport LLC 3***
 Dal Transport, Inc. 1
 Double R Products 11**
 Downing Construction, Inc. 5
 Drayton Excavating, Trucking &
 Construction 4
 Duff's Trucks LLC 3**
 E&K Excavating 2
 Fallon Logging Co., Inc. 1
 Frederickson Farming LLC 23**
 Friesan Freight, Inc. 1**
 G V S Contracting, Inc. 4
 General Utilities Co. 4
 Hammond Trucking Co. 2
 Steven Wayne Hampton 1
 Chris Hill Trucking 1
 Casey Hull, Inc. 12**
 Image King Signs 16**
 Insured Transportation 42**
 Irvin Transport, Inc. 10•
 J K Farms & Trucking, Inc. 8
 J W Hurd Fabricators, Inc. 5**

Jaimes Trucking 1
 Jakard Plus 15***
 Jr. G's Trucking LLC 1
 JRJ Excavating, Inc. 2**
 John Kropf Trucking 5
 Laneco, Inc. 10
 Lets Go Trucking 2**
 Lil Bit 21**
 Roger Dale Lilles 2
 Linn West, Inc. 32**
 M A Trucking LLC 4
 Malmberg Trucking 6
 Materials Transfer
 Services LLC 10
 McVeigh Trucking 3
 Medelez, Inc. 57****
 Medford Moving &
 Storage, Inc. 5
 Metal Movers 6
 Mid Valley Multex
 Dairy Services, Inc. 1
 Ken Montgomery
 Trucking, Inc. 5
 Mountain Pacific
 Construction, Inc. 1
 Sergio Martinez Murguia 16**
 Johnny Murray 1
 Bob Murray
 Transportation LLC 4
 O & V Transport LLC 48***
 O G Transport LLC 2**
 PDX Trucking 1**
 Irvin Petersen Trucking LLC 1
 R&T Trucking &
 Backhoe Service 9***
 Alejandro Valdez Ramirez 14**
 Riley Excavation, Inc. 1
 Reunions Trucking LLC 1**
 Signature Paving Services, Inc. 2
 Skidgel Contracting, Inc. 1
 Smith & Wirth, Inc. 14**
 Stadelli Underground, Inc. 11**
 Stark Trucking, Inc. 8**
 T2, Inc. 44***
 Tewalt & Sons, Inc. 2
 Justin Vandehei Trucking 5
 Victor's Transport LLC 2**
 Viesko Quality Concrete 2**
 Ron Wilkinson Trucking 4
 Woodward Brothers, Inc. 8***
 Younger Contracting, Inc. 6

Other Safety Violations

A total of 60 cease and desist orders and 16 penalty orders were related to failure to return a Driver or Equipment Compliance Check Form after a truck and/or driver safety inspection.

If an inspection find violations, the motor carrier must sign and return the inspection form within 15 days and 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 DOT Motor Carrier Division.

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

Companies can use Trucking Online to view their truck and driver safety inspections from the past two years and see if there are any outstanding inspection forms that have not yet been signed and returned. For more information, visit the Trucking Online site: <http://OregonTruckingOnline.com>

Other Violations

A total of 31 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.

A+ Affordable Moving 6
 A+ Always Moving, Inc. 3
 A B F Freight Systems, Inc. 1
 A M S Moving & Storage, Inc. 1
 AM PM Moving 2
 Air Van 6
 All Pro Movers 2
 BJK Transport LLC 33
 Big Al's Specialty Movers, Inc. 1
 Charles Bloodsworth 1
 Brothers Movers 1
 Bukovina Transport LLC 1
 CSF A Corvallis Moving Co. 1
 Chipman Corp. 7
 Clarke Construction 2
 Five Stars #1 Moving Co., Inc. 4
 Delfino Flores 1
 G A Carrier 1
 Mitchell Ray Johnston 1
 Robert Landry 1 (farm-related)
 M M Moving & Storage Co. 3
 Medelez, Inc. 58
 Michelle's Piano Moving &
 Services Co. 8

Northwest Grace, Inc. 6
 Sean Robert Ongley 2
 P K S A Moving 3
 John Raymond Parrott 1
 Prestige Moving &
 Storage Co. 10
 Sacramento Overnight, Inc. 3
 Superior Freight Transport, Inc. 1
 Tri County Moving LLC 8

Other Enforcement

Summary of work by Motor Carrier Enforcement Officers in the 2nd Quarter 2011:

Trucks Weighed
on Static Scales
519,765

Trucks Precleared to Pass
Green Light Weigh Stations
338,356

Weight-Related Citations
2,025

Weight-Related Warnings
1,533

Size-Related Citations
138

Size-Related Warnings
47

Trucks Required to
"Legalize" and Correct
Size and/or Weight
476

Other Citations, including
safety-related citations
595

Other Warnings, including
safety-related warnings
1,141

Citations for Operating
Without Oregon Weight
Receipt & Tax Identifier
or No Vehicle Registration
1,170

Warnings for Operating
Without Oregon Weight
Receipt & Tax Identifier
or No Vehicle Registration
1,291

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



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