



# MOTOR CARRIER NEWS

Quarterly Newsletter of the Oregon Department of Transportation • Motor Carrier Transportation Division • December 2002

## Truckers set to pioneer credentials service via the Internet

Ever think there must be a better way? You've got a truck headed for Oregon and you need credentials fast. So you call Salem only to find you have to wait on hold a long time before someone can help. Or you tell your driver to stop at the Port of Entry and he finds the Registration Office closed when he gets there.

For motor carriers who regularly operate in Oregon, the reliance on phones and over-the-counter service can be maddening because the transaction itself usually takes very little time.

Now there is a better way. Beginning in January 2003 there's no need for most carriers to pick up the phone or stop at a field office to get an Oregon Weight Receipt and Tax Identifier (the paper credential most trucks carry when operating in Oregon). Access to credentials service will be as close as the nearest computer when the Motor Carrier Transportation Division (MCTD) starts offering ways to do business with it via the Internet.

Throughout 2003, MCTD will be unveiling and expanding what it calls Trucking Online, a series of Internet-based programs for conducting truck-related business. It all begins next month with the program for issuing a permanent or temporary Weight Receipt and Tax Identifier, which will benefit carriers based out-of-state.

After that, new programs will be added to streamline other business transactions, including ways to issue annual over-dimension permits, file and pay weight-mile and IFTA taxes, and look up the status of insurance filings and tax reports.

"We want to start with a program to issue the Weight Receipt and Tax Identifier because it's the quickest way to

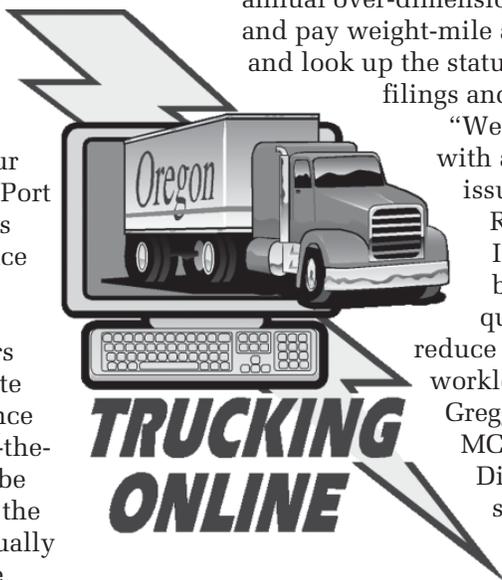
reduce staff workload," explained Gregg Dal Ponte, MCTD Deputy Director. "To serve a company like Schneider National, for

example, staff works through more than 500 requests a month for

temporary or permanent credentials. If we can get big companies like that to do business with us over the Internet, staff can provide better, faster service to those who have to call or stop in an office."

Interested companies can apply for a password that will soon allow them to connect via the Internet, access their accounts, and conduct truck-related business (see sidebar below). They'll receive their passwords and more information in January when the Internet site opens for business.

MCTD has long been planning to offer online services. In a March 2000 survey of the 200 largest companies operating in Oregon, MCTD found about half already use computers in their business and 70-80% would use them for truck-related business with Oregon if such services were offered.



### **Trucking Online starts soon. Get ready now!**

The Motor Carrier Transportation Division is taking applications for the Personal Identification Number (PIN) each trucking company will need to enter the secure Trucking Online Web site, access its account, and obtain credentials via the Internet. Each PIN is a unique 4-digit number assigned by the Oregon Department of Transportation's Computer Security Unit.

**Download a copy of the PIN request form here:**  
<http://www.odot.state.or.us/trucking/special/PINrequest.pdf>

**The PIN request form must be signed by a company owner, partner, LLC member/manager, or corporate officer.** Use of the PIN to conduct transactions via the Internet constitutes a company's electronic signature. When completed, fax the form to MCTD at 503-378-6880. Each company will receive its PIN and further instructions in January when the Internet site opens for business.

## Truck credentials grace period — Questions & Answers —

**What's the deadline for Oregon-based motor carriers to renew their Commercial and Apportioned license plates?** Oregon carriers need to submit payment by December 31, 2002. The Motor Carrier Transportation Division started renewing credentials in September 2002 and most carriers have already completed the process and received new 2003 stickers for their plates.

**Is there an enforcement grace period for carriers who are late renewing Commercial and Apportioned plates?** No. Beginning January 1, 2003, any Oregon carrier who hasn't submitted forms with payment and continues to operate in Oregon is subject to a \$295 citation and possible civil complaint action.

**Is there a grace period for carriers who completed forms and sent payment, but still haven't received 2003 stickers for their plates?** Yes, a sticker display grace period is available to carriers who submit renewal forms with payment by December 31, 2002. They have until March 15, 2003, to put the new 2003 stickers on their Commercial and Apportioned plates.

**Is there a grace period for out-of-state carriers who still don't have a new Oregon Weight Receipt and Tax Identifier?** Yes, a grace period is available to the carriers, but only if they submitted renewal forms with payment by December 31, 2002. They have until March 15, 2003, to put a new Weight Receipt and Tax Identifier in each truck.

**Is there a grace period for Oregon carriers who participate in the International Fuel Tax Agreement (IFTA)?** Yes, carriers renewing their participation in IFTA have until March 1 to display the 2003 license and decal.

**What does an IFTA carrier need to travel through states and provinces in the first two months of 2003?** Carriers who haven't yet received their 2003 IFTA license and IFTA decals can travel through other states and provinces in the first two months of 2003 if they have either a valid 2002 IFTA license and decals or a valid trip permit issued by the jurisdiction in which they're operating.

**Note to Oregon IFTA carriers:** Carriers who are not renewing their Oregon IFTA license for 2003 must cancel their license in writing by December 31, 2002. Otherwise, they must file a 1<sup>st</sup> Quarter 2003 IFTA Tax Return to show there were no operations during the grace period. To cancel the license, check the appropriate box on the IFTA renewal form, enter the effective date, and return the form by mail or fax.

## News in brief

### Oregon chain law has no start/stop date

In Oregon, chains or traction tires are required whenever winter conditions exist and signs are posted advising drivers to carry or use them. State law mentions no dates for when chain and traction tire requirements start and end. That's because no one knows for sure when winter conditions will start and end for the varied climates throughout the state. Go here to read the chain laws: [www.tripcheck.com/winter/ChainLaws.htm](http://www.tripcheck.com/winter/ChainLaws.htm)

### Medford Viaduct work starts in January

Interstate 5 on the Medford Viaduct will be reduced to one lane each way from January through June 2003 while the bridge gets a new concrete deck and rails upgraded to modern safety standards. The area between Exit 27 and Exit 30 will have a 12-foot width restriction, with other oversize loads detouring through downtown Medford on old OR99. The North I-5 entrance ramp at Exit 27, and the South I-5 entrance ramp at Exit 30, will be closed to all traffic. Visit TripCheck.com to see pictures from four cameras installed on the Viaduct so travelers can check that area before setting out for Southern Oregon: [www.tripcheck.com/RoadCams/RoadCams\\_Medford.htm](http://www.tripcheck.com/RoadCams/RoadCams_Medford.htm)

### TripCheck wins 2002 travel info award

The Federal Highway Administration has named the Oregon Department of Transportation's TripCheck Web site ([www.tripcheck.com](http://www.tripcheck.com)) one of the three best travel information sites in the country. The site features pictures from more than 100 cameras placed around the state, including many on mountain passes, and details about weather, traffic delays, construction projects, and maintenance work.

### Green Light wins team excellence award

The American Association of State Highway Transportation Officials has named the Green Light program winner of the top award in its 2002 Team Excellence Program. The award recognizes 13 Oregon DOT employees and two International Road Dynamics employees for their work on the weigh station preclearance program.

### Safety Specialist shines in competition

A Motor Carrier Specialist from Medford, placed 1st in one of the toughest categories at an international competition held this year in Milwaukee. Angela Rose-Lane took 1st place in the Hazardous Materials / Cargo Tank Category of the 2002 North American Inspector's Championship. She also placed 3rd in Interviews, 4th in Written Exams, and 7th overall. The annual six-day Commercial Vehicle Safety Alliance event tests top inspectors from across the U.S., Canada, and Mexico. Angela also represented Oregon in this competition in 1998 and took 2nd in Motor Coach Inspections.

# MCTD asks its customers: "How are we doing?"

Are staff persons at the Motor Carrier Transportation Division (MCTD) knowledgeable of regulations? Can they quickly and correctly answer questions? Do they conduct business in a professional and courteous manner?

These are just three of the questions 2,965 MCTD "customers" found on survey forms distributed in July 2002 as MCTD asked, "How are we doing and how can we do a better job?"

A total of 16 customer groups were contacted. In 11 surveys conducted by mail, 687 of 2,215 questionnaires were returned (31%). Four Ports of Entry and the Portland Bridge Office also handed out 750 survey forms to persons stopping there for over-the-counter registration services, with 125 returned (17%).

When MCTD conducted similar surveys in 1998 it found motor carriers gave staff high marks. This time carriers again responded with very favorable impressions of staff and the service they provide.

Two important questions most customers were asked was whether they think MCTD staff is knowledgeable of regulations and can quickly and correctly answer questions. In 11 surveys that asked these questions, 90% responded positively, 4% responded negatively, and 6% offered no opinion.

Another important question most were asked was whether staff persons conduct themselves in a professional and courteous manner. In 13 surveys that asked this, 92% responded positively, 3% responded negatively, and 4% offered no opinion.

Following is a summary of noteworthy results from surveys of several customer groups:

## Carriers Subject to a Truck Safety Inspection

Half of the companies (52%) surveyed say their trucks have been inspected 3-10 times by MCTD staff



in the past year. As might be expected then, 52% agree the chances of being inspected on an average trip through Oregon are high, 71% say it's difficult to purposely evade an inspection, and only 24% think Oregon should increase on-highway inspection efforts. Nevertheless, 88% believe ODOT's Motor Carrier Safety Program has a positive effect on highway safety and 72% say putting drivers and vehicles out of service benefits safety.

*Surveys were sent to 572 randomly-selected Oregon companies who had a truck inspected by MCTD staff in the first five months of 2002. A total of 129 companies responded.*

## Truck Drivers Subject to a Driver Safety Inspection

The vast majority of truck drivers surveyed agree that ODOT inspectors conduct inspections in a professional, courteous manner (89%) and the inspection form is easy to read and understand (88%). Of the drivers with

an opinion, most agree that inspections are effective in identifying unsafe trucks when they're conducted during evening hours and on weekends (59%), and when done on secondary highway routes (73%). Most believe putting drivers and vehicles out of service benefits highway safety (75%). In response to the statement: "The company I work for gives me the information and support I need to be in compliance with safety regulations," 45% strongly agree, 35% agree, and 13% disagree (7% have no opinion).

*Surveys were sent to 270 randomly-selected Oregon truck drivers who were subject to a driver inspection in the first five months of 2002. A total of 64 drivers responded.*

## Carriers Implicated in Truck Safety Hotline Reports

Most of the companies (77%) receiving an incident report relayed to MCTD through the Truck Safety Hotline say the program provides a service that helps them with their overall safety program and 79% think it's a satisfactory way to handle motorists' reports. In written comments, however, a number of people said there should be a Hotline for truck drivers to report cars. "Why don't you send me a 1-800 number for all the cars that cut me off?" one wrote. "It's too easy for people to report trucks, but not for our drivers to report bad motorists they deal with every day. It's much too easy to put all the blame for incidents on the truck driver," another said.

*Surveys are included in the incident response form received by all companies implicated by a Hotline report. This summarized the most recent responses of 128 companies.*

*(continued on next page)*

Visit MCTD on the World Wide Web for a more detailed look at survey responses — [www.odot.state.or.us/trucking/special/customer/surveys.htm](http://www.odot.state.or.us/trucking/special/customer/surveys.htm)

## "How are we doing?" — MCTD asks its customers

(continued from page 3)

### Persons Calling Salem for Registration Services or an Over-Dimension Permit

Most of the customers (89%) calling the Salem Permit Analysts for help with highway-use taxes, registration, or over-dimension permits agree staff is flexible in accommodating their needs (only 2% disagree). Similarly, most (84%) agree the analysts process tax, registration, and single-trip permit transactions in a timely and accurate manner (9% disagree). Many, however, added written comments about phone service. "Waiting time is too long. Have more people available to answer questions, or get a toll free number," one person wrote. Despite budgetary constraints at MCTD, some fault

management for slow service. "Staffing appears inadequate," one person wrote. "Have additional staff on heavy days. Waiting 6-7 hours for an over-dimension permit is not acceptable when my customer is waiting," another said.

When asked about their interest in conducting business with MCTD via the Internet, half of those calling for registration services (54%) and three-fourths of those calling for over-dimension permits (74%) say they would use computer programs if they were available. But most (68%) would not use a credit card to pay for online transactions if a 2% transaction fee were added each time. When asked if they prefer to pay by automatic withdrawal from checking, with no fee added, 50% say that's a better choice.

*Surveys were sent to randomly-selected persons who called Salem Permit Analysts during the last week of June 2002, including 181 who called for registration services and 149 who called for over-dimension permits. A total of 48 responded from the first group and 58 from the latter.*

### Methodology and Cost

Customer survey projects can involve hiring a contractor to define methodology, design forms or write scripts used in phone surveys, conduct the surveys, and report results. Depending on the complexity of the effort, it's not uncommon for professionals to charge tens of thousands of dollars for labor, materials, and fees to conduct this kind of survey.

MCTD took a least-cost approach, however, and spent just \$1,041 in postage and printing to conduct its surveys. It saved money by using forms developed by staff and assigning one staff person to collect surveys and report results. Also, it sent surveys to enough randomly-selected persons or companies from each customer group to get within a 95% response confidence level, +/- 4% to 8%. But it did not undertake the costly process of identifying those not responding so it could reach each of them and again request that they respond.

Compared to the last time MCTD conducted customer surveys in 1998, this time the agency spent roughly twice as much to send out twice as many forms and, as a result of a comparable response rate, get twice as many responses. But across the board it turns out the responses were remarkably consistent with those from the 1998 survey.

### Companies Participating in the Green Light Preclearance Program

The vast majority of companies say it's easy to use Green Light to preclear Oregon weigh stations (only 3% disagree), it saves time by avoiding weigh station stops (8% disagree), and it saves money in truck operating costs (6% disagree). But 20% say they would not be participating in Green Light if MCTD had not distributed transponders at no charge, and 28% are not willing to spend \$50 for each new transponder when the batteries die in the ones they're using now. Rather, 86% are interested in spending \$10-\$15 to just replace the batteries.

When asked if they have a problem with the fact that Green Light allows ODOT to collect weigh station records

electronically, just like it collects records manually when a truck stops at a station, 88% of the companies say that's not a problem (only 3% say it is a problem and 9% have no opinion). When asked about ODOT using weigh station records for enforcement purposes, such as checking driver log-books, 72% say it is appropriate (15% say it's inappropriate and 13% have no opinion).

*Surveys were sent to 200 randomly-selected companies in Oregon, Idaho, and Washington who have at least half of their truck fleet equipped with Green Light transponders. A total of 90 companies responded.*

### Carriers Designated as Oregon Trusted Carrier Partners

Every company responding to this survey says they take pride in being an Oregon Trusted Carrier Partner and 95% say they clearly derive benefits from that (1% disagree and 4% have no opinion).

About one-third of the companies (36%) say putting Trusted Carrier plates on their Green Light transponder-equipped trucks helps them retain drivers (4% disagree, while 60% have no opinion or say the question is not applicable).

When asked if the Trusted Carrier plate has a positive effect on the way Oregon weigh station operators treat their drivers, 78% say it does (5% disagree and 17% have no opinion). When asked if it has a positive effect on the way Oregon law enforcement officers treat their drivers, a smaller percentage, 61%, say it does (10% disagree and 29% have no opinion).

All but a few of the companies say the Trusted Carrier designation is a major incentive to maintain a good safety record (96% agree, 2% disagree) and it's a major incentive to stay in compliance with other regulations like registration and road-use tax reporting and payment (92% agree, 4% disagree).

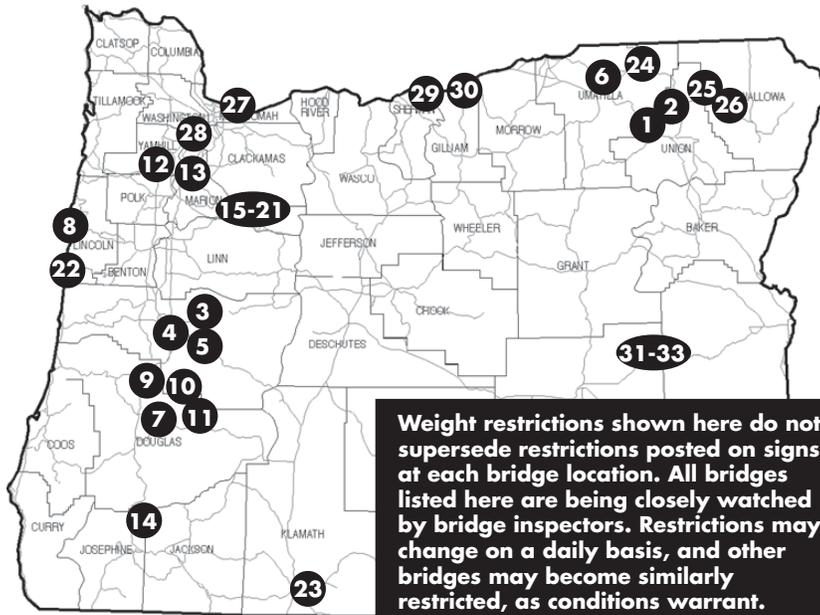
*Surveys were sent to 150 randomly-selected companies in Oregon, Idaho, and Washington who qualify as Trusted Carrier Partners. A total of 80 companies responded.*

# Weight-Restricted Bridges on Major Routes

As of November 15, 2002, bridge inspectors had set weight restrictions on 33 bridges on major routes in Oregon. There are also 43 restricted bridges on lesser routes throughout the state.

In November, contractors completed work on two spans that had been restricted to just divisible loads with a maximum gross weight of 105,500 pounds. As part of the I-84 Marine Drive to Corbett Interchange Maintenance and Preservation Project, contractors have repaired and upgraded the Sandy River Bridge at milepost 17.68 on West I-84. As part of the I-84 Shogren-Rowena Project, contractors have finished work on a single structure that replaces the east and westbound bridges over the Union Pacific Railroad tracks, milepost 63.41 at Hood River.

Questions? Contact the ODOT Motor Carrier Transportation Division at 503-373-0000. More information is available on the Web: [www.TripCheck.com](http://www.TripCheck.com) or at [www.odot.state.or.us/comm/newscenter/bridges.htm](http://www.odot.state.or.us/comm/newscenter/bridges.htm)



**Weight restrictions shown here do not supersede restrictions posted on signs at each bridge location. All bridges listed here are being closely watched by bridge inspectors. Restrictions may change on a daily basis, and other bridges may become similarly restricted, as conditions warrant.**

## RESTRICTED

### Divisible Loads:

- Single axle - 20,000 lbs.**
- Tandem axle - 34,000 lbs.**
- Maximum gross weight - 105,500 lbs.**

- 1** Grande Ronde River Bridges
- 2** I-84 EB and WB - MP258.89 west of La Grande
- 3** Willamette River Bridge OR126 Business WB - MP1.34 1 mile east of I-5 in Springfield
- 4** Coast Fork Willamette River Bridge I-5 SB - MP179.99, north of Cottage Grove
- 5** Row River Bridge I-5 SB - MP175.40, north of Cottage Grove
- 6** Umatilla River Bridge I-84 EB - MP188.43, near Umatilla
- 7** Umpqua River Bridge I-5 NB - MP128.92, Roseburg
- 8** Spencer Creek Bridge US101 - MP133.86 10 miles south of Depoe Bay
- 9** Fords Bridge, I-5 SB - MP101.54 2 miles north of Canyonville
- 10** Booth Ranch Bridge, NB I-5 - MP112.57
- 11** Shady Bridge, NB I-5 - MP120.57 between Myrtle Creek and Roseburg
- 12** Willamette River Bridge OR219 - MP23.46, south of Newberg

### Non-Divisible Loads:

- Single axle - 21,500 lbs.**
- Tandem axle - 43,000 lbs.**
- Maximum gross weight - 98,000 lbs.**

- 13** Yamhill River Bridge OR18 - MP51.57, near Dayton
- 14** Applegate River Bridge US199 - MP7, southwest of Grants Pass
- 15** **OR22 Bridges, East of Salem**
- 16** Deer Park Rd. Crossing, MP4.03,
- 17** Joseph St. Overcrossing, MP5.44
- 18** Eastbound Beaver Creek, MP8.88
- 19** Whitewater Creek, MP60.80
- 20** Pamela Creek, MP62.78
- 21** Marion Creek, MP66.42
- 22** North Santiam River, MP75.65
- 22** Cook's Chasm Bridge US101 - MP167.51 3 miles south of Yachats
- 23** Klamath Falls, US97, MP275.74, bridge over Green Springs Drive
- 24** Weston Interchange, OR11, MP20.31 crossing over OR204 and UPRR
- 25** Grande Ronde River Bridges OR82, MP17.88 and MP19.20
- 26** Indian Creek and South Elgin

## RESTRICTED

- Maximum gross weight - 50,000 lbs.**
- No truck combinations**

- 27** Martin Luther King Jr. Viaduct OR99E, Portland

## RESTRICTED

- Single axle - 20,000 lbs.**
- Tandem axle - 34,000 lbs.**
- Maximum gross weight - 105,500 lbs.**

- 28** Tualatin River Bridge OR99W - MP12.18, Tualatin
- 29** Deschutes River Bridge OR206 - MP 2.92
- 30** OR/WA Biggs Junction Bridge US97, over the Columbia River

### 31 US20 Bridges

- 31** North Fork Malheur River, MP190.84
- 32** Gwynn Crossing Bridge, MP195.13
- 33** Sperry Bridge, MP205.58

# I-205 Preservation Project begins in Spring 2003

Remember the I-5 Preservation Project, the \$23 million project that constructed soundwalls, raised overcrossings, and repaired and repaved roadway that was cracked and badly rutted from 30 years of use by heavy traffic through Portland? Well, contractors move to I-205 in just a few months to do the same kind of work on that interstate highway.

The Oregon Department of Transportation begins an estimated \$20 million project in Spring 2003, working first along an 8.75-mile stretch from Oregon City to Harold Street in Portland. They'll be raising overcrossings, replacing bridge expansion and anchor joints, repairing and repaving the roadway, as well as upgrading concrete barriers, signs, signal loops, and ramp meters. Because of high traffic volumes, most work will be done at night. But some activities will occur at all hours and some will require closing roads and ramps or reconfiguring traffic lanes. The project is scheduled to be completed in Fall 2004.

Key work areas include the following:

Work near **Harold Street (1)** will require closing the northbound on-ramp from Foster Road / Woodstock Boulevard for four months in 2003.

Replacing bridge expansion and anchor joints and repaving roadway will require reconfiguring I-205 traffic lanes and delaying both north- and southbound traffic for four months at **Springwater Trail Corridor (2)**, **Flavel Street/Mt. Scott Blvd. at Johnson Creek (3)**, **SE 92nd Avenue (4)**, **Union Pacific Railroad (5)**, and **Main Street (9)**. The Main Street work will require a four-month closure of the northbound on-ramp from OR99E.

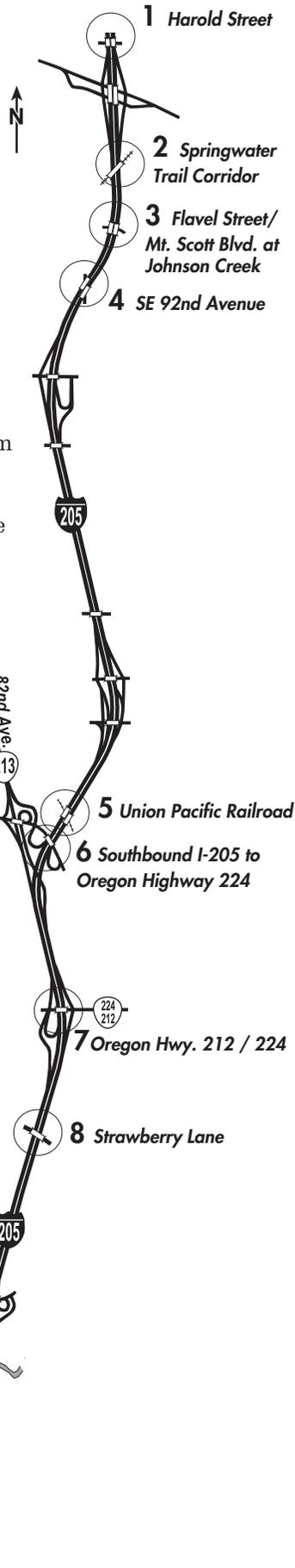
Widening the Milwaukie Expressway ramp at **Southbound I-205 to OR224 (6)** will involve lane restrictions.

Raising structures will create 20-minute nighttime delays at the junction of **OR 212 and OR224 (7)** and complete closure of the overcrossing at **Strawberry Lane (8)** for two or three months.

For more information,

visit the ODOT Region 1 Web site:

[www.odot.state.or.us/region1](http://www.odot.state.or.us/region1)



## Construction projects crimp Green Light preclearance operations

Truckers accustomed to getting green light transponder signals to keep on truckin' past Oregon weigh stations are noticing a frustrating trend around the state these days.

Highway repaving and other construction projects recently forced the temporary or long-term shutdown of weigh-in-motion and transponder signaling systems at six of the 21 Oregon Green Light weigh stations. The highway improvement projects are rendering preclearance systems inoperable for periods ranging from two months to two years, often because weigh-in-motion scales in the roadway must be completely removed and reinstalled in smoothed concrete.

According to Program Manager Randal Thomas, Green Light activity is trending down. "We're currently down 6% from last year and we can expect fewer trucks will be precleared to pass weigh stations in the next two years because of the various projects," Thomas said.

In 2002, repaving projects temporarily shut down Green Light at the I-84 Olds Ferry weigh station and the Farewell Bend Port of Entry near the Idaho border. The system at Emigrant Hill near La Grande had to be turned off during an I-84 rock fall protection project. Road work on I-5 is causing longer down time at the Booth Ranch weigh station near Roseburg and at both the Ashland weigh station and Port of Entry near the California border. These three sites will remain down for months to come.

Other projects are now scheduled at the I-84 La Grande and Wyeth weigh stations, the US97 Klamath Falls station, and the OR58 Lowell station.

For updates on construction work, visit the Green Light Web site: [www.odot.state.or.us/trucking/green/light.htm](http://www.odot.state.or.us/trucking/green/light.htm)

# Enforcement

## 3rd Quarter 2002

During the third quarter, July through September 2002, the Motor Carrier Transportation Division finalized 120 civil enforcement actions. The number following each name indicates violations confirmed in the process.

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

### Safety Violations

A total of 88 enforcement actions involved violations related to failure to produce safety-related records, violations related to driver medical waiver requirements, or violations discovered during safety compliance reviews at carriers' terminals.

Arbogast Logging 9  
 Baker Packing Co. 5  
 Nikolay Berezhnoy 3  
 Bighorn Logging Corp. 21  
 Birch Creek  
 Construction, Inc. 27  
 Terry G Briley 1  
 Byrne's Oil Co., Inc. 26  
 Cerda Trucking, Inc. 3  
 Coleman T, Inc. 2  
 Dedicated Fuels 10  
 Dick's Auto Transport 30  
 DNT Trucking, Inc. 60  
 E D G E 7  
 Eddy Logging 2  
 Elder Demolition, Inc. 16  
 Elliott Trucking  
 (Madras OR) 11\*\*  
 Charlie Every Trucking 22  
 Express Companies LLC 10

Arturo P Garcia 10\*\*\*  
 General Excavating, Inc.  
 (Selma OR) 3  
 H2O To Go Water Service 9  
 Harco Enterprises LLC 7  
 Dwayne L Haynes 1  
 Hilton Trucking &  
 Supply Co. 18  
 Hoedown Co. 8  
 Hopkins Trucking, Inc.  
 (Merlin OR) 45\*\*\*  
 John Howard Jr. 17\*\*  
 Ed Hughes  
 Excavating, Inc. 8\*\*  
 Max Hurliman Trucking 3  
 Jansik Excavating 18  
 Jar Transportation  
 Services, Inc. 47  
 Bret Wayne Jobe 5\*\*  
 D & R Jones  
 Enterprises, Inc. 19  
 K R K Trucking 1  
 Dennis R Laird Trucking 9  
 Charles A Landes 1  
 Limousine Trucking, Inc. 20  
 Juan Lopez  
 (Hermiston OR) 8\*\*\*  
 M & L Trucking  
 (Portland OR) 2  
 Madden Siding Co. 2  
 Maller Brothers  
 Trucking, Inc. 5  
 J G Martinez Trucking 14  
 Massey Auto Transport 8\*\*  
 Richard J McCormick 14\*\*  
 G L Meyer Well Drilling 7  
 Mobile Mix, Inc. 12  
 James F Morgan 1  
 Mountain View  
 Paving, Inc. 18  
 Mr. Equipment Works 14  
 Robert S Murray 6\*\*  
 Rick E Myron 12  
 Northwest Shake Tile, Inc. 6  
 Oregon Roofer's  
 Supply, Inc. 8  
 Pacific Comfort Bus Lines 7  
 Toby W Parker 2  
 Stan Pedersen  
 Trucking, Inc. 11  
 Plymart, Inc. 10  
 Purdy Construction, Inc. 12  
 Norman Qualey 5  
 R & R Earth Boring 12  
 Ram Steel, Inc. 18  
 Robert L Rice  
 (Sweet Home OR) 6  
 Alexander F C Robb 1  
 Salem Transport, Inc. 10\*\*  
 John P Schairer 1  
 Darrell D Sax 1  
 Schulz Heavy  
 Hauling Co. 10\*\*  
 Richard O Shields 1  
 Skip's Transport 20  
 Donald L Skjei 2  
 Gary N Smith Trucking, Inc. 2  
 Thomas N Snair 17

Southwinds 9\*\*  
 Steven Stanger Trucking 13  
 Donald L Stone 1  
 Michael L Streeter 1  
 T&L Trucking  
 (Redmond OR) 5  
 Don Michael Taylor 13  
 Tecna Industries, Inc. 9  
 Tompkins & Weeks, Inc. 20  
 Skip Tracer Trucking 5  
 Tri Tower Hauling 12  
 USA American  
 Adjusters, Inc. 3  
 Valley Feed & Supply 4  
 Vogel Bros., Inc. 3  
 Western Pride Carriers 5  
 Ulysees Williams 1  
 Bruce Young Logging 5

### Other Violations

A total of 32 enforcement actions involved violations related to operating without valid registration credentials, operating without a required size or weight variance permit, operating over size and/or weight limits, operating in violation of farm registration laws and rules, or household goods moving regulations.

BCT, Inc. 1  
 Baker Excavation 4  
 Thomas Lee Bryan 5  
 Cal Neva Land &  
 Timber, Inc. 2  
 Central Oregon  
 Block & Brick, Inc. 18  
 Mark L Chloupek  
 Trucking 2\*\*  
 John Cook (Roy WA) 2\*\*  
 Covenant Transport, Inc. 3  
 Crete Carrier Corporation 3\*\*  
 Freight Taxi, Inc. 4  
 Fred Gomez 2\*\*  
 K&F Transport 1\*\*  
 KLC Brokerage Inc. 4  
 Leprino Transportation Co. 2  
 May Trucking Co. 3\*\*  
 Nutter Underground  
 Utilities Co. 54  
 NW Construction General  
 Contracting, Inc. 11\*\*  
 Pacific Motor Transport Co.  
 (DeSoto TX) 2  
 Portland Rent  
 All Center, Inc. 2  
 Ram Trucking, Inc.  
 (Sweet Home OR) 2  
 Bruce Rickert 2  
 Roads West  
 Transportation, Inc. 1  
 Roubal, Miroslav 4  
 Smooth Move People, Inc. 1  
 Summit Express, Inc. 4

U S A Truck, Inc. 1\*\*  
 Wagner's Iron & Steel  
 Service 3  
 Wal Mart  
 Transportation LLC 3  
 Watkins & Shepard  
 Trucking, Inc. 1  
 Werner Enterprises, Inc. 3\*\*\*  
 West Coast  
 Sand & Gravel, Inc. 19  
 Willamette Valley Moving 1

### Other Enforcement

Following is a summary of enforcement by Motor Carrier Enforcement Officers at weigh stations in the 3rd Quarter 2002:

**Trucks Weighed  
 on Static Scales  
 437,551**

**Trucks Precleared to  
 Pass Green Light  
 Weigh Stations  
 229,617**

**Warnings Issued  
 5,348**

**Weight-Related  
 Citations  
 3,943**

**Size-Related  
 Citations  
 506**

**Trucks Required to  
 "Legalize" (Correct  
 Size and/or Weight  
 1,012**

**Other Citations Issued  
 1,314**

**Citations for Operating  
 Without Oregon Weight  
 Receipt & Tax Identifier  
 2,181**

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

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# **MOTOR CARRIER NEWS**

Quarterly Newsletter of the  
Oregon Department of Transportation  
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## *In this December 2002 issue:*

### **Truckers set to pioneer Internet-based services ..... 1**

The Motor Carrier Transportation Division (MCTD) is taking applications for the passwords trucking companies will need to enter a secure Web site, access individual accounts, and obtain credentials via the Internet. Throughout 2003, MCTD will be unveiling and expanding what it calls Trucking Online, a series of Internet-based programs for conducting truck-related business.

### **Truck credentials grace periods — Q&A..... 2**

Carriers who are late renewing Oregon truck registration or tax credentials will be interested in this Q&A about enforcement grace periods.

### **MCTD asks its customers: "How are we doing?" ..... 3**

In July 2002, MCTD reached out to 2,965 motor carrier customers in 16 different groups with survey forms that basically asked, "How are we doing and how can we do a better job?"

### **Oregon Bridge Restrictions..... 5**

Bridge inspectors have currently set weight restrictions on 33 bridges on major routes in Oregon, but they continue to look for weaknesses in other spans.

### **I-205 Preservation Project begins in Spring 2003 ..... 6**

Contractors will soon begin a \$20 million project to raise overcrossings, replace bridge joints, and repave the roadway on I-205 in Portland.

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