



MOTOR CARRIER NEWS

Quarterly Newsletter of the Oregon Department of Transportation • Motor Carrier Transportation Division • March 2001

Oregon asks Court about use of PrePass transponders at Green Light weigh stations

The Oregon Department of Transportation has asked a U.S. District Court to decide if it's lawful for Oregon to enroll transponders belonging to the HELP, Inc. PrePass system into the Green Light truck weigh station preclearance program. In a Declaratory Judgment Action Complaint filed February 8, entitled *State of Oregon v. Heavy Vehicle Electronic License Plate (HELP)*, the Oregon Department of Justice asked the court if enrolling the ID code from a PrePass transponder in Green Light would violate any federal or state law or regulation. Oregon is seeking to use the PrePass transponder in its Green Light system, but only at the request of a motor carrier with those transponders.

Thousands of trucks operating in Oregon today have a PrePass transponder that they use when they preclear weigh stations in California and many other states that have the PrePass system. Although the transponders are the same model and type used in Oregon's Green Light system, they cannot be used to preclear trucks in Oregon because HELP PrePass has a restrictive policy that prohibits anyone from using a PrePass transponder without its permission.

"It just seems reasonable that a motor carrier should only have one transponder in the truck. If our equipment can read HELP's transponders, why not allow truckers to enroll those devices, instead of making them carry more than one?" Gregg Dal Ponte, Deputy Director of the Motor Carrier Transportation Division, said.

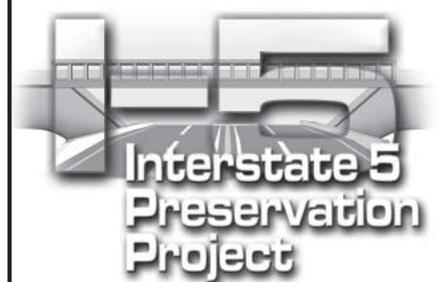
A transponder is a palm-size short-range radio device that is attached to a truck windshield. The device cannot be turned on and off. Its identification number is stamped on the back and it constantly broadcasts that number. It works to identify the truck as it approaches a weigh station, just as a metal license plate does.

A total of 21 Oregon weigh stations now have high-speed weigh-in-motion scales and vehicle identification readers looking for transponder signals. A truck can be cleared to pass the stations at highway speed if its transponder number has been entered in the station's computer system. If the number has not been entered into that system, the truck's transponder simply gets a red light telling the driver to pull in to the weigh station.

Oregon's disagreement with HELP dates back to 1998 when the state, at the request of truckers, enrolled about 100 PrePass transponders in the Green Light system. In December 1998, HELP sent then-ODOT Director Grace Crunican a letter alleging misappropriation of property and violation of telecommunications law. Oregon immediately suspended enrollment of PrePass transponders and has since unsuccessfully tried to negotiate a usage agreement with HELP.

"The last three letters in HELP stand for 'electronic license plate,'" Dal Ponte said. "A license plate does not have secret numbers."

(more about Green Light on page 6)



Attention: Truck Dispatchers!

Anyone sending trucks to Portland in the next few months should save a copy of the map on page 5. The Oregon Department of Transportation is warning about work on Interstate 5 that includes concrete removal, asphalt replacement, structure raising, lane and ramp closures, and even complete closure of I-5 during at least 12 weekends this summer.

Attention: Bookkeepers!

Anyone handling Oregon weight-mile tax reports should know that taxes dropped 12.3% beginning September 2000. Many bookkeepers didn't get that message. For the first month following the change, more than 1,800 motor carriers filed incorrect reports and paid too much. For the second month, about 900 carriers again filed incorrect reports. Motor Carrier Transportation Division (MCTD) staff has been crediting accounts and requesting amended reports, but MCTD is advising carriers that it cannot continue indefinitely to verify the accuracy of every tax report. For a free copy of Tax Tables A and B, call MCTD at 503-378-6699.

MCTD clarifies IRP change in ops criteria

The Motor Carrier Transportation Division (MCTD) is clarifying its guidelines for handling International Registration Plan (IRP) applications from established operators who claim they've had a "change in operation." MCTD staff is reporting an increase in Oregon-based, IRP-registered carriers who, either in person or through a reporting service, are declaring a "change in operation" so they can revert to using estimated miles for their entire operations in other states and provinces.

Under IRP rules, only Oregon carriers registering for the first time are allowed to estimate the miles they will travel in a jurisdiction, or use what is called "chart miles" — figures from a mileage chart in the Oregon IRP manual showing average miles an Oregon-based fleet operates in other jurisdictions in a year.

With the exception of first-time registration, Oregon is required to make carriers report the actual miles their fleets operated in each jurisdiction whenever actual miles from prior operations are available. Failure to follow that IRP rule could lead to monetary penalties and sanctions against Oregon. Also, if an audit reveals a carrier underpaid registration fees the carrier faces substantial penalties plus interest.

According to Owen Herzberg, IRP Program Manager, MCTD is asking its field staff to forward applications to Salem for approval if there is any question about a carrier's operation. "Changes in operation are highly unusual and are normally not a qualification to use estimated or chart miles for a carrier's ENTIRE operation or fleet," Herzberg said.

Oregon participates in the IRP as a service to more than 4,000 Oregon carriers who operate in other states and provinces. Based on prior operations, Oregon collects the registration fees owed to each jurisdiction and forwards that on behalf of the carriers.

What Is Not Considered a "Change in Operation" for International Registration Plan

- **Adding Jurisdictions** - Established IRP carriers cannot use estimated miles for their entire operation just because they're adding one or more jurisdictions to the list of those in which they operate. If a carrier is registered to operate in OR, WA, and CA, for example, and wants to add ID and UT, the carrier can only use estimated miles or chart miles for estimating the percent of operations that will be conducted in ID and UT.
- **Removing Jurisdictions** - Established IRP carriers cannot use estimated miles for their entire operation just because they're removing one or more jurisdictions from the list of those in which they operate.
- **Obtaining New Contracts, Changing Commodities, or Changing Delivery Locations** - Established carriers cannot use estimated miles for their entire operations just because they have obtained contracts with new shippers, started hauling different commodities, or changed delivery locations.
- **Setting Up a New Fleet** - Established carriers cannot use estimated miles for their entire operations just because they have renumbered their fleet, added trucks, or removed trucks.
- **Changing Ownership** - Established carriers cannot use estimated miles for their entire operations just because they changed from a partnership to a corporation, or vice versa, or made some other similar change.
- **Changing Business Locations** - Established carriers cannot use estimated miles for their entire operations just because they moved their business location.

Truck Safety Inspection Statistics for 2000

Number of truck safety inspections conducted in Oregon:	49,787
Compared to 1999, percentage increase in inspections:	7.2%
Rate at which truck inspections occur:	One every 10.6 minutes
Most inspections in a single day: .	449
Average minutes needed to conduct a complete inspection:	25.11
Hours spent inspecting trucks: .	20,841
Miles all trucks inspected, parked end to end, would extend:	566
Distance in miles from Portland to Sacramento:	582
Percent of inspections conducted using laptop computers:	58%
Average violations per inspection of Oregon-based trucks:	2.34
Average violations per inspection of trucks based elsewhere:	1.7
Percent of inspections with ten or more violations:	1.2%
Most violations found in one inspection:	31
Percent of vehicles inspected in Oregon last year that were placed out-of-service for a critical safety violation:	19.6%
Current national percent of vehicles placed out-of-service:	24.3%
Percent of drivers inspected in Oregon last year that were placed out-of-service for a critical safety violation:	8.9%
Current national percent of drivers placed out-of-service:	8.3%
Actual number of drivers placed out-of-service in Oregon:	4,324
Number of truck drivers caught falsifying log books:	1,601
Number of drivers caught using radar detectors:	101
Number of drivers caught using alcohol or drugs:	28

Safety staff dispel misinformation about Mexican truckers

Mexican truckers traveling in the U.S. are subject to the same safety regulations that apply to U.S. truckers. That's the message safety specialists at the Motor Carrier Transportation Division (MCTD) are relaying to callers concerned about President George W. Bush's announcement in February that Mexican truckers will be permitted to carry international cargo throughout the U.S. under open-border trucking provisions of the North American Free Trade Agreement (NAFTA).

According to David McKane, MCTD Safety Program Manager, staff has had to dispel misinformation that is causing unnecessary concern. "We found one news article on the Internet warning that NAFTA rules supercede state and federal laws," McKane said. "It suggested that federal safety regulations will not apply to long-haul Mexican truckers so we could have untrained, unqualified, and overworked drivers operating unsafe and overweight trucks and there would be no way to get them off the road. It's not true. Once Mexican operators cross the border into the U.S., they'll play by our rules. It's no different than what we expect of Canadian trucks and truck drivers."

NAFTA, an economic agreement between Canada, Mexico, and the U.S., took effect in January 1994. Although it represented a first step in creating a free-trade zone in the Western Hemisphere, the Clinton administration stopped implementation of the open-border trucking provisions of the agreement, citing concerns about the safety of Mexican trucks.

Nearly 200 Mexican trucking companies reportedly have applications pending with the U.S. Department of Transportation for authority to carry freight into the United States.

Legal study describes permissible uses of the monies

ODOT adjusts uses of Highway Fund

A strict legal interpretation of the Oregon Constitution has caused the Oregon Department of Transportation to take a new look at how it spends the taxes and fees that go in the state's Highway Fund.

In a Letter of Guidance released in January, the Oregon Department of Justice (DOJ) detailed the result of several months of study as to whether Highway Fund monies are being used as prescribed by the Oregon Constitution. Its conclusion is that certain programs and activities, including several at the Motor Carrier Transportation Division (MCTD), must either stop, change, or find another source of funds. The Letter of Guidance has led to the introduction of legislation proposing ways to change programs or address funding issues.

Oregon will collect more than \$600 million in vehicle fees and road-use-related taxes this year, about one-third of which comes from truck weight-mile taxes. Attorneys at DOJ did not analyze programs that use those funds for construction, reconstruction, improvement, repair, or maintenance of highways, or certain weighmaster activities, because they are specifically mentioned in the constitutional provisions of the State Highway Fund (Article IX, Section 3a).

The attorneys reviewed more than 80 other programs at ODOT. At the heart of the attorneys' review was the question of whether a regulatory program or activity "primarily and directly facilitates motorized vehicle travel," having a direct effect on the operation and use of vehicles in Oregon.

At MCTD, for example, the administration of the International Fuel Tax Agreement (IFTA) program was put to the test. This program is essentially a service to Oregon carriers who operate interstate. MCTD issues IFTA licenses and then collects and distributes fuel taxes the carriers owe other states. It turns out this does not meet the test of being an appropriate use of Oregon highway funds. As a result, legislators are being asked to consider a bill that allows MCTD to continue the service by covering all program costs through an adjustment of the annual fee, currently \$150, that carriers pay to participate in IFTA.

Other MCTD activities that the DOJ found did not "primarily and directly facilitate motorized vehicle travel" include administration of the Truck Safety Hotline and regulation of shippers who send hazardous materials by truck. In addition, the civil complaint process that MCTD uses against violators of regulation needs to change. Since the complaints filed against first-time offenders don't result in a suspension of operating authority, they don't have a direct effect on vehicle travel and therefore don't qualify for highway funds. MCTD is working to resolve each of the issues, either through legislation or program changes.

Questions about Highway Fund usage came to the forefront following the passage of House Bill 3292 in the 1999 Legislative Session. That bill required ODOT's Driver and Motor Vehicle Services Division (DMV) to work with medical review officers collecting reports about an Oregon commercial vehicle driver's positive drug test result so that information could be entered on the driver's employment driving record. At the time, DMV believed it could not implement the bill because the information it would place on driving records would only be of value to employers who are considering whether to hire a truck driver. DMV thought that function was outside the scope of its appropriate duties under the Oregon Constitution. In June 2000, legislators agreed to fund the work by using approximately \$100,000 in General Fund monies as the state match for about \$500,000 in federal Motor Carrier Safety Assistance Program grant funds.

(continued on page 4)

MCTD reworks programs to address Highway Fund issues

(continued from page 3)

The Department of Justice (DOJ) Letter of Guidance regarding use of the Highway Fund identified several programs and activities at the Motor Carrier Transportation Division (MCTD) that cannot draw from the funds. MCTD is seeking legislation to resolve funding issues and let it continue certain programs, such as the International Fuel Tax Agreement (IFTA) program. The agency is also considering ending certain programs, including the Truck Safety Hotline.

The funding issue surrounding the IFTA program is one of the simplest to resolve because more than 4,000 Oregon carriers already pay a \$150 annual fee to participate in the program. MCTD is now working to determine exactly how much it costs to run the program and it expects this annual fee will need to be increased to recover the full cost.

Under one bill introduced in this Legislative Session, Senate Bill 740, MCTD could conduct a rulemaking and set fees in administrative rules. Rather than a flat fee of \$150, the new fees may vary based on a carrier's fleet size, tax liability, and other appropriate factors, for example.

Funding issues surrounding certain safety and enforcement activities are turning out to be much more complicated to resolve. There's no question that MCTD's safety inspection work is an appropriate use of Highway Funds. Inspections have a direct effect on travel because they can lead to a vehicle or driver

placed out-of-service. The comprehensive safety compliance reviews done at carriers' terminals can lead to carriers being shutdown if they get an unsatisfactory safety rating. With such a direct effect on vehicle travel, conducting safety inspections and compliance reviews is being considered an appropriate use of highway funds.

MCTD's civil complaint process, on the other hand, doesn't always have such a direct effect, and resolving funding issues may take changes in statutes.

travel." Under current law, carriers are suspended only after "repeated" violation.

As a result, legislators are being asked to consider Senate Bill 738, which would change statutes to add a one-day suspension of authority for any violation of regulations. MCTD could then modify its administrative rules related to mitigation of penalties to allow for suspension of the one-day suspension for first-time offenders.

Such a fix in statutes would allow MCTD to continue the civil enforce-

What is a constitutional use of Highway Funds?

Article IX of the Oregon Constitution provides that revenues from motor vehicle taxes and fuel "shall be used exclusively for the construction, reconstruction, improvement, repair, maintenance, operation and use of public highways, roads, streets and roadside rest areas in this state." Taxes levied on commercial vehicles "may also be used for enforcement of commercial vehicle weight, size, load conformation and equipment regulation."

The money may also be used to pay administrative costs and any refunds or credits authorized by law.

In one key 1989 Supreme Court case, *Rogers v. Lane County*, the court found that construction of an airport parking lot and covered walkway from the lot to the airport was not a constitutionally permissible use of Highway Funds. The project did not "primarily and directly facilitate motorized vehicle travel."

The DOJ used the *Rogers* court ruling as the basis for its examination of more than 80 programs at DMV, MCTD, and other parts of ODOT to see if each was a permissible use of Highway Funds.

MCTD handles hundreds of complaint actions each year for all kinds of violations, including various safety violations like those found in safety compliance reviews, highway safety violations like operating an over-dimension truck and trailer combination without a permit, and other violations like operating without valid registration credentials (see list of enforcement actions on page 7). But because first-time offenders don't face the threat of suspension of operating authority, this activity does not "primarily and directly facilitate motorized vehicle

ment process. Some other solution is needed, however, to continue MCTD's regulation of shippers who send hazardous materials by truck and MCTD's administration of the Truck Safety Hotline. MCTD may have to find a source of money that isn't restricted by the Constitution. To continue the Hotline, MCTD could use Motor Carrier Safety Assistance Program Funds if it could find a way to meet the federal requirement that it provide 20 percent in state matching dollars for grant funds used.

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Road work forces I-5 closure during 12 upcoming weekends

Heads Up! Oregon Department of Transportation contractors have started a \$23 million Preservation Project to construct soundwalls, raise overcrossings, and repair and repave roadway that is cracked and badly rutted from 30 years of use by heavy traffic on I-5 through Portland.

The work zone stretches from the Columbia River to Oregon Street, near the Rose Quarter. Because traffic volumes in the area range from 119,500 to 143,700 vehicles a day, much of the construction work will be done at night. ODOT warns there will be nighttime lane and ramp closures along the route for days and weeks at a time.

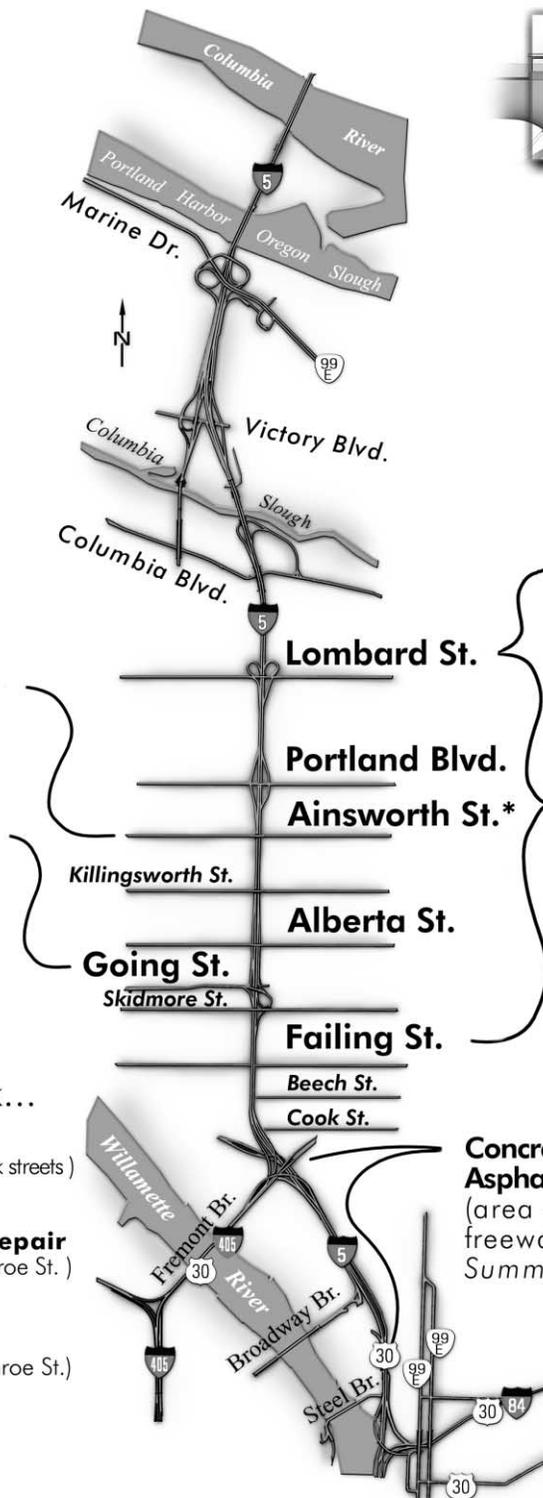
This portion of I-5 will be completely closed to all traffic for about 12 weekends this summer so work crews can remove and replace major sections of roadway. The closures will be from Friday at 10 p.m. through 6 a.m. Monday and the first is tentatively scheduled for July

6-9. During the closures traffic will be detoured to I-405 and I-205.

Contractors expect to complete all work on the I-5 Project in December 2002. For more information, visit the ODOT Region 1 web site: www.odot.state.or.us/region1



Interstate Bridge To Oregon Street
January 2001
Through
December 2002



Structure Raising*
(24-hour a day closure)
mid-June through
mid-Sept. 2001

On-Ramp Closure
(southbound at Going St.)
Oct. / Nov. 2001

"Loop" Ramp Closures
(northbound off-ramp
and southbound on-
ramp at Lombard St.)
Jan. / March 2001

Structure Raising
(nighttime closure
of structures and
one lane of I-5)
March through Nov. 2001

Other construction work...

Soundwall Construction
(between Ainsworth St. and Beech/Cook streets)
Jan. through Dec. 2001

Misc. Grinding / Concrete Repair
(between Interstate Bridge and Monroe St.)
Summer 2001

Paving
(between Interstate Bridge and Monroe St.)
Fall/Summer2001 & 2002

**Concrete Removal/
Asphalt Replacement**
(area of 12-weekend
freeway closures)
Summer 2001

Graphics by Darla Cole

System preclears one millionth truck in February

Green Light weigh station modernization complete at 21 sites

The Oregon Green Light Project crossed the finish line in December 2000 when it completed construction at the Cascade Locks Port of Entry on Interstate 84. This was the

February 13 at 4:49 p.m. when a tractor-trailer from Gordon Trucking (Pacific WA) got a green light to keep going southbound past the Ashland weigh station. When asked

about weigh station preclearance, Phil Hinshaw, safety coordinator for Gordon, said, "This is a very good example of how technology can be used to benefit both Oregon and participating trucking companies by saving time and money without sacrificing safety."

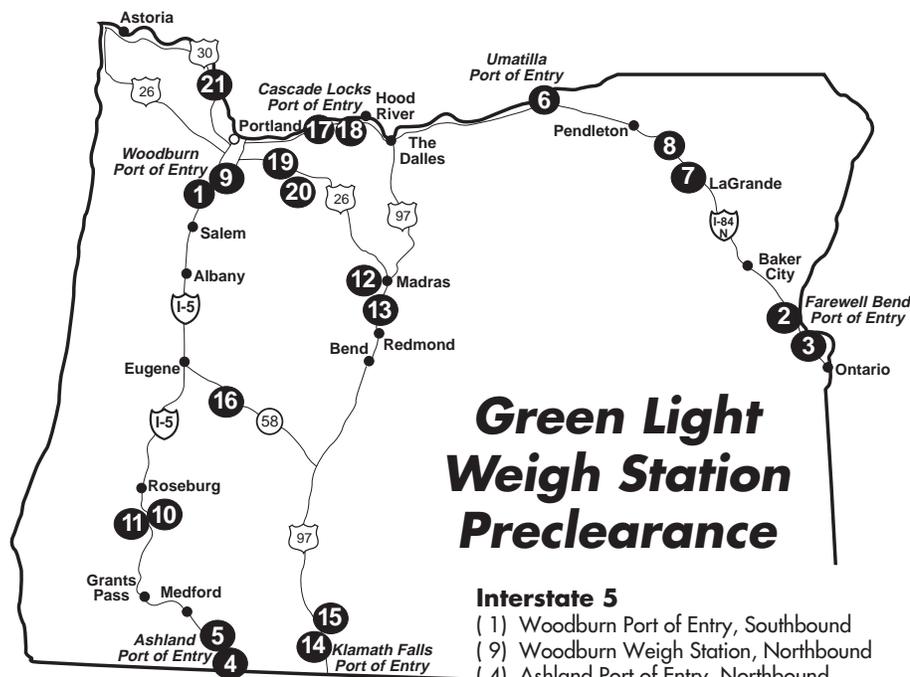
"If bypassing a weigh station at highway speed saves five minutes, one million green lights represents a savings of 83,300 hours of travel time," noted Green Light Manager Randal Thomas. "This equates to a savings of over \$6 million to the industry if you consider that it costs more than \$1 per minute to operate a big truck."

Green Light weigh stations precleared 641,302 trucks in 2000, an increase of 131% over the total for 1999. It's possible that in 2001 alone as many as one million trucks may be precleared to pass an Oregon weigh station as all 21 sites in the state will be fully operational throughout the year.

Green Light uses the same technology used in systems being established all around the country, including the same kind of transponder. Truckers with a Green Light transponder can use it in any other state by enrolling with the state and agreeing to the terms and conditions of its preclearance system.

More than 1,100 trucking companies are now participating in Green Light and they have transponders in more than 15,000 of their trucks. Oregon is in the process of distributing another 10,000 transponders at no cost to companies that regularly stop at Green Light weigh stations.

For more information, contact the Motor Carrier Transportation Division at 503-378-6054.



Green Light Weigh Station Preclearance

Interstate 5

- (1) Woodburn Port of Entry, Southbound
- (9) Woodburn Weigh Station, Northbound
- (4) Ashland Port of Entry, Northbound
- (5) Ashland Weigh Station, Southbound
- (10) Wilbur Weigh Station, Southbound
- (11) Booth Ranch Weigh Station, Northbound

Interstate 82

- (6) Umatilla Port of Entry, Southbound

Interstate 84

- (2) Farewell Bend Port of Entry, Westbound
- (3) Olds Ferry Weigh Station, Eastbound
- (7) La Grande Weigh Station, Eastbound
- (8) Emigrant Hill Weigh Station, Westbound
- (17) Cascade Locks Port of Entry, Eastbound
- (18) Wyeth Weigh Station, Westbound

US Highway 97

- (12) Juniper Butte Weigh Station, Northbound
- (13) Juniper Butte Weigh Station, Southbound
- (14) Klamath Falls Port of Entry, Northbound
- (15) Klamath Falls Weigh Station, Southbound

OR Highway 58

- (16) Lowell Weigh Station, Westbound

US Highway 26

- (19) Brightwood Weigh Station, Westbound
- (20) Brightwood Weigh Station, Eastbound

US Highway 30

- (21) Rocky Point Weigh Station, Westbound

last of 21 weigh station sites in Oregon to be modernized with high-speed weigh-in-motion scales and transponder-based vehicle identification systems that screen traffic and allow safe and legal trucks to keep on truckin' past weigh stations.

Years in the making, the Oregon Green Light system is now one of the best known Intelligent Transportation System projects in the U.S. It is the winner of a "Best of ITS" for 1999 award presented by the Intelligent Transportation Society of America.

Green Light passed a major milestone in February when it precleared its one millionth truck. The milestone was passed on

Enforcement

4th Quarter 2000

During the fourth quarter, October through December 2000, Motor Carrier Transportation Division staff completed a total of 161 formal, civil enforcement actions. The number following each name indicates the number of violations confirmed in the process.

- ◆ Denotes failure to comply with a vehicle or driver out-of-service notice.
- ** Denotes second complaint within five years.
- *** Denotes third complaint within one year of second.
- Denotes failure to produce records, which may result in suspension of authority.
- Denotes failure to produce records a second time, which may result in cancellation of authority.

Safety Violations

A total of 75 enforcement actions involved violations discovered during safety compliance reviews at carriers' terminals, or violations related to failure to comply with an out-of-service notice.

2D Trucking LLC 14
 A & R Transport 1◆
 A J Crushing, Inc. 10
 AAA Marie's Water Delivery 11
 All Season's Asphalt 4
 Alton E Sullivan Construction, Inc. 2**
 Armstrong Trucking, Inc. 10
 Armstrong Wood Products, Inc. 15
 Bear Creek Resources 11
 Ron Bowers, Inc. 21
 Jim Cant Excavating 7
 Cascade Paving, Inc. 30,
 including 6 violations related to transporting hazardous materials
 Casual Trucking Co. 15
 Richard L Clark Logging, Inc. 16
 Condon Trading Post 7
 Cooley's Farm Service 50**
 Covered Bridge Const., Inc. 14
 Stanley Davis Trucking 11
 Mike Dean Trucking, Inc. 53
 Delta Sand & Gravel Co. 4
 Richard R Dunn Trucking 23
 F & R Ent., Inc. 9
 Finn Brothers, Inc. 4
 Gentry Transportation, Inc. 3
 Paul H Harpole 1◆
 Haywire L F O 6
 Heard Farms, Inc. 4
 Mark Heuett General Contracting 1
 Hodgson & Son, Inc. 19
 Hopkins Trucking, Inc. 92**

Humbert Construction, Inc. 10
 Humbert Refuse & Recycling, Inc. 8
 J B Instant Lawn, Inc. 25**
 Janz Berryland 93
 Jefferson State Pumping, Inc. 5**
 Jensen's Tree Service, Inc. 8
 Bret Wayne Jobe 7
 Jones Truck Line, Inc. 29
 K N Equipment Leasing, Inc. 10
 Kirkpatrick Trucking, Inc. 9
 L A Excavation & Construction 3
 L Z N Excavation, Inc. 45
 L & S Trucking 46
 Lane Forest Products, Inc. 12
 Leeway Logging, Inc. 14**
 Lucas Trucking, Inc. 4
 Mat II Transportation 9
 McKinney & Son, Inc. 20
 Mid Valley Gravel Co. 24
 P Miller & Sons Contractors, Inc. 6**
 F Muhlneckel, Inc. 3
 Offenbacher Earthworks, Inc. 12
 Pacific West Coast Trucking, Inc. 17**
 Norman Qualey 10
 Quality Trading Co. LLC 3
 Rail Hollow Produce 7
 Risseeuw Timber Co., Inc. 31
 Rogue Valley Fuel 19
 S B Trucking Ltd. 1
 Shadow Trucking 39
 Sheridan Transport, Inc. 12
 Skillman Logging 9
 Larry Lee Smith 1◆
 William Francis Smith 6
 Dan Stearns Trucking, Inc. 6***
 Steevens Bros., Inc. 7
 Thomas H Ireland III 30
 TMC of Lakeview 21
 Trailblazer Food Products 12
 Tri-West Transportation Co. 29
 United Brokers Co. 15
 Volk Excavating 22◆, including one violation related to "jumping out of service"
 Walt's Concrete Co. 7
 Laura Lee Wells 3
 Warren E Wickum 16

Other Safety Violations

A total of 37 enforcement actions involved failure to return a Driver or Equipment Compliance Check Form after a safety inspection, or failure to produce safety-related records.

All Truck & Trailer Repair 1
 APC Underground, Inc. 1
 Big Toe Transpo 1
 Bratch Trucking, Inc. 1
 C M D Transportation, Inc. 1
 C & E Log Transport 1
 Carousel Transport, Inc./Mickey Blair 1
 Cascade Wholesale of Oregon, Inc. 1
 Centerline Contractors, Inc. 1
 D P Express 1
 Ryan Denton Trucking 1

Guy Devers 1
 E A F Medelez Bros. 1
 Randy Ellis Trucking, Inc. 1
 Jose M Escobar 4◆,
 including one violation related to "jumping out-of-service"
 Mario Garza Trucking 1
 Esmond Graham 10●
 H T I Handley Transportation, Inc. 1
 Hector Trucking 1
 J & M Transport 1
 Kalina Hauling 1
 Los Lios Trucking 1
 Minco Transport, Inc. 1
 Monster Trucks 1
 Shawn F Montgomery Construction 1
 N D Trucking 1
 National Freight Lines, Inc. 1
 Pamma Trucking 1
 Parminder Trucking 1
 Pavement Maintenance, Inc. 1
 S Allen Rolfness III 10●●
 Ryder Integrated Logistics, Inc. 1
 Sahagun Trucking 1
 Saleen Trucking 1
 U S Xpress, Inc. 1
 Universal Applicators, Inc. 1
 West Coast Seal Coating, Inc. 1

Other Violations

A total of 49 enforcement actions involved violations related to operating without valid registration, permit, plates and passes, or operating without a required size or weight variance permit.

A & B Asphalt, Inc. 7
 Fred Alberg Trucking 4
 Allied Van Lines, Inc. 2
 All Service Transport Corp. 3
 Avram Transport 2
 Bethlehem Construction, Inc. 2
 Glenn Bradley Trucking 15
 C R S T, Inc. 1**
 City Delivery, Inc. 2
 Contract Freighters, Inc. 9
 Darigold, Inc. 8
 EMS Transportation, Inc. 4
 FAF, Inc. 4
 First Choice Movers 2**
 C Garza 2**
 Goselin Transportation 16
 Hyman Refrigerated Transport 25**
 I B & Sons Trucking Co. 4
 Ideal, Inc. 6
 I M A C C Corp. 6
 J J & C Delivery 1**
 Kent Moving System 1
 Key Trucking, Inc. 2**
 Lumberman's of Washington, Inc. 4
 Mainland Trucking Corp. 1
 Meyer's Van Lines 5
 Morgan Redi-Mix (CA) 4
 North American Van Lines, Inc. 2
 Onarheim Trucking 3
 Polar Roller Express, Inc. 4
 Randal Concrete Pumping 8

Andrew M Riojas 2**
 Rogue Valley Fuel 4
 Ty Ross Trucking 2
 Rotschy, Inc. 8**
 Royal Heights Transfer 2
 Schneider National Carriers, Inc. 3
 Skool Bus'n Charter Co. 3
 Star Tank Lines 3
 Steele Trucking, Inc. 4**
 T & T Milk Transport, Inc. 4
 Onesimo Vela 4
 Volga Trucking Co., Inc. 2
 Western Feed Supplements, Inc. 2
 Western Ports Transportation, Inc. 2**
 Larry White Trucking (WA) 2
 Willamette Valley Moving 1
 Willamette Express LTD 1
 Zwald West Transport, Inc. 6

Other Enforcement 4th Quarter 2000

Following are results of enforcement actions by Motor Carrier Enforcement Officers at the roadside during the fourth quarter:

Warnings Issued
7,646

Truck Weight-Related Citations
4,178

Truck Size-Related Citations
470

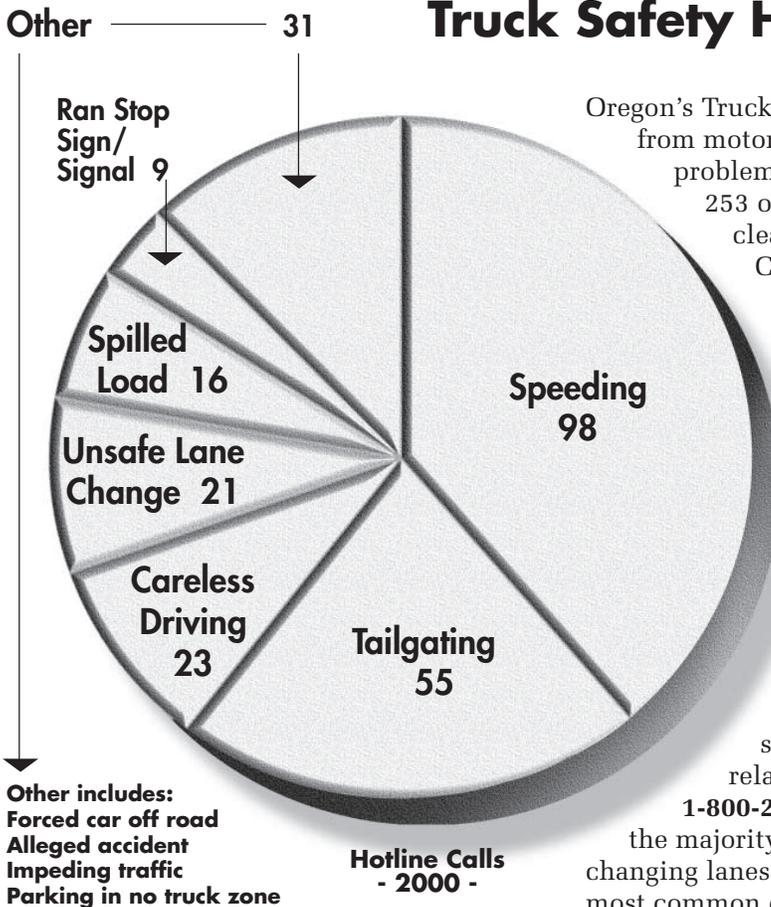
Trucks Required to "Legalize" (Correct) Size and/or Weight
2,356

Other Citations Issued
2,207

Citations for Operating Without ODOT Tax License
992

The numbers shown here do not include enforcement actions by Oregon State Police or city and county enforcement officers.

Truck Safety Hotline calls drop in 2000



Oregon's Truck Safety Hotline took only 411 total calls last year from motorists who wanted to report some kind of truck-related problem they witnessed on Oregon highways. In a total of 253 of the calls enough information was provided to clearly identify the vehicle and company involved. Compared with 1999, the Hotline experienced a 63 percent drop in total calls and a 26 percent drop in identifiable incidents.

The Motor Carrier Transportation Division sent each of the 253 companies a safety advisory letter asking that it look into the complaint, more than half of which involved reports of speeding or tailgating. All but 18 of the companies responded to the letter. In 180 of the cases, companies said they either counseled and/or reprimanded the driver involved. Ten drivers were reportedly fired as a result of a call to the Hotline.

Oregon established the toll-free Hotline in 1988 as a sane outlet for road rage. Motorists who spot trucking-related hazards can simply pick up a phone and call **1-800-248-6782**, 24 hours a day, 7 days a week. Historically, the majority of calls report trucks speeding, tailgating, and changing lanes unsafely. Those bad driving habits are among the most common causes of truck-at-fault crashes.