



MOTOR CARRIER

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

Oregon trims field office hours for registration service

In a move estimated to save about \$300,000 in staffing costs per year, the Motor Carrier Transportation Division (MCTD) is trimming the hours during which it will offer registration services at five Ports of Entry and the Portland Bridge field office.

Effective April 1, 2002, the Registration Desk will be open Monday to Friday from 8 a.m. to 5 p.m. at the Ports of Entry at Ashland, Cascade Locks, Klamath Falls, Umatilla, and Woodburn. The office at Jantzen Beach, Portland Interstate Bridge on I-5 will also go to an 8 to 5 weekday schedule for registration and permit services. The offices had all been operating on a 6 a.m. to 6 p.m. weekday schedule.

The Farewell Bend Port of Entry on the Idaho border will continue to operate 24 hours a day and provide truckers with at least basic registration services by phone or over-the-counter.

But effective July 1, 2002, the Farewell Bend Port of Entry will change and start operating a Registration Desk open Monday to Friday from 8 a.m. to 5 p.m. Beginning July 1, the MCTD Salem Headquarters or some other Salem office will start providing basic services at night and on weekends. Watch for more news about that in the June Motor Carrier News.

Truckers who arrive in Oregon and need registration service at the Ports of Entry should cut out the map below and carry it in their truck cab. Drivers entering the state without operating credentials issued by the Oregon Department of Transportation are subject to citation and a fine of \$295.

**Oregon
Offices for
Registration
Services**

Portland Interstate Bridge I-5 S, Jantzen Beach 12348 N Center Avenue Portland OR 97217-7871 Phone: (503) 283-5700 Fax: (503) 283-5860 8 am - 5 pm, Mon - Fri	Cascade Locks POE Interstate 84 East Cascade Locks OR 97014 Phone: (541) 374-8078 Fax: (541) 374-2240 Registration Desk Open 8 am - 5 pm, Mon - Fri	Umatilla POE Interstate 82 South Umatilla OR 97882-0770 Phone: (541) 922-3761 Fax: (541) 922-2979 Registration Desk Open 8 am - 5 pm, Mon - Fri
Woodburn POE Interstate 5 South Woodburn OR 97071-0245 Phone: (503) 982-0800 Fax: (503) 982-7201 Registration Desk Open 8 am - 5 pm, Mon - Fri	Salem Headquarters Motor Carrier Services 550 Capitol Street NE Salem OR 97301-2530 Phone: (503) 378-6699 Fax: (503) 378-6880 8 am - 5 pm, Mon - Fri	
Ashland POE Interstate 5 North Ashland OR 97520-0023 Phone: (541) 776-6117 Fax: (541) 488-5049 Registration Desk Open 8 am - 5 pm, Mon - Fri	Klamath Falls POE U.S. Highway 97 North K-Falls OR 97601-9387 Phone: (541) 883-5696 Fax: (541) 883-5564 Registration Desk Open 8 am - 5 pm, Mon - Fri	Farewell Bend POE Interstate 84 West Huntington OR 97907-9707 Phone: (541) 869-2293 Fax: (541) 869-2021 Registration Desk Open 24 hours a day, 7 days a week until July 1 when hours go to 8 am - 5 pm, Mon - Fri and the 24-hour Service Center moves to Salem.

Court rules against weight-mile tax lawsuit

A Marion County Circuit Court has ruled against the American Trucking Associations (ATA) and other plaintiffs in a class action lawsuit contesting the constitutionality of Oregon's truck tax system. The suit alleged that it is unfair and an undue burden on interstate commerce for Oregon to charge most carriers a weight-mile tax for road use while allowing log, sand and gravel, and wood chip haulers, as well as certain farmers hauling for-hire, to pay a substitute tax, commonly called flat fees.

Following a ten-day trial in December 2001, the judge ruled that Oregon's truck tax system is fairly apportioned, consistent, does not discriminate against out-of-state carriers, and does not have the practical effect of discriminating against interstate commerce. The judge also ruled it does not violate either the Commerce or Equal Protection clauses of the U.S. Constitution. The ATA is now reportedly considering whether to appeal the ruling.

The lawsuit, which was originally filed in July 2000, came on the heels of similar court action in Idaho that led lawmakers there to agree to a \$27 million settlement with the industry and repeal of Idaho's weight-mile tax. The Oregon lawsuit sought a similar result and asked for a refund of all weight-mile taxes paid since January 1, 2000.

The Oregon flat fee payment option is meant to make road-use tax reporting easier because it doesn't require carriers to include exact mileage on their monthly or annual reports. Carriers pay a flat fee without specifying the exact taxable miles traveled. But flat fee rates are designed and intended to yield as much money for the Highway Fund as weight-mile taxes would yield. The payment option was first offered to log truckers in 1949, to dump truckers in 1969, and to wood chip haulers in 1983. Today, fewer than 1,000 carriers opt to pay flat fees.

The court ruling is available on the Internet: www.odot.state.or.us/comm/newscenter/ATA.pdf

FYI - FOR YOUR INFORMATION

Oregon Safety Staff

The Motor Carrier Transportation Division has six offices staffed with 25 Safety Specialists, two of which have special hazardous materials-related training:

SALEM

Phone 503-378-6168 FAX 503-378-8815
Motor Carrier Specialists
 Terry Evert, Gary Blaine, Dale King, Cathy Shamblin, Richard Roberts, Chuck Adams, Doug Pierovich,
Hazardous Materials Specialist
 Jess Brown 503-378-3667

PORTLAND

Phone 503-240-5660 FAX 503-283-5703
Motor Carrier Specialists
 Charles Erlandson, Sharon Wyle, Donna Schoonover, Terry Lorz, Bismark Galeai
Hazardous Materials Specialist
 Mike Sullivan 503-283-5852

EUGENE

Phone 541-686-7632 FAX 541-686-7951
Motor Carrier Specialists
 Keith Clark, Ken Norwood, Susan Combs

MEDFORD

Phone 541-776-6221 FAX 541-776-6064
Motor Carrier Specialists
 Harold Smith, John Truly, Walter Rich, Angela Rose-Lane

BEND

Phone 541-388-6171 FAX 541-388-6320
Motor Carrier Specialists
 Lyle Lorentz, Lee Brown

LA GRANDE

Phone 541-963-1390 FAX 541-962-7674
Motor Carrier Specialists
 Bob Warren, Harold Wolford

PROGRAM MANAGERS

David McKane 503-373-0884
 Ron Jones 503-373-1979
 Greg Smith 503-378-5983

Hotline reports run true to form in 2001

Motorists who either called or electronically filed 228 reports to Oregon's Truck Safety Hotline last year had the usual problems to note. More than half saw truckers speeding or tailgating and one-fourth witnessed

explanation. One case led to a driver being fired.

Since 1988, motorists who see some truck safety problem while traveling in Oregon have been able to call 1-800-248-6782 and leave a message any time. In 2001, MCTD added an internet-based form for filing incident reports online.

Both the Hotline's taped message and the online form ask for all pertinent details, including time, location, description of the incident, and identification of the truck (the trailer number may not be enough to identify the company using the trailer). Reports submitted online are automatically entered into a database program that organizes the details provided.

Of course most truckers are professionals who drive safely and courteously. The Hotline allows the public to identify those few who cause problems. Considering that trucks are estimated to have traveled more than two billion miles over Oregon highways last year, it's remarkable that the Safety Hotline received so relatively few reports of truck-related problems.

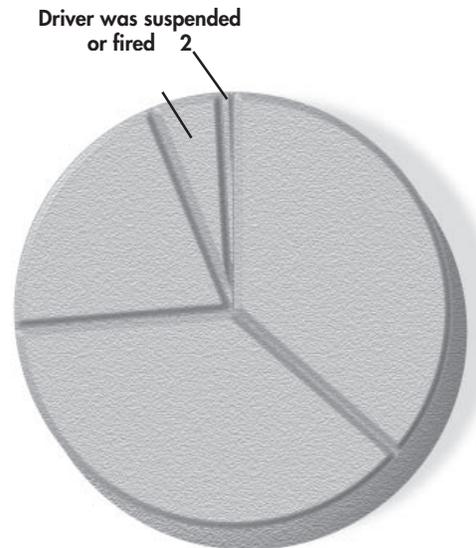


Truck Safety Hotline in 2001

drivers generally operating carelessly or specifically changing lanes unsafely. The breakdown of incident reports for 2001 looks basically the same as in previous years.

The Motor Carrier Transportation Division (MCTD) sent letters to each of the 228 trucking companies responsible asking them to look into the complaint. Company officials usually say they appreciate hearing about the incidents because bad driving habits like speeding and tailgating are among the most common causes of truck-at-fault accidents.

In the majority of cases, carriers counseled or reprimanded their driver and often placed a letter in the driver's file. In response to 46 of the hotline calls, carriers either denied the allegation, said the information was simply inaccurate, or offered a satisfactory



the 228 Hotline Incident Reports

To report an incident, call 1-800-248-6782. Or go online: www.odot.state.or.us/trucking/safety/hotline.htm

Rulemaking considers quarterly tax reporting criteria

The Motor Carrier Transportation Division (MCTD) has initiated a rulemaking to consider when to allow carriers to report and pay Oregon weight-mile taxes on a quarterly basis. As a result of legislation passed last year (House Bill 3411), beginning in July 2002 about 8,000 trucking companies that currently pay taxes on a monthly basis can request to switch to quarterly reporting. Since the law allows MCTD to deny requests and require a company to pay monthly, the agency needs an administrative

rule outlining when that will be necessary.

Under a draft proposed rule, MCTD approval of a motor carrier's request to pay weight-mile taxes on a quarterly basis would be contingent on the carrier's prior 12 months of operations in Oregon. A carrier would be eligible if they had: (1) No suspensions related to reporting or payment of taxes or fees, (2) No revocation of IFTA tax license, (3) No more than 25% of weight-mile tax reports filed late, (4) No repayment plan entered into or concluded

with ODOT; and (5) No delinquency in payment of over-dimension permit fees or road use assessment fees.

Currently the only carriers eligible to pay weight-mile taxes on a quarterly basis are those owing less than \$3,600 per year, which includes about 18,000 of the carriers registered in Oregon. Under the new rules they will be allowed to continue quarterly reporting without additional approval if their annual tax doesn't exceed \$3,600 and in the last 12 months they have: (1) No more than one suspension related to reporting or payment of taxes or fees; and (2) No more than two weight-mile tax reports filed late. If the annual tax liability has risen and now exceeds \$3,600, the carrier will have to meet the five criteria applicable to all carriers.

Under the new rules, carriers with less than 12 months of Oregon operations may be approved to pay weight-mile tax on a quarterly basis. MCTD may require them to submit a financial statement for the previous 12 months.

Carriers may be disqualified from quarterly reporting if they fail to meet qualifying criteria or in the last 36 months they had a weight-mile tax audit resulting in an assessment that exceeds more than 15 percent of the taxes and fees reported and paid during an audit period.

MCTD plans to start taking requests for quarterly reporting on July 1, 2002, and it's asking for at least 90 days to review each request. Carriers could then begin quarterly reporting in the first full calendar quarterly reporting period immediately following the month approval is granted.

The public comment period for this rulemaking is planned for April 1 - May 10, 2002. Carriers can visit the ODOT Rulemaking Web site — www.odot.state.or.us/rules — for more information and to submit comments online. Questions can also be directed to the MCTD Rulemaking Coordinator at 503-378-4851.

Truck Safety Inspection Statistics for 2001

Number of truck safety inspections conducted in Oregon:	52,548
Compared to 2000, percentage increase in inspections:	5.5%
Of the total inspections, number done by ODOT Motor Carrier Division Staff:	28,996
Rate at which inspections occur:	1 every 10 min.
Most inspections in a single day:	404
Average minutes needed to conduct a complete inspection:	27.72
Hours spent inspecting trucks:	21,175
Miles all trucks inspected, parked end to end, would extend:	597
Distance in miles from Portland to Sacramento:	582
Percent of inspections conducted using laptop computers:	61%
Average violations per inspection of Oregon-based trucks:	2.13
Average violations per inspection of trucks based elsewhere:	1.62
Percent of inspections with 10 or more violations:	0.98%
Most violations found in one inspection:	39
Percent of vehicles inspected in Oregon that were placed out-of-service for a critical safety violation:	19%
Current national percent of vehicles placed out-of-service:	23.7%
Percent of drivers placed out-of-service for a critical safety violation:	9.0%
Current national percent of drivers placed out-of-service:	8.0%
Actual number of drivers placed out-of-service in Oregon:	4,637
Number of truck drivers caught falsifying log books:	1,406
Number of drivers caught using radar detectors:	71
Number of drivers caught using alcohol or drugs:	33

Green Light saves truckers 74,000+ hours of travel time in 2001

Truckers traveling in Oregon saved more than 74,000 hours of travel time in 2001 as they got the go ahead to bypass weigh stations equipped with the Green Light weigh station preclearance system.

At the 21 Green Light sites, transponder-equipped trucks were weighed in-motion and electronically screened a total of 1,120,098 times last year. Eight out of 10 times, the screening resulted in a truck being "precleared," which means the driver got a green, good-to-go signal on the transponder indicating that he or she can keep on truckin' past the station.

A total of 892,477 trucks were "precleared" in 2001, 39% more than the total in 2000. If bypassing a weigh station at highway speed saves five minutes, Green Light saved truckers 74,373 hours of travel time last year.

While trucks were precleared 80% of the time, 6% got a red light signal to pull in because they needed a closer check of single axle or tandem axle weights, 3% had a problem crossing the weigh-in-motion scales (didn't maintain steady speed, misaligned or oscillated over scales, etc.), 1% had a problem with safety records, 0.33% had a problem with credentials, and 9% had transponder communication problems.

As of March 1, 2002, a total of 1,788 trucking companies were participating in Green Light and they had transponders in 19,528 trucks. Their Green Light transponder is the same type that is used in other weigh station preclearance systems around the country and they're free to use it in any other system by enrolling with the state and agreeing to that state's terms and conditions.

Oregon is distributing 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.

Transportation Commission selects road and bridge projects worth \$400 million

Working from a long shopping list of road and bridge projects worth \$1.5 billion, the Oregon Transportation Commission has approved the final list of projects to be funded by the \$400 million available under the Oregon Transportation Investment Act (OTIA).

Passed in the 2001 Legislative Session as House Bill 2142, the OTIA provided funds for projects to be completed over the next six years. The \$400 million that OTIA makes available now through the purchase of bonds will be repaid by Oregon titling fees, which were increased to \$30 for cars, \$90 for trucks and buses with a gross vehicle weight rating over 26,000 pounds, and \$90 for trailers over 8,000 pounds loaded weight. Salvage titles, including duplicate or replacement salvage titles, are \$17.

As part of the public process that began last year, the Oregon Transportation Commission initially decided to divide the \$400 million equally between projects that add lane capacity or improve interchanges and bridge and repaving projects. In January 2002, the Commission approved a final list of 131 projects, including 40 that add lane capacity or improve interchanges (\$200 million), 12 that fix bridges on interstate highways (\$94.9 million), 38 that fix bridges on city and county roads (\$35.1 million), and 41 that repave roads throughout the state (\$70 million).

City and county funds will be added to cover the total cost of many of the projects. For example, the 38 city and county bridge projects will cost a total of \$62.1 million, with the OTIA providing \$35.1 million and cities and counties making up the difference. For a complete list of projects by region, visit ODOT's Web site — www.odot.state.or.us/otia



Interstate Bridge Projects

Projects approved by the Commission include major work repairing bridges on Interstates 5 and 84. A total of \$94.9 million will be spent on 12 bridge projects, \$39.4 million of which will fix the six cracked spans that make up the Grande Ronde River Bridges on Interstate 84 in Eastern Oregon west of La Grande.

	Mile-post	Average Daily No. of Vehicles	Total Project Cost
Interstate 84 Bridges			
Grande Ronde River & UPRR EB	259.13	4,500	\$ 7,950,000
Grande Ronde River & UPRR WB	259.13	4,500	\$ 7,950,000
Lower Perry Bridge EB	257.23	4,500	\$ 5,450,000
Lower Perry Bridge WB	257.23	4,500	\$ 5,450,000
Grande Ronde River EB - Upper Perry	256.17	4,500	\$ 6,300,000
Grande Ronde River WB - Upper Perry	256.18	4,500	\$ 6,300,000
Interstate 5 Bridges			
Coast Fork Willamette River Bridge SB	179.99	15,950	\$ 9,100,000
Row River Bridge SB	175.40	15,950	\$ 6,600,000
South Umpqua River NB - Shady Bridge	120.57	16,290	\$13,400,000
South Umpqua River NB - Booth Ranch Bridge	112.57	12,120	\$ 8,600,000
South Umpqua River SB - Fords Bridge	101.54	23,000	\$12,800,000
Grave Creek SB	71.72	8,920	\$ 5,000,000

RESTRICTED

Divisible Loads:

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

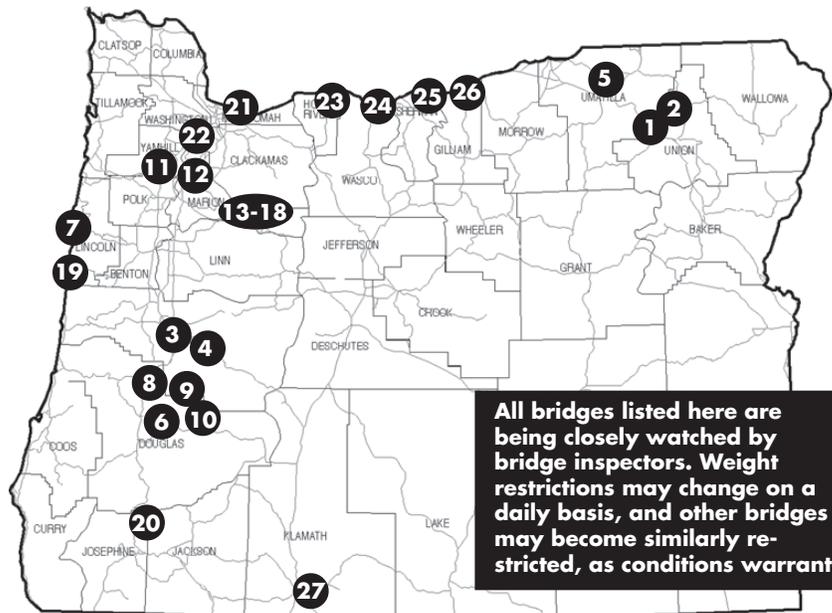
Non-Divisible Loads:

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

- 1 Grande Ronde River Bridges
I-84 EB - MP256.17
- 2 I-84 WB - MP259.13
west of La Grande
- 3 Coast Fork Willamette River Bridge
I-5 SB - MP179.99
north of Cottage Grove
- 4 Row River Bridge
I-5 SB - MP175.40
north of Cottage Grove
- 5 Umatilla River Bridge
I-84 EB - MP188.43, near Umatilla
- 6 Umpqua River Bridge
I-5 NB - MP128.92, Roseburg
- 7 Spencer Creek Bridge
US101 - MP133.86
10 miles south of Depoe Bay
- 8 Fords Bridge, I-5 SB - MP101.54
two miles north of Canyonville
- 9 Booth Ranch Bridge, NB I-5 - MP112.57
- 10 Shady Bridge, NB I-5 - MP120.57
over the South Umpqua River between
Myrtle Creek and Roseburg
- 11 Willamette River Bridge
OR219 - MP23.46, south of Newberg
- 12 Yamhill River Bridge
OR18 - MP51.57, near Dayton
- 13 **OR22 Bridges, East of Salem**
Deer Park Road Overcrossing, MP4.03,
- 14 Joseph St. Overcrossing, MP5.44
- Eastbound Beaver Creek, MP8.88
- Whitewater Creek, MP60.80
- Pamelia Creek, MP62.78
- Marion Creek, MP66.42
- North Santiam River, MP75.65

Weight-Restricted Bridges on Major Routes

As of March 1, 2002, Oregon Department of Transportation bridge inspectors have identified a total of 27 bridges on major state routes that must be weight restricted until repairs can be made or the structures replaced. In addition, there are 43 other bridges on lesser routes that are also weight-restricted. The Motor Carrier Transportation Division (MCTD) maintains a complete list of problem bridges and Over-Dimension Permit Analysts are available at 503-373-0000 to answer questions about restrictions. More information is available at www.TripCheck.com or at another ODOT Web site — www.odot.state.or.us/comm/newscenter/bridges.htm



All bridges listed here are being closely watched by bridge inspectors. Weight restrictions may change on a daily basis, and other bridges may become similarly restricted, as conditions warrant.

RESTRICTED

Solo vehicles - 44,000 lbs.
Tandem axle - 27,000 lbs.
Maximum gross weight - 64,000 lbs.

- 19 Cook's Chasm Bridge
US101 - MP167.51
2 miles south of Yachats

RESTRICTED

Single axle - 20,000 lbs.
Tandem axle - 34,000 lbs.
Maximum gross weight - 80,000 lbs.

- 20 Applegate River Bridge, US199,
MP7, southwest of Grants Pass

RESTRICTED

Limited to 5-axle trucks
Maximum gross weight - 62,000 lbs.

- 21 Martin Luther King Jr. Viaduct,
SB OR99E, Portland

RESTRICTED

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

- 22 Tualatin River Bridge
OR99W - MP12.18, Tualatin
- 23 Hood River Bridge
WB I-84 - MP63.41, crossing over
the railroad in Hood River
- 24 Sandy River Bridge
WB I-84 - MP17.68
- 25 Deschutes River Bridge
OR206 - MP 2.92
- 26 OR/WA Biggs Junction Bridge
US97, over the Columbia River
- 27 Klamath Falls, US97, MP275.74,
bridge over Green Springs Drive

Oregon reminds carriers about splash & spray requirements

Carriers operating in Oregon with truck combinations over 80,000 pounds, or with triple trailers regardless of weight, should check their Over-Dimension permit attachments to make sure they have the 2002 version of the two-page handout about splash and spray suppressant device requirements. Mudguard, fender, and side skirt requirements changed slightly last year as a result of legislation and rulemakings, but Oregon enforcement officers recently noticed many carriers are still unaware of the changes.

The mudguard, fender, and/or side skirt requirements apply when wet road conditions exist, which in Oregon can be practically any time of the year.

New placement requirements are illustrated on this page and in two permit attachments, #24 and #74-A. The new requirements will be effective for all carriers beginning in June 2002. Carriers with questions about the requirements can contact the Motor Carrier Transportation Division at 503-373-0000.

A mudguard or fender must . . .

- (1) Be installed behind **each** axle, tandem axle or group of axles, and behind any axle where the distance between the inside tread of two consecutive axles is more than 5 feet apart;
- (2) Be placed no more than 5 feet behind the rear tire of each axle that requires a mudguard or fender; and
- (3) Comply with the requirements in ORS 815.180 and 815.182, shall not be more than 10 inches above the surface of the highway or, if attached to the rear of a dump box that elevates for unloading, not more than 13 inches above the surface of the highway, and cannot be more than 5 feet behind the tread of the last axle.

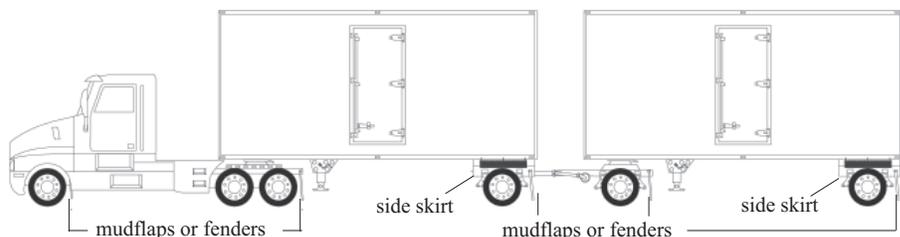
Exempt from Splash & Spray Device Requirements:

(1) Trucks not equipped with a body (a log truck, for example), or (2) pole trailers.

Exempt only from Side Skirts

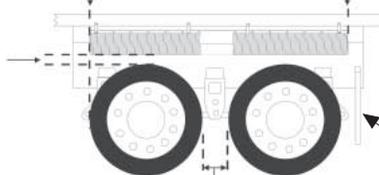
Splash & Spray Device Requirements:

- (1) A jeep, (2) booster, (3) lowboy; or
- (4) a container chassis.



Side Skirt Requirement

Side Skirt unit must extend from the forward most point to the rear most point of the tread of each tire on all non-pivoting axles.

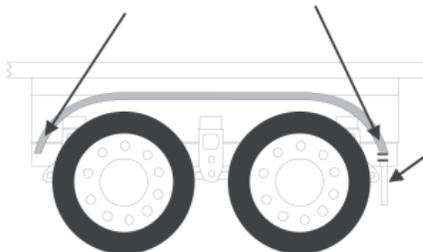


Requires a mudguard between axles if more than 5 feet distance between inside tread of tires.

The mudguard or fender must comply with the requirements in ORS 815.180 and 815.182, shall not be more than 10 inches above the surface of the highway or, if attached to the rear of a dump box that elevates for unloading, not more than 13 inches above the surface of the highway, and cannot be more than 5 feet behind the tread of the last axle.

Fender (Side Skirt) Requirement

Side Skirt (fender) must extend from the forward most point to the rear most point of the tread of each tire on all non-pivoting axles



In lieu of Side Skirts, a fender with an outer lip may be used providing it meets other side skirt requirements.

Side skirts are required and . . .

- (1) Must be installed on all non-pivoting axle(s);
- (2) Must be attached to the vehicle at the forward most point to the rear most point of the tread of each tire considered separately. Except to allow for clearance lights and tie down devices, there shall not be a gap at the top of the side skirt where it attaches to the vehicle;
- (3) Must be constructed of a stiff, durable material that is impervious to water and capable of deflecting water or other wet substances that may be picked up and carried by the tires or wheels. Bristle type material(s), also known as Hula Skirts, may qualify as a side skirt as long as they meet the placement standards shown in this section.
- (4) In lieu of a side skirt, a fender with an outer lip extending from the body of the vehicle may be used **providing** it meets the side skirt requirements (1) through (3) shown above.

Get Attachment 24: <http://www.odot.state.or.us/forms/motcarr/od/2351a.pdf>
Get Attachment 74-A: <http://www.odot.state.or.us/forms/motcarr/od/2351.pdf>

Enforcement

4th Quarter 2001

During the fourth quarter, October through December 2001, Motor Carrier Transportation Division staff completed a total of 160 formal, civil enforcement actions. The number following each name indicates the number of violations confirmed in the process.

- ** Denotes second complaint within five years.
- *** Denotes third complaint within one year of second.
- Denotes failure to comply with a driver out-of-service notice.

Safety Violations

A total of 54 enforcement actions involved violations discovered during safety compliance reviews at carriers' terminals, violations for failure to comply with a driver out-of-service notice, or violations related to failure to return a Driver or Equipment Compliance Check Form after a safety inspection.

Benjamin S Aberle 7
Action Transfer Services 18
American Roadway Paving 8
Armstrong Trucking, Inc. 9**
Banzer Construction Co. 4
Bend Storage & Transfer, Inc. 22
Chief Excavation, Inc. 11
Clearwater Well Drilling, Inc. 6
Cokley Excavation, Inc. 8
D J Trenching, Inc. 6
Eugene Sand & Gravel, Inc. 6
F&R Ent, Inc. 16**
Feed Mart Distribution, Inc. 12
Ferrell's Fuel Network 13
James W Fowler Co. 8
Gregory Bissitt Funchess 1•
Glausi Oil Co. 10

Clint Howard Griffith 1•
E D Hughes Excavating, Inc. 4
In the Ditch Trucking 28
J.I.M. & Associates, Inc. 10**
Janz Berryland 48**
Ken & Al, Inc. 4
David B Larue 6
Leigh's Roof Service, Inc. 9
Lonnie Froemke Trucking, Inc. 9
Bill Maahs 28
Masten Contracting 8
Mayfield Industries 19
Merrilees Oil Co., Inc. 16
P Miller & Sons
Contractors, Inc. 3***
Fred A Moore, Inc. 15
Najdek Produce Co. 30
J J Neikes Trucking 54**
Kurt Oleman Logging 10
Oregon Contract
Logistics, Inc. 18
Pacific Western
Transportation, Inc. 18
Pavement Maintenance, Inc. 25
Pioneer Mining and
Equipment Co. 18
Primeline Construction, Inc. 4
Produce Plus 4
William L Pugh 1•
R&S Logging 2
Bruce B Rester 2
Lloyd Spencer Reynolds 1•
Smalley Trucking Co., Inc. 18
Sumas Transport, Inc. 1
T Coleman, Inc. 9
Terra Hydr, Inc. 5
Triple H Farms of Lebanon 10
Western Asphalt
Maintenance, Inc. 7
Whirl Wind
Development Co. 7**
Wurdinger Bros. 29
Zimbrick Logging, Inc. 9

Other Violations

A total of 106 enforcement actions involved violations related to operating without valid tax or registration credentials, or a required size or weight variance permit.

Servando Abrego 2
Agri Power Transport, Inc. 3
Jeff Akins, Inc. 2
All Ways Excavating
(Brightwood OR) 18
Guadalupe Almaguer 4
L Anderson Trucking
(Prineville OR) 2
Arctic Express, Inc. 2
Arrow Trucking Co. 1
Asphalt Maintenance Group 4
B C T, Inc. 2
Bear Necessities 2
Bonaduce Construction Co. 17
Byron J Boyd Trucking 13
C L Bryant, Inc. 4
Bull Run Trucking &
Construction, Inc. 1
Kevin Bumgarner Trucking 2
C R S T, Inc. 1
Carlile Enterprises, Inc. 4
Robbie Cattanach
Trucking, Inc. 3
Centerline Contractors, Inc. 2
Central Star, Inc. 2
Certified Cleaning
Services, Inc. 1**
Larry Christensen Excavation 3
Crete Carriers Corp. 1
Dave's Piano Moving 1
Desert Harvest
Transportation, Inc. 6
Double M Express 2
Eagle Systems, Inc. 1
Edgmon & Son Trucking, Inc. 2
Edgmon & Son
Trucking, Inc. 18**
Elite Express of IN, Inc. 6
C R England, Inc. 6**
Farwest Electric, Inc. 2
Folden Construction, Inc. 6
Tim Fowler Excavating 1
Zacarias M Garza 2
Genuine Parts Co. 2
Global Intermodal
Systems Tacoma LLC 1
Hilario Gomez 3
Rafael Gomez 2
Hilario Gonzalez 3
Great Southern Xpress, Inc. 1
Gypso, Inc. 2
H & S Trucking (Newberg OR) 1
Harbor Freightlines 4
Heritage Equipment
Enterprises 2
Highway Enterprises, Inc. 4**
Holst Enterprises, Inc. 3
Kenneth Holtmann 2
Inland Transportation, Inc. 2
Interstate Distributor Co. 3
J & D Brothers Express 4
Herbert Jackson 3
Joel's Trucking 2
Jones Motor Co., Inc. 2
K D W 2
K&F Transport 2
LKE Corp. 3
Lakeside Industries 2
Landstar Inway, Inc. 1
Llamas Furniture 2**
Tim Luchau Trucking 2**
S Martinez Livestock, Inc. 1
Mason Trucking Co.
(Aberdeen WA) 4
Melton Truck Lines, Inc. 3
Metro Trucking (Portland OR) 2
Murray & Murray, Inc. 2
Newsom Transport 1
Nobach Trucking 4
Loren Obrist Excavating, Inc. 3
Old Reliable
Transportation, Inc. 1
Ore-Cal Fire Suppression, Inc. 1
PDQ Freight Services, Inc. 2
Pacific Motor Transport Co. 2
Donald E Pelc 1
Pennington Ranch Cattle & Hay 1
Recall Secure
Destruction Services, Inc. 2

Rock & Road Const. 4
Roehl Transport, Inc. 4
S & T Hauling 2
Safeway Transport, Inc. 9
Schaben & Westling, Inc. 6
Schram's Excavating LLC 3
J R Settlemier Trucking 2**
Southern Septic Service, Inc. 2
South Western Express Carriers 4
Steele Trucking, Inc. 2
Stein Distributing, Inc. 4
Sterling Landscaping, Inc. 3**
Suburban Propane LP 2
Sundee Trucking Co. 2
Swift Transportation Co., Inc. 1
TMT Trucking Co. 2
Tapani Underground, Inc. 4
Transtate Asphalt Co. 2
Triple A Drilling, Inc. 2
USF Glen Moore, Inc. 10**
V T Enterprises 3
Valley Pump & Equipment 2
Vancouver Paving Co. 2
Walton Trucking (Yelm WA) 2
David W Wilson
(The Dalles OR) 2
Work Horse Construction
Metro, Inc. 3
Workhorse Services, Inc. 3
J C Wright Sales Co. 3
Yakima Steel Fabricators, Inc. 2

Other Enforcement

Following are results of enforcement actions by Motor Carrier Enforcement Officers at weigh stations in the 4th Quarter, October through December 2001:

**Warnings Issued
5,505**

**Weight-Related Citations
4,250**

**Size-Related Citations
447**

**Trucks Required to
"Legalize" (Correct
Size and/or Weight
2,022**

**Other Citations Issued
1,489**

**Citations for Operating
Without OR Weight
Receipt and Tax Identifier
791**

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

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US POSTAGE
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MOTOR CARRIER

Quarterly Newsletter of the
Oregon Department of Transportation
Motor Carrier Transportation Division

In this March 2002 issue:

- Court rules against weight-mile tax lawsuit** 1
A Circuit Court judge has ruled against the American Trucking Associations and other plaintiffs in a lawsuit contesting Oregon's truck tax system.
- Oregon trims field office hours** 1
Effective April 1, 2002, the Motor Carrier Transportation Division is trimming the hours that it offers registration services at field offices.
- Safety Hotline reports run true to form in 2001** 2
Motorists who either called or electronically filed 228 reports to Oregon's Truck Safety Hotline last year had the usual problems to note.
- Rulemaking to consider quarterly tax reporting** 3
Motor carriers filing weight-mile tax reports on a monthly basis will be interested in the latest rulemaking to consider criteria for allowing quarterly reporting.
- Oregon Bridge Restrictions** 5
The list of weight-restricted bridges on major routes in Oregon has grown as bridge inspectors continue to find weaknesses in spans located on major routes.
- Splash and spray requirements updated** 6
Carriers subject to splash and spray suppressant device requirements should check that they're following the rules.
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