



MOTOR CARRIER NEWS

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

Oregon changes truck renewal procedures

The Motor Carrier Transportation Division (MCTD) is practicing a new mantra for the 2002 truck renewal process: Change is Good.

MCTD staff is hoping that mantra catches on with its motor carrier customers because they're being asked to accept a number of changes in the next few months, including the following:

- The Oregon truck license plate commonly called a "tax" plate, which for years has been issued to out-of-state carriers, will be eliminated. No new plates will be issued for 2002 and carriers can remove old tax plates after March 15, 2002.
- Out-of-state carriers will be required to list for Oregon the license plate numbers that have been issued to each of their trucks by their home state or province, usually under the International Registration Plan (IRP). MCTD has plate information for a majority of trucks that operate in Oregon, but 2002 credentials will not be issued for the rest until it has the information. Trucks can still operate with registration trip permits and temporary passes.
- An Oregon Weight Receipt and Tax Identifier will be issued to out-of-state trucks with license plates on file with MCTD and they must carry that credential in the truck cab. Each new or replacement receipt will cost \$5. Oregon carriers will also get that new Weight Receipt plus a newly-designed Cab Card when they apply for new stickers for their Commercial and/or Apportioned plates.
- MCTD will not process renewal forms that don't include proof of Highway Vehicle Use Tax (HVUT) payment to the Internal Revenue Service, or don't include complete information about a carrier's compliance with drug and alcohol testing rules, including the name of the consortium that performs drug testing, if applicable.

Oregon renewal - Q & A in brief

Out-of-state carriers won't operate with Oregon tax plates next year so they won't get new stickers for plates. How is Oregon handling renewal of out-of-state trucks? Since Oregon is eliminating tax plates next year, the Motor Carrier Transportation Division (MCTD) is simplifying the process of issuing Oregon tax credentials to out-of-state trucks. In the past it handled tax plate renewal on a truck-by-truck basis and didn't assume any truck should be renewed for the new year. Now it's handling renewal on an exception basis only. If an out-of-state carrier had a truck registered in Oregon in 2001, it's assumed the carrier will again register the truck to operate in Oregon in 2002.

So what's the new renewal process? Out-of-state carriers will receive a list of trucks that MCTD assumes each carrier needs to renew. They'll also get a new 2002 credential, called a Weight Receipt and Tax Identifier, for each truck, but only if MCTD has a record of the license plate that has been issued to each truck by the carrier's home state or province, usually under the International Registration Plan (IRP). Carriers will take the list, delete trucks they no longer have, add plate info where it's missing or where it's needed for new trucks, and return the list to MCTD with payment of \$5 for each Weight Receipt. Then the Weight Receipt will be carried in each truck cab so it can be checked by Oregon enforcement officers. Oregon truck stops will also check that receipt to confirm the truck doesn't need to pay fuel taxes when buying fuel in the state.

What's different about the way Oregon is handling renewal of Oregon-based trucks? Oregon carriers operating with Commercial or Apportioned plates will notice that registration renewal forms have changed significantly, although they'll still ultimately pay the usual registration fees, plus \$7.50 for a 2002 sticker for each of their plates (\$10 for trucks with two plates). These carriers will be getting the new Weight Receipt and a newly-designed Oregon Cab Card for each truck. In one other change for carriers with Commercial-plated trucks, MCTD will ask that they not send payment when they return their edited list of trucks that should be renewed. Instead, MCTD will calculate what's owed and send a billing to the carrier. Upon receipt of payment, MCTD will send new 2002 stickers for each Commercial plate.

(more on page 2)

Change is apparent in 2002 Oregon truck renewal

The business of renewing truck registration in Oregon usually involves renewing three kinds of truck license plates that are displayed on the power unit of vehicles with a declared weight over 26,000 lbs.

But as a result of a bill passed in the 2001 Legislative Session, only the Commercial and Apportioned plates that are used by Oregon-based carriers need to be renewed for next year.

The Oregon plate commonly called a tax plate will be eliminated and out-of-state trucks will be expected to have a plate issued by their home state or province, usually under the International Registration Plan (IRP), or operate under registration trip permits.

Tax plates can be taken off trucks and scrapped for recycling after March 15, 2002.

Commercial and Apportioned plates will still be used by Oregon-based carriers.

The Motor Carrier Transportation Division (MCTD) will mail registration renewal packets in September. MCTD is encouraging carriers to read instructions carefully this time, respond right away, renew trucks early, and be patient as everyone works through the new process and procedures.

Tax Plate

What is it? A plate for out-of-state-based trucks that operate in Oregon. The plates all have three letters followed by three numbers. **Who has tax plates?** A total of 14,727 carriers have 262,873 trucks displaying one of these plates so they don't have to obtain a temporary pass every time the truck operates in Oregon. **What's new?** The plates are being eliminated in 2002 and Oregon will start identifying interstate trucks by the license plate issued by the home state or province, usually under IRP. Instead of a tax plate, carriers will get an Oregon Weight Receipt and Tax Identifier for each truck. This is a \$5 credential similar to the current Weight Certificate, but the new Weight Receipt is larger (8^{1/2}" x 11"). Oregon will issue a Weight Receipt when it has record of a license plate for a truck. This Weight Receipt must be carried in the truck cab. It will be checked at Oregon Ports of Entry and weigh stations. It will also be checked by truck stops to confirm the truck doesn't need to pay fuel taxes when buying fuel in Oregon. It's important to note that when a carrier sells a vehicle with one of these Weight Receipts, or breaks a lease, the Weight Receipt must be returned to MCTD. Failure to do that and cancel the vehicle from the carrier's account can make the carrier subject to future road-use tax liabilities for the truck.



Commercial Plate

What is it? A plate for Oregon-based trucks that generally don't operate in another state. The plates all begin with the letters YC. **Who has them?** A total of 5,237 carriers have 19,227 trucks displaying one of these plates. **What's new?** Renewal forms have changed significantly. Oregon carriers will get a list of their Commercial-plated trucks and then edit it to add or delete trucks, but they won't send the list back with payment attached. Instead, MCTD will calculate what's owed and send a billing to the carrier. Upon receipt of payment, MCTD will send new 2002 stickers for each Commercial plate, along with a newly-designed Oregon Cab Card and Weight Receipt for each truck.



Apportioned Plate

What is it? A plate for Oregon-based trucks that operate in other states and Canadian provinces under the International Registration Plan. The plates all begin with the letters YA. **Who has them?** A total of 4,411 carriers have 33,306 trucks displaying one of these plates. **What's new?** Renewal forms have changed significantly. Oregon carriers will get a list of truck fleets with Apportioned plates and then edit it to add or delete trucks for 2002. They'll then report the miles their fleet(s) operated in Oregon and other states or provinces from July 1, 2000, thru June 30, 2001. MCTD will calculate the truck registration fees owed to each jurisdiction and send a billing to the carrier. Upon receipt of payment, MCTD will send new 2002 stickers for each Apportioned plate, along with a newly-designed Oregon Cab Card and Weight Receipt for each truck. MCTD then distributes registration fees to each jurisdiction on the carrier's behalf.



Visit the MCTD web site for downloadable forms related to truck registration —

www.odot.state.or.us/trucking

Oregon to get its full share of federal grant safety funds

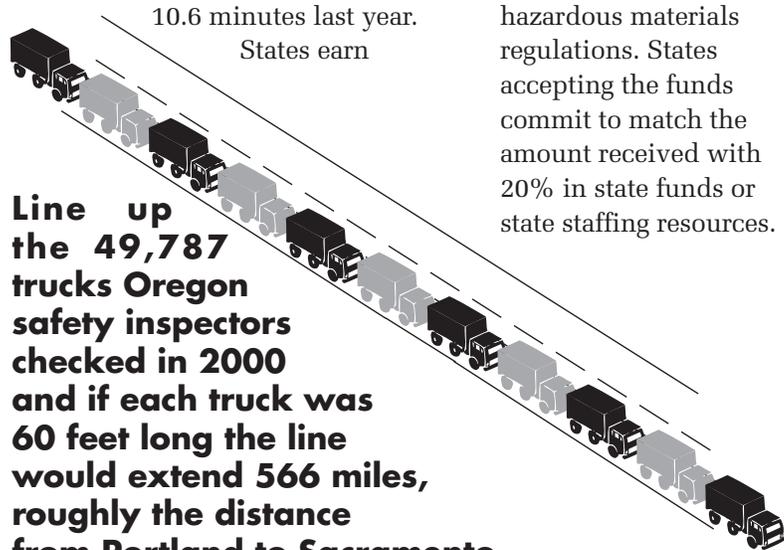
The U.S. Department of Transportation has announced that Oregon is one of only four states to receive all of the "Performance Incentive" federal grant funds available to it from the Motor Carrier Safety Assistance Program (MCSAP). For the 2002 federal fiscal year, Oregon will receive an additional \$311,755 on top of the \$2,039,726 in basic program funds coming its way. The total grant is 9.6% more than that received in 2001.

The Oregon Department of Transportation's Motor Carrier Division (MCTD) uses MCSAP funds to pay for truck safety work by other state law enforcement agencies. The Oregon State Police, five City Police agencies, seven County Sheriff Offices, and several county agencies all receive MCSAP funds for their work. In addition, the Safety Assistance Program provides a basis for many other law enforcement agencies, including 29 City Police agencies and 14 County Sheriff Offices, to work under non-compensated agreements to help MCTD.

In 2000, these MCSAP "partners" conducted 24,916 truck and driver safety inspections. Combined with the 24,871 inspections done by MCTD staff, Oregon was inspecting a truck at the rate of one every

10.6 minutes last year.
States earn

Line up the 49,787 trucks Oregon safety inspectors checked in 2000 and if each truck was 60 feet long the line would extend 566 miles, roughly the distance from Portland to Sacramento.



incentive funds if they show improvement in (1) reducing fatalities and fatality accident rates, (2) uploading accident and inspection reports to the national databank in a timely manner, and (3) verifying commercial driver licenses during inspections. Oregon, Connecticut, New York, and Washington were the only states to show improvement in all areas.

The U.S. DOT is distributing a total of \$138 million in MCSAP funds for 2002. The amount each state gets is based on four factors: road miles, vehicle miles traveled, population, and special fuel consumption. To qualify for funds, states must have an approved, performance-based Commercial Vehicle Safety Plan and state laws must be consistent and compatible with federal safety and hazardous materials regulations. States accepting the funds commit to match the amount received with 20% in state funds or state staffing resources.

Trained / Certified Truck Inspectors Working Under the Motor Carrier Safety Assistance Program - MCSAP

Oregon State Police

City Police

- Albany • Ashland • Aurora • Bend • Canby
- Clatskanie • Coburg • Eugene • Gaston
- Gervais • Gladstone • Gresham • Hillsboro
- Keizer • Lake Oswego • Lebanon • Madras
- Milwaukie • Molalla • Newberg • Oregon City
- Phoenix • Portland • Rainier • Redmond
- Salem • Sandy • Scappoose • Sherwood
- Springfield • Troutdale • Tualatin • West Linn

County Sheriffs, Weighmasters, Public Works

- Benton • Clackamas • Deschutes • Douglas
- Gilliam • Jackson • Josephine • Lane • Linn
- Malheur • Marion • Multnomah • Umatilla Tribe
- Union • Wasco • Washington • Yamhill

Types of Inspections Conducted Throughout North America

LEVEL I — A complete inspection that includes a check of the driver's license, medical examiner's certificate (and waiver, if any), alcohol and drugs, hours of service, seat belt, vehicle inspection report, brake system, coupling devices, exhaust system, frame, fuel system, turn signals, brake and tail lamps, headlamps, lamps on loads, load securement, steering, suspension, tires, van and open-top trailer bodies, wheels and rims, windshield wipers, emergency exits on buses and hazardous materials requirements, as applicable.

LEVEL II — A "walk-around" inspection that includes a check of each of the items in a Level I inspection but not items that require the inspector to physically get under the truck.

LEVEL III — An inspection of just the driver-related items in a Level I inspection.

LEVEL IV — A special inspection, typically a one-time examination of a particular item for a safety study or to verify or refute a suspected trend.

LEVEL V — An inspection of just the truck-related items in a Level I inspection.

LEVEL VI — An inspection of a shipment of highway-route-controlled quantities of radiological material. A Level VI inspection includes an enhanced check of each of the items in a Level I inspection.

Weight limits necessary on some of Oregon's older bridges

Truckers are beginning to notice more and more weight restriction signs popping up at bridges throughout Oregon. The Oregon Department of Transportation (ODOT) has had to impose new weight limits at many bridges in the past year as it's becoming common for inspectors to find age-related problems with the spans.

"On an increasing number of these structures now, we see large diagonal cracks in the beams underneath the bridge decks," said ODOT bridge engineer Ray Mabey. "You'll see excessive deflection or bowing in the bridge as a truck goes over, and if you get up close to the crack you may see it work against itself. The diagonal cracks mean that the concrete is no longer working to hold up the structure. The inner steel reinforcement is taking almost the whole load," Mabey said.

The weight restrictions don't affect cars, unless a bridge is closed completely, although the detours can have significant impacts on local communities and traffic. Because trucks deliver needed goods to every community, bridge restrictions can affect Oregon's economy through higher shipping costs and delays.

Oregon's bridges were designed to be replaced after about 50 years, and the state has over 350 bridges that are nearing the end of their planned use. These bridges were not built to be maintained indefinitely, nor were they designed for today's weights, volumes and traffic speeds. Insufficient investment over many years has prevented the bridges from being replaced on schedule. As a result, the average age of Oregon's bridges is 39 years, and 20 percent are more than 50 years old.

ODOT is working on several innovative repair techniques. "We have carbon fiber wrapping, where we use a product like Kevlar, the bullet proof vest material, to hold beams together. We also use steel

reinforcement, and post-tensioning using cables," Mabey said. "Although these methods are effective, they are quite new and we don't know how long some of these repairs will last."

Meanwhile, Mabey is looking under more bridges to learn what they have to tell about wear and tear. "I was underneath the Fords Bridge, along Interstate 5 near Riddle before we repaired it recently," Mabey said. "I was looking at these shear cracks, and I smelled a gunpowdery smell in the air. It was the odor of crushed aggregate. Normally we smell this in a lab when we are crushing cylinders of concrete to test their strength. We don't expect to smell that coming from supports on an active bridge."

What would it take to repair or rehab all of Oregon's bridges?

Due to funding shortfalls and the aging of the bridge population, new bridge needs are occurring at a faster rate than existing needs can be addressed. To "catch up" with the current backlog and ongoing new needs for bridge preservation, Oregon would need to spend \$109 million per year (in year-2000 dollars) over the next 10 years. This is about double the current bridge preservation funding level.



The Tualatin River Bridge near King City on OR99W is one of the latest to get weight restrictions. Trucks are limited to weights of 20,000 pounds per single axle, 34,000 pounds per tandem axle, up to 105,500 total weight. The bridge was built in 1954, around the time many Oregon bridges were built.

Title fees increase October 6

<u>Title Type</u>	<u>New Fee Oct. 6</u>
<i>Trucks and buses with a gross vehicle weight rating over 26,000 pounds:</i>	
Original, Replacement, or Transfer	\$90
<i>Trailers over 8,000 pounds loaded weight:</i>	
Original, Replacement, or Transfer	\$90
<i>All other vehicles:</i>	
Original, Replacement, or Transfer	\$30
All Salvage Titles	\$17

Legislation passed in the 2001 Session raised vehicle title fees to allow for the sale of \$400 million in bonds for road and bridge repair and modernization projects. In an August meeting, the Oregon Transportation Commission decided to allocate \$200 million to bridge and preservation projects and \$200 million to modernization projects. Based on that broad allocation, the Commission will continue to consult with local governments and regional transportation advisory groups to pick specific projects. A list of projects will be made public by February 2002.

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 Bridge, I-84 EB and WB, MP256.17, west of La Grande
- 2 Coast Fork Willamette River Bridge, SB I-5, MP179.99, north of Cottage Grove
- 3 Row River Bridge, SB I-5, MP175.40, north of Cottage Grove
- 4 Umatilla River Bridge, EB I-84, MP188.43, near Umatilla
- 5 Umpqua River Bridge, NB I-5, MP128.92, Roseburg
- 6 Spencer Creek Bridge, US101, MP133.86, 10 miles south of Depoe Bay
- 7 Fords Bridge, SB I-5, MP101.54, two miles north of Canyonville
- 8 Booth Ranch Bridge, NB I-5, MP112.57, and Shady Bridge, NB I-5, MP120.57, over the South Umpqua River between Myrtle Creek and Roseburg
- 10 Coles Bridge, John Day River, US26, MP155.75, east of Mt. Vernon, tractor/semitrailer 65 ft. length limit

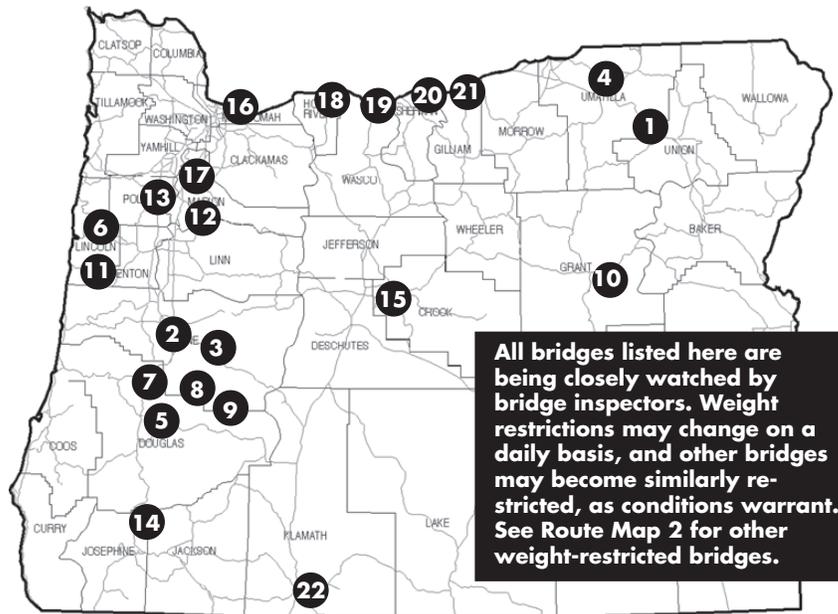
RESTRICTED

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

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

Bridge weight restrictions - The Hot List

In the past several months, Oregon Department of Transportation bridge inspectors have set new weight restrictions on a number of bridges that are in urgent need of repair. The 22 problem bridges listed on this page are in addition to 49 bridges around the state that are already weight restricted. In order to issue variance permits and routing instructions for over-width loads (over 8^{1/2} feet) and heavy haul loads (exceeding axle weight limits), the Motor Carrier Transportation Division (MCTD) maintains a large map, called Route Map 2, showing the location of those 49 bridges. Truckers with questions about the bridge restrictions on Route Map 2, or the ones listed here, should call an MCTD Over-Dimension Permit Analyst at 503-373-0000. They can also check www.TripCheck.com or www.ODOT.state.or.us/comm/newscenter/bridges.htm.



RESTRICTED

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

- 12 Willamette River Bridge, OR219, MP23.46, south of Newberg
- 13 Yamhill River Bridge, OR18, MP51.57, near Dayton
- 14 Applegate River Bridge, US199, MP7, southwest of Grants Pass
- 15 Crooked River Bridge, OR126, MP17.97, Prineville
- 16 Martin Luther King Jr. Viaduct, SB OR99E, Portland

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

RESTRICTED

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

- 17 Tualatin River Bridge, OR99W, MP12.18, Tualatin
- 18 Hood River Bridge, WB I-84, MP63.41, crossing over the railroad in Hood River
- 19 Sandy River Bridge, WB I-84, MP17.68, (restrictions set to begin September 24)
- 20 Deschutes River Bridge, OR206, MP 2.92
- 21 OR/WA Biggs Junction Bridge, US97, over the Columbia River
- 22 Klamath Falls, US97, MP275.74, bridge over Green Springs Drive (restrictions set to begin September 17)

Rulemaking

The Motor Carrier Transportation Division (MCTD) has several rulemakings underway, two of which are summarized here. The public has until October 10 to submit comments on these rulemakings, which are scheduled for review by the Oregon Transportation Commission on November 9.

Annual IFTA fees

As a result of legislation passed in the 2001 Session, the Motor Carrier Transportation Division (MCTD) is conducting a rulemaking to set new annual fees that Oregon-based carriers will pay to participate in the International Fuel Tax Agreement (IFTA). Fees must be based on fleet size, but cannot be more than \$650.

MCTD licenses about 4,300 Oregon carriers for IFTA. Through MCTD, the carriers report the miles they traveled in other states and pay fuel taxes due to those states. They currently pay an annual fee of \$150, but the fee can be waived if a carrier's estimated fuel tax liability is less than \$300. About 2,000 carriers qualify for the waiver.

The Oregon Department of Justice has determined that Highway Fund dollars cannot be used to cover the \$1.375 million per year cost for IFTA program administration and audits. Thus, MCTD needs to set new fees to cover costs and that entails increasing the current fee and not waiving fees for any carriers.

Under a proposed new rule, annual fees would be as follows:

# of trucks	Annual Fee
1	\$175
2	215
3	275
4	355
5	445
6 - 25	600
26+	650

Public hearings have been scheduled for September 26 in La Grande, October 2 in Roseburg, and October 4 in Salem.

Roadside Enforcement 2nd Quarter 2001

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

Warnings Issued	5,815
Truck Weight-Related Citations	3,656
Truck Size-Related Citations	699
Trucks Required to "Legalize" (Correct Size and/or Weight)	2,443
Other Citations Issued	1,926
Citations for Operating Without ODOT Tax License	1,244

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

Visit the ODOT web site for more about rulemakings —

www.odot.state.or.us/rules/mtrcarriers.htm

Comments about rulemakings can be submitted at the web site, or by fax to 503-945-5254, by mail to the ODOT Rules Coordinator, Brenda Trump, 1905 Lana Avenue NE, Salem, OR 97314, or by e-mail to Brenda.C.Trump@odot.state.or.us

Civil complaint process

MCTD is conducting a rulemaking to consider changing the civil complaint process so that monetary penalties would no longer be assessed when a carrier is found to have violated regulations for the first time. The Oregon Department of Justice has determined that it would be an appropriate use of Highway Fund dollars if the first civil complaint action taken against a carrier would simply establish that violation(s) occurred. Then a subsequent action taken within five years of the first action could assess full monetary penalties, with no mitigation, plus the threat of suspension of operating authority.

MCTD taps new Field Services manager

The Motor Carrier Transportation Division (MCTD) has selected Ed Scrivner to be the new manager of Field Motor Carrier Services. Scrivner replaces Steve Johnston, who retired in June. Scrivner has 19 years of experience in trucking regulation. He most recently worked for the Federal Motor Carrier Safety Administration as the State Programs Manager for Oregon.

More than half of all MCTD employees (153 of 282) work in Field Services at 14 field offices, six Ports of Entry, 52 weigh stations, and 29 portable scale sites throughout Oregon. The workforce includes both Motor Carrier Enforcement Officers and field registration services staff. Ed Scrivner can be reached by e-mail - W.Edward.Scrivner@odot.state.or.us - or by phone at 503-378-6071.

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Enforcement

2nd Quarter 2001

During the second quarter, April through June 2001, Motor Carrier Transportation Division staff completed a total of 185 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 (jumping out-of-service).
- ** Denotes second complaint within five years.
- *** Denotes third complaint within one year of second.
- Denotes failure to produce records.

Safety Violations

A total of 83 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.

A-1 Water Express 6
A & S Trucking, Inc. (OR) 5
Alpine Rock & Redi 11
American Concrete Cutting Corp. 9
American Homes Transport, Inc. 9
Avila Farms 12
Avila Farms Trucking LLC 15
B & B Asphalt Paving, Inc. 15
B G Freight Service 17
Sandy Rex Benzal, Jr. 1
Bestruss 18
Bullet Rental & Sales 1
Denny Chancler Equipment Co. 5***
Verlin M Chetwood 11
Chintimini Forest Products 3
Clark's Disposal, Inc. 10**
Mike Cloud Trucking 34◆, including one violation for jumping out of service
David L Coulson 8
D & D Tree Farms 2
Dairy Fabrication 7
Bryan W Day Trucking 7
Decorative Bark Products, Inc. 18
Desert Rose Charter US Co., Inc. 2
De Swart Dairy 12
Doc's House Renovations 11**
Don's Tractor Service 7
Elliott Trucking (OR) 28
Gary Fiorante Trucking, Inc. 5

Jim Fraley 13***
Esmond Graham 17
The Green Line Enterprises, Inc. 46
Gresham Paving 5**
Barr Groff Trucking 5
Arturo P Garcia 6**
Hico Excavation, Inc. 9**
Jenkins Wood Products 18
Bret Wayne Jobe 35**
The Jolly Corp. 5
James Arthur Kincaid 1◆
Lamprecht Logging 36**
Juan Lopez 9**
Ken Marquardt Construction, Inc. 11
Richard J McCormick 17
McKenzie Excavating, Inc. 2
McGovern Metals Co., Inc. 9
McKinney & Son, Inc. 4**
Francisco Javier Medel 1◆
Medelez Inc. 1**
John Meier Trucking, Inc. 9**
R C Miller 4**
Molalla Discount Tire 3
Shawn F Montgomery 2**◆, including one violation for jumping out of service
MOO Lines, Inc. 10**
Mt. Hood Beverage Co. 5
Randy D Muller 10●
Robert S Murray 41
L G Myers Construction 2
National Freight Lines, Inc. 43
Pacific Sea Food Co., Inc. 37
Parker Northwest Paving Co. 6
Peters Fuel Co. 11
Pilot Rock Sanitation Service 12
Portable Rock Production 1
Powell Butte Disposal 9
Pratum Co-op Warehouse 13
Ric's Transfer Co., Inc. 1
Larry Root & Sons 17
S & M Rock & Loam, Inc. 8
Schulz Heavy Hauling Co. 14
Kevin J Shelton 9
Snobird Transport 3
Southwinds 23
Spring Valley Dairy 13
Streeter Dairy Farms 2
T & G Trucking LLC 13
Truckers Express, Inc. 5
Umpqua Building & Hardware, Inc. 5
Valley View Logging & Cutting, Inc. 8
Vanderbeck Logging Co. 6
Volbeda Dairy, Inc. 12
West Winds Trucking 30**
Willfong Farm's 5
Willamette Masonry, Inc. 8

Other Safety Violations

A total of 25 enforcement actions involved failure to return a Driver or Equipment Compliance Check Form after a safety inspection.

Bar 2S Cattle Co. 1
Booker Transportation Services 1
Bratch Trucking, Inc. 1
Mike Cloud Trucking 1
Devey Excavation 1
Economy Express, Inc. 1
Clemente Gonzalez Ezquivel 2
F & H Construction 1
Carl Helm III 1
ITS of ORE LLC 1
J & E Transport (CA) 1
Aaron Moises Jimenez 1
Kallaco Ranch 1
James R Lautanen 1
Lawrence Trucking (VA) 1
MCL Trucking, Inc. 1
Midwest Coast Transport LP 1
Dan Sallee Trucking 1
Ricky Lane Sandlin 1
Scharf Properties LTD 1
Lawrence Alan Schreindl 1
Transco Express 1
Two Brothers Enterprises, Inc. 1
U S Xpress, Inc. 1
Worldwide Target, Inc. 1

Other Violations

A total of 77 enforcement actions involved violations related to operating without valid registration, permit, plates and passes, or operating without a required size or weight variance permit.

2 B Truckin 2
Apollo, Inc. 3
Arnold Trucking (WA) 2**
B & B Asphalt Paving, Inc. 2
BDI Transfer 3
Bellet Construction, Inc. 1
Bishop Services, Inc. 7**
R B Browns Trucking, Inc. 2
Cadillac City 2
Concrete Barrier, Inc. 5**
C R S T 1
Dill's Star Route, Inc. 2
Jimmie R Dixon 2
Dog Mtn. Ranch, Inc. 2
Ronnie Dowdy, Inc. 1**
C R England & Sons 3
Evergreen Wholesale Florist, Inc. 2
F F E Transportation Services 1**
Ron Faulkner Trucking 7
Ron Gleason Trucking 2
Golden Eagle Express, Inc. 4

Gordon Trucking, Inc. (WA) 2
Hardin Transport, Inc. 2
Highland Transport, Inc. (WA) 2
Highteck Recovery & Transport 2
Home Depot USA, Inc. 3
J B Hunt Transport, Inc. 13**
Inline Steel Fabricators, Inc. 2
International Stage Lines, Inc. 15
J C Trucking (Pasco WA) 2
J L Leasing & Transportation 2
Kalina Hauling 10
Kris's Trucking 2**
Lamb Weston, Inc. 2
Ron E Lawson 9
Los Lios Trucking 2**
Jerry McFarland Trucking 27
James T McKenzie 2
North American Van Lines, Inc. 2
Northwest Carriers 3
Northwest Truss 2
NW Construction General Contr. 5
Dave Obrist Const. Materials, Inc. 5
Ochoa Trucks 4
Out Back Septic Service 2
Perkins Transport (WA) 2
Gary L Peterson Excavating Contr. 2
Philip Services Corp. 3
Prime, Inc. 2**
Puget Sound Wood Products, Inc. 4
Quality Transportation, Inc. 2
Quigg Bros., Inc. 2
Ragged Ridge Trucking 2
Redi Bag, Inc. 2
Rick's Tree 1
Rocha Trucking II 3
Roofline Supply & Delivery 2
Larry Root & Sons 7
Schneider National Carriers, Inc. 16**
Schneider National Carriers, Inc. 2**
Shippers Transport Express (WA) 2
Phillip Skundrick 8
Stafford Logging 2
Star Rentals (WA) 2
Super Movers (OR) 1***
Swift Transportation Co., Inc. 1**
Swift Transportation Co., Inc. 25**
Thrifty Movers 2
TNT Trucking (OR) 6
Trailer Service Co., Inc. 2**
Triple E's Trucking 2
Vio T Construction 13
Werner Enterprises, Inc. 2**
West Line Construction, Inc. 2**
Whittle Moving Systems 1
Wilhelm Trucking Co. 2
Wilson Construction Co. 2**

MOTOR CARRIER TRANSPORTATION DIVISION
550 CAPITOL ST NE
SALEM OR 97301-2530

PRSRT STD
US POSTAGE
PAID
SALEM, OR
PERMIT No. 81



MOTOR CARRIER NEWS

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

September 2001

In this issue:

Oregon tax plate elimination forces change in registration and plate renewal process 1-2

Change is good and the Motor Carrier Transportation Division is introducing plenty of it for the 2002 registration and plate renewal process. The tax plate that Oregon has been issuing to out-of-state trucks for the last 54 years is being eliminated. In its place are new tax credentials that all truckers will carry in their cabs plus a newly-designed Cab Card for Oregon carriers.

Federal funds drive Oregon's truck safety efforts 3

Oregon is getting its full share of federal grant funds for the Motor Carrier Safety Assistance Program (MCSAP).

Bridge restrictions increase throughout Oregon 4-5

Oregon's bridge system is showing its age. There are 6,494 bridges in Oregon, 2,651 of which are owned and maintained by the state. Almost one-fourth of these bridges were built more than 50 years ago. What's the life expectancy of a bridge? Depending on the location and materials used in construction, a bridge can last 50-80 years. That's why truckers are beginning to see more and more weight restriction signs popping up at bridges all across the state.

Rulemaking addresses IFTA annual fees 6

Oregon carriers participating in the International Fuel Tax Agreement (IFTA) program are affected by an upcoming rulemaking to set new annual fees.
