



# MOTOR CARRIER NEWS

Quarterly Newsletter and Official Publication of the Oregon Department of Transportation  
Motor Carrier Transportation Division, 550 Capitol Street NE, Salem, OR 97301-2530

Volume 19, Number 67

September 2004

## Registration office closes at K-Falls Port of Entry

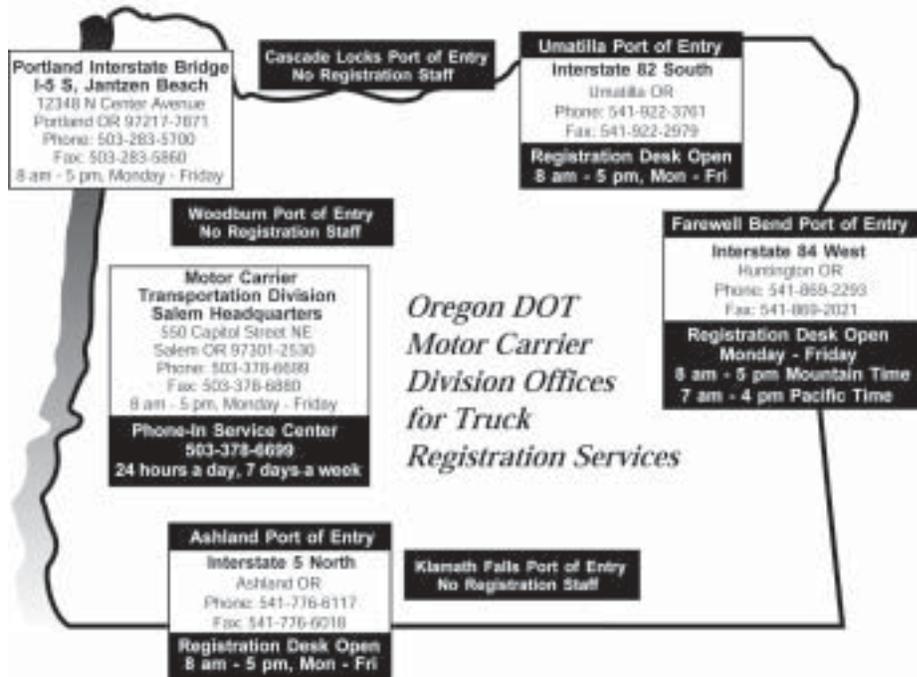
Effective September 1, 2004, the Motor Carrier Transportation Division is closing the Registration Office at the Klamath Falls Port of Entry and moving four staff positions to Salem where they're most needed. Size and weight enforcement, as well as safety activities, will continue as usual at this location on US97.

The K-Falls Registration Office had been open from 8-5 on weekdays. According to MCTD Field Services Manager Ed Scrivner, the office was serving only a minimal number of walk-in customers each day. "The need for over-the-counter service at this office has steadily declined since 2002 when Oregon eliminated the need for out-of-state trucks to display an Oregon tax plate and since it became possible for trucking companies to use a computer to go Trucking Online to get an Oregon Weight Receipt and Tax Identifier," Scrivner said. "The K-Falls office does get a lot of phone calls for service because the employees have always done a great job. But in the future that same good service can be provided by staff at the Salem Service Center."

The Oregon Salem Service Center is available every day, 24 hours a day, at 503-378-6699.

Truckers who regularly go to Oregon and need registration service should cut out the map on this page and carry it in their truck cab. Those who can't plan ahead and need over-the-counter help in Klamath Falls can stop at the local DMV at 1909 Austin Street.

Drivers entering Oregon without operating credentials are subject to citation and a \$421 fine. If it's a first-time offense, the citation can be voided if the driver gets credentials within 24 hours.



## K-Falls DMV offers basic motor carrier services

The Oregon DOT urges truck drivers to stop at one of five offices (see map above) or call a 24-hour Service Center at 503-378-6699 if they need registration or permit service. Companies can also sign up for Trucking Online and conduct business from a home or office computer via the Internet. But truck drivers who arrive in Klamath Falls and need over-the-counter service will still be able to complete the most basic motor carrier transactions at the local Driver and Motor Vehicle Services office. The K-Falls DMV located at 1909 Austin Street is open weekdays from 8 a.m. to 5 p.m., except Wednesdays when it opens at 8:30 a.m.



### Directions to Klamath Falls DMV

From California, take US97 north and turn RIGHT on OR140. Turn LEFT on Washburn Way, RIGHT on 6th Street (OR39), and then LEFT on Austin Street. From Medford, take OR66 east, which becomes OR140. Turn LEFT on Washburn Way, RIGHT on 6th Street (OR39), and then LEFT on Austin Street. From Bend, take US97 south to Business 97, turn RIGHT on 6th Street (OR39) and then RIGHT on Austin Street. DMV is on the right next to Abby's.

# Registration & tax credentials renewal process underway

The Motor Carrier Transportation Division will soon contact all trucking companies operating in Oregon to start the annual process of renewing truck registration or tax credentials. That normally means sending renewal packets to each of the 9,053 Oregon companies that have registered 47,382 trucks, and each of the 15,507 companies based in other states and Canada that have permanent tax credentials for 259,351 trucks. But this time companies are getting a chance to trade the renewal paperwork for the convenience of doing it online. All companies signed up for Trucking Online can "Opt In" for renewal of either their Oregon-based trucks with Commercial plates or their out-of-state-based trucks with tax-credentials. Whether the entire process is done online or the slow paper way, over the next few months companies will decide if they're going to renew existing trucks, add trucks, or cancel trucks that will not operate in Oregon in 2005. Here are five ways to ensure a trouble-free renewal process:

**1 Do it online.** Trade the annual renewal paperwork for online convenience. Companies signed up for Trucking Online will be invited to "Opt In" to quick, easy online renewal. This applies to renewing Oregon-based Commercial-plated trucks and out-of-state trucks with a Weight Receipt and Tax Identifier. Visit the Web site for more about how to get started — [www.oregon.gov/ODOT/MCT/TOL.shtml](http://www.oregon.gov/ODOT/MCT/TOL.shtml)

**2 Oregon-based carriers must submit HVUT forms.** To renew registration for an Oregon-based truck with a taxable gross weight of 55,000 pounds or more, carriers must attach a copy of their HVUT form — Heavy Vehicle Use Tax Schedule 1

IRS Form 2290. Out-of-state carriers renewing tax credentials don't submit a HVUT form.

**3 Don't neglect two key details.** Companies that have experienced a change in ownership structure (i.e., change from or to sole proprietor, LLC, corporation, partnership, etc.) must provide information about that. Also, Oregon carriers must show the name of their drug and alcohol testing consortium, if applicable. A testing program is not optional. Carriers who don't have their own program must use a private company that is approved to provide or coordinate testing services — a consortium. Fill in this portion of the Drug and Alcohol Testing Program certification form or the renewal paperwork will be returned as incomplete.

**4 Meet the deadline.** Complete the renewal paperwork and return it by October 31 so MCTD has time to process the 2005 credentials. This is especially important for Oregon-based carriers. If they respond by October 31 and indicate which trucks will be registered next year, MCTD has enough time to process payments and return new stickers and credentials for each Commercial- or Apportioned-plated truck by January 1, 2005.

**5 There's no grace period for renewing Commercial or Apportioned plates.** Miss the October 31 deadline for returning paperwork and carriers run the risk of not getting new credentials in time. There is

an enforcement grace period for those who complete the process by December 31, but there is NO GRACE PERIOD for renewals NOT PAID by December 31. Beginning January 1, 2005, anyone who has not submitted renewal forms with payment is subject to citation or penalties in a civil complaint action if they continue to operate in Oregon.

## Oregon-based carriers renew two kinds of truck plates

### Commercial

A total of 5,643 Oregon companies have 18,231 trucks displaying a Commercial plate.

The plate is issued to trucks that generally don't operate in another state. **These plates can be renewed online for 2005.** Companies who are signed up for Trucking Online will get the chance to "Opt In" to online renewal and skip the paperwork. If they "Opt Out", the registration renewal process will start when each company gets a list of their Commercial-plated trucks and edits it to add or delete trucks for 2005.

Companies then calculate what's owed and send a check to MCTD, which issues new 2005 stickers for each plate and a new Cab Card and Weight Receipt for each truck.



### Apportioned

A total of 4,204 Oregon companies have 29,151 trucks displaying Apportioned

plates so they can operate in other states and Canadian provinces under the International Registration Plan. **These plates cannot be renewed through Trucking Online.** As usual, the renewal process starts when the companies get a list of truck fleets with Apportioned plates and edit it to add or delete trucks for 2005. They report the miles their fleet(s) operated in Oregon and other states and provinces from July 1, 2003 thru June 30, 2004. MCTD then calculates the registration fees owed to each jurisdiction and sends a billing to the company. Upon payment, MCTD issues new 2005 stickers for each plate, and a new Cab Card and Weight Receipt for each truck. MCTD then distributes registration fees to each jurisdiction on the company's behalf.



Get truck registration-related forms at the new MCTD Web site —

[www.oregon.gov/ODOT/MCT](http://www.oregon.gov/ODOT/MCT)  
[www.oregon.gov/ODOT/MCT/FORMS.shtml](http://www.oregon.gov/ODOT/MCT/FORMS.shtml)

***New site now at: [www.oregon.gov/ODOT/MCT](http://www.oregon.gov/ODOT/MCT)***

## **MCTD changes to new Oregon.gov Web site design**

The Motor Carrier Transportation Division is the first ODOT Division to move all of its Web site content to new standard Oregon.gov template designs that will eventually be adopted by every state agency.

The new home page organizes content in the same manner as the old home, with main subject links on the left navigation bar pointing to Web pages with information about Registration, Trucking Online, Safety, Over-Dimension Operations, Field Services, Green Light, and so on.

Visitors may be uncomfortable at first as they relearn how to locate things. They may also be frustrated by one oddity — Web addresses are now case sensitive. When going to the Motor Carrier site, for example, users must type the new address with all caps at the end, like this:

[www.oregon.gov/ODOT/MCT](http://www.oregon.gov/ODOT/MCT)

Those who bookmarked their favorite Web pages may find they are redirected to the new home page whenever they click on the old link. Users who regularly went to the page with downloadable forms and tables, for example, will have to learn that it's moved to: [www.oregon.gov/ODOT/MCT/FORMS.shtml](http://www.oregon.gov/ODOT/MCT/FORMS.shtml)

This and other popular Web pages now appear as links in a "Current Topics" section on the top right of the home page, including links to Highway and Bridge Restrictions, Truck Safety Hotline, and motor carrier Laws and Rules. Visitors should try the "Search" box at the top right corner of every Web page when they have trouble finding something.

The change is part of an effort by Governor Ted Kulongoski's administration to consolidate into one place the hundreds of thousands of Web pages maintained by Oregon state agencies and give all agencies a consistent face and similar navigation structure. Visitors to ODOT's home page —



[www.oregon.gov/ODOT](http://www.oregon.gov/ODOT) — saw that it changed earlier this year.

The Oregon Department of Administrative Services (DAS) has posted a Web page with answers to frequently asked questions about why Web sites are changing — [http://www.oregon.gov/DAS/web\\_explanation.shtml](http://www.oregon.gov/DAS/web_explanation.shtml)

Users with constructive suggestions on how to make Oregon Web sites more useful are invited to send an e-mail to DAS staff: [egovsupport@das.state.or.us](mailto:egovsupport@das.state.or.us)

Users with other comments about the Motor Carrier Division Web site can e-mail the Web Editor, [James.H.Brock@odot.state.or.us](mailto:James.H.Brock@odot.state.or.us)

### ***Popular Links — New Internet addresses***

**Motor Carrier Transportation Division Home Page** — [www.oregon.gov/ODOT/MCT](http://www.oregon.gov/ODOT/MCT)

**Registration information** — [www.oregon.gov/ODOT/MCT/REG.shtml](http://www.oregon.gov/ODOT/MCT/REG.shtml)

**Downloadable Forms and Tables** — [www.oregon.gov/ODOT/MCT/FORMS.shtml](http://www.oregon.gov/ODOT/MCT/FORMS.shtml)

**Trucking Online** — [www.oregon.gov/ODOT/MCT/TOL.shtml](http://www.oregon.gov/ODOT/MCT/TOL.shtml)

**Trucking Online PIN Request Form** — [www.oregon.gov/ODOT/MCT/docs/PINrequest.pdf](http://www.oregon.gov/ODOT/MCT/docs/PINrequest.pdf)

**Green Light** — [www.oregon.gov/ODOT/MCT/GREEN.shtml](http://www.oregon.gov/ODOT/MCT/GREEN.shtml)

**Highway and Bridge Restrictions** — [www.oregon.gov/ODOT/MCT/RESTRICT.shtml](http://www.oregon.gov/ODOT/MCT/RESTRICT.shtml)

**Over-Dimension Operations** — [www.oregon.gov/ODOT/MCT/OD.shtml](http://www.oregon.gov/ODOT/MCT/OD.shtml)

**Field Services** — [www.oregon.gov/ODOT/MCT/FIELD.shtml](http://www.oregon.gov/ODOT/MCT/FIELD.shtml)

**Safety** — [www.oregon.gov/ODOT/MCT/SAFETY.shtml](http://www.oregon.gov/ODOT/MCT/SAFETY.shtml)

**Motor Carrier Laws and Rules** — [www.oregon.gov/ODOT/MCT/LAWS.shtml](http://www.oregon.gov/ODOT/MCT/LAWS.shtml)

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# Projects get bundled into design and/or construction packages

## ODOT and contractor determine how to group bridge projects

*The Oregon Department of Transportation has hired HDR Engineering and Fluor Enterprises, a joint venture called Oregon Bridge Delivery Partners, to manage bridge repair and replacement projects worth \$1.3 billion, along with 19 other projects from Oregon's Statewide Transportation Improvement Program. As the bridge and highway improvement work gets underway, motorists traveling the state will often see that one contractor is in charge of several projects in an area. Because of the number of projects involved, managers have had to package or "bundle" them based on certain criteria. In this article, Lissa Willis-Stokes, Public Information Representative for the OTIA III Bridge Delivery Unit, explains what's taken into consideration in the bundling process. For more information, e-mail Lissa.Willis-Stokes@odot.state.or.us*

### **Bundling Strategy for the OTIA III Bridge Delivery Program**

As ODOT's Bridge Delivery Unit and its private-sector extension, Oregon Bridge Delivery Partners, undertake the work of OTIA III — the repair and replacement of Oregon's ailing and failing state bridges — they have identified five key criteria with which to group, or "bundle," the bridges into design and/or construction packages.

### **Bridge Location**

With a focus on Context-Sensitive and Sustainable Solutions (CS<sup>3</sup>), the bundling-strategy team first looks at the bridge location. The character of the area — urban, rural, corridor, scenic — must be assessed. Also, geographic proximity of bridge projects to one another and to other bridge, STIP and local projects enhances the potential for CS<sup>3</sup> outcomes and minimizes the mobilization costs in getting the work done.

### **Type of Work**

Second, the team considers the type of work to be done. To assemble cost-effective project bundles, characteristics such as the condition of the bridge, a land versus water crossing, and repair versus replacement need to be considered and the bridges ranked accordingly. Construction work windows are critical. For example, combining land and water crossings in a construction package allows the contractor to work all year. The condition of the structures is considered in the sequencing of construction contracts. For example, Region 5 had concerns over the condition of an I-84 bridge near North Powder (just east of OR237), so its replacement was prioritized within its stage in the program.

### **Minimize Traffic Impacts**

Third, in keeping with the Legislature's mandate to ODOT, it's critical that the agency maintain mobility and minimize traffic impacts. Traffic volumes and speeds are different on interstates and major routes than they are on feeder or local roads. Thus, bridges on the different types of roads need to be categorized by traffic impacts that construction is likely to cause. Potential winter shut-downs, freight movement and the location of nearby businesses also are factored in.

Lane closures are always a hot item for ODOT projects. The bundling strategy team assesses each location to determine if lanes can be restricted during construction, or if phased construction or detour structures can handle the mobility needs. And just to make it a bit more complex, for efficiency's sake they try to fold into the bundle any local and STIP projects adjacent to the state bridges.

### **Contract Size**

A fourth criterion is how to package the bundles into contract sizes that enable Oregon design and construction firms to compete for the jobs. The team is working to create a mixture of projects for small, medium and large firms. With the goal of maximizing the participation of Oregon firms in the State Bridge Delivery Program, they have to know the number and capacity of potential contractors in the marketplace. They also have to gauge the



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**Oregon Department of Transportation**

ability of potential contractors to develop packages that promote diversity. This includes opportunities for disadvantaged and minority business enterprises, women and emerging small businesses. The team also considers the best delivery method for design and construction, such as Design/Bid/Build, Construction Manager/General Contractor and Design/Build.

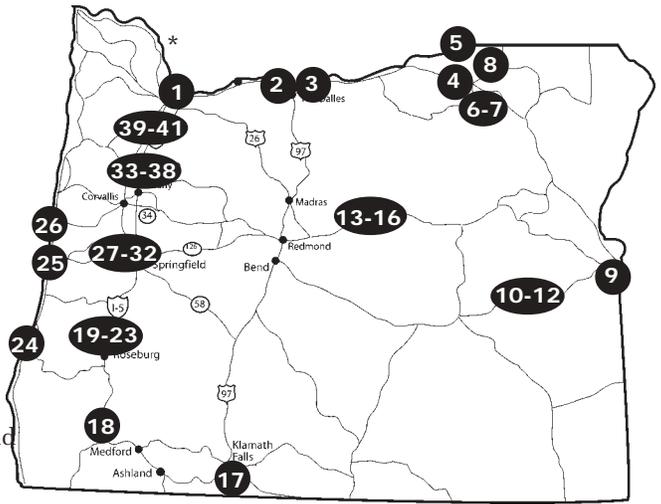
### **Other Issues**

Finally, the team must consider critical issues that can impact scope, schedule or budget. There are environmental issues associated with individual locations. Utility relocation may need to be coordinated, as well as arranging work windows within irrigation districts. Archeological sites may be adjacent to the bridge sites. And there may be tribal rights to consider, right-of-way acquisitions or coordination with railroads, not to mention local community events and activities to work around.

And you thought your job was complicated.

# Weight-Restricted Bridges on Major Routes in Oregon

As of August 1, 2004, bridge inspectors had set weight restrictions on 41 bridges on major Oregon routes. There are also many restricted bridges on lesser routes throughout the state. Questions? Contact the Motor Carrier Transportation Division at 503-373-0000.



Highway	Restriction	Bridge & Location
1. OR99E SB	<b>SR2</b>	Martin Luther King Jr. Viaduct, Portland
2. OR206	<b>D</b>	Deschutes River Bridge, MP 2.92
3. US97	<b>D</b>	Sam Hill Bridge, Biggs Junction over the Columbia River
4. I-84 EB	<b>D/N</b>	Umatilla River, MP188.43, near Umatilla
5. US730	<b>D/N</b>	USRS Irrigation Canal Bridge, MP168.86, between Boardman and Irrigon
6-7. I-84 EB / WB	<b>D/N</b>	Grande Ronde River, MP258.89, west of La Grande
8. OR11	<b>D/N</b>	Weston Interchange, MP20.31, over OR204 and Blue Mountain RR
9. US20 / US26	<b>D/N</b>	Snake River, MP266.82, Nyssa
10. US20	<b>D</b>	N. Fork Malheur River, MP190.84
11. US20	<b>D</b>	Gwynn Crossing Bridge, MP195.13
12. US20	<b>D</b>	Sperry Bridge, MP205.58
13. US26	<b>D/N</b>	Bridge Creek, MP62.54
14-15. US26	<b>D/N</b>	Two Bridge Creek Bridges, MP65.63 and MP65.85
16. Off US26	<b>D/N</b>	Bridge Creek, R/W Route, Mitchell Access
17. US97	<b>D/N</b>	Klamath Falls bridge over Green Springs Drive, MP275.74
18. US199	<b>D/N</b>	Applegate River, MP7, southwest of Grants Pass
19-20. I-5 Overpasses	<b>SR1</b>	Riddle Road, MP103.95, Chadwick Lane, MP104.85
21. OR42	<b>D/N</b>	I-5 Overpass, MP119.51, four miles south of Roseburg
22. I-5 NB	<b>D/N</b>	Shady Bridge, MP120.57, between Myrtle Creek and Roseburg
23. I-5 NB	<b>D/N</b>	Umpqua River, MP128.92, Roseburg
24. Coos River Hwy.	<b>SR1</b>	Isthmus Slough Bridge, Coos Bay, MP0.51, 1/2 mile off US101
25. US 101	<b>D/N</b>	Siuslaw River, MP190.98, Florence
26. US 101	<b>D/N</b>	Spencer Creek, MP133.86, ten miles south of Depoe Bay
27. I-5 SB	<b>D/N</b>	Gettings Creek Bridge, MP178.40, north of Cottage Grove
28. I-5 SB	<b>D/N</b>	Row River, MP175.40, north of Cottage Grove
29. OR126 Business WB	<b>D/N</b>	Willamette River, MP1.34, one mile east of I-5 in Springfield
30. I-5	<b>D</b>	Willamette River, MP192.75, at Eugene-Springfield Exits
31-32. I-5 NB and SB	<b>D</b>	McKenzie River, MP197.38, two bridges north of Eugene
33. Off OR22	<b>D</b>	First Avenue Bridge in Mill City, over Santiam River
34. OR22	<b>D/N</b>	Deer Park Rd. Crossing, MP4.03, east of Salem
35. OR22	<b>D/N</b>	Whitewater Creek, MP60.80, east of Salem
36. OR22	<b>D/N</b>	Pamelia Creek, MP62.78, east of Salem
37. OR22	<b>D/N</b>	Marion Creek, MP66.42, east of Salem
38. OR22	<b>D/N</b>	North Santiam River, MP75.65, east of Salem
39. OR18	<b>D/N</b>	Yamhill River, MP51.57, near Dayton
40. OR219	<b>D/N</b>	Willamette River, MP23.46, south of Newberg
41. OR99W S	<b>D</b>	Tualatin River Bridge, MP12.18, Tualatin

**\* SPECIAL NOTE:** The Lewis & Clark Bridge in Washington, off US30, is restricted to 19,500 pounds per axle, with no limit on gross vehicle weight.

Restriction Legend	
<b>D/N = Restricted to Divisible and Non-Divisible Load Limits</b>	
	Divisible Loads
Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wt.	105,500 lbs.
	Non-Divisible (Heavy Haul) Loads
Single Axle	21,500 lbs.
Tandem Axle	43,000 lbs.
Maximum Wt.	98,000 lbs.
<b>D = Restricted to Divisible Load Limits (no heavy haul loads)</b>	
	Divisible Loads
Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wt.	105,500 lbs.
<b>SR1 = Special Restriction - Single Axle - 20,000 lbs. Tandem Axle - 34,000 lbs. Max. Wgt. - 80,000 lbs.</b>	
<b>SR2 = Special Restriction - No truck combinations, Max. Wgt. - 50,000 lbs.</b>	
Weight restrictions shown here do not supersede restrictions posted on signs at each bridge location. All bridges listed here are being closely watched by bridge inspectors. Restrictions may change on a daily basis, and other bridges may become similarly restricted, as conditions warrant.	

# DMV set to implement CDL Hazmat endorsement rules

DMVs around the country are working to implement federal rules, effective January 31, 2005, that require truck drivers to be fingerprinted and obtain a security clearance from the U.S. Transportation Security Administration before a Commercial Driver License (CDL) that includes a hazardous materials endorsement is issued, renewed, upgraded or transferred. The rules arise from the USA PATRIOT Act (Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism Act) enacted by Congress in October 2001.

By January 31, 2005, Oregon's Driver and Motor Vehicle Services Division (DMV) plans to have staff at certain field offices trained to collect fingerprints and take security clearance background check applications. It expects the fee for fingerprinting and background checks will total \$50. The fee is in addition to renewal or issuance fees.

In order to give CDL holders ample notice, the agency is notifying these customers six months prior to their license expiration date. Licenses may be renewed up to 13 months before expiration. Collecting fingerprints and processing security clearance applications may take a minimum of 90 days.

A CDL holder with a Hazmat endorsement who renews on or after January 31, 2005, will be required to submit fingerprints and undergo a security clearance background check before DMV renews the license. If the background check is not completed before the CDL expires, the driver still has the option of renewing the license without the Hazmat endorsement so he/she can continue to transport non-hazardous cargo. After receipt of the clearance from the Transportation Security Administration (TSA), the driver could then reapply for the endorsement. The driver may have to take the appropriate tests and pay fees.

The background check seeks to confirm that a driver has not been convicted or found not guilty by reason of insanity of certain felonies, such as murder, arson, and robbery, in the past seven years, was not incarcerated for such crimes in the past five years, is not wanted or under indictment for such crimes, or has not been found to be mentally defective (as defined by the TSA). Also, although a Hazmat endorsement can only be issued to a U.S. citizen or lawful permanent resident, and federal rules require drivers to submit proof of citizenship when applying for the endorsement, the background check will verify driver citizenship status.

Drivers failing a background check will not be able to obtain, retain, transfer, or renew a CDL with a Hazmat endorsement. However, the TSA may grant a waiver, when requested and circumstances associated with the crime lead it to believe the driver does not pose a security threat that warrants denial of the Hazmat endorsement.

CDL holders with Hazmat endorsements who could not pass the background check are being asked to voluntarily surrender their Hazmat endorsement. In Oregon, drivers can surrender the Hazmat endorsement at any DMV field office.

Although an Oregon CDL may be valid for up to eight years, drivers with Hazmat endorsements will be required to submit fingerprints and undergo a background check every four years. Oregon's DMV will notify drivers halfway through their CDL renewal cycle, and again prior to renewal, that a background check must be completed. If the driver fails to comply, as required, all CDL driving privileges will be canceled. The driver can avoid cancellation of all CDL privileges if he/she appears at a DMV Field Office and voluntarily surrenders the Hazmat endorsement before the cancellation date.

Questions? Contact the Transportation Security Administration Contact Center at 866-289-9673 or Oregon DMV Customer Service at 503-945-5400.

## New special safety permit to be required to haul highly hazardous materials

Beginning January 1, 2005, the U.S. DOT will issue a special safety permit authorizing trucking companies to haul certain types and amounts of radioactive materials, explosives, toxic inhalant materials, and compressed or refrigerated liquid methane or natural gas. The special safety permit requirement affects about 3,100 trucking companies nationwide.

Under the guidelines of a new rule announced June 30, 2004, the Federal Motor Carrier Safety Administration (FMCSA) will issue permits to companies that meet all federal operational, safety and security standards and communicate regularly with drivers by phone or other electronic device. Companies with less-than-satisfactory safety ratings will be prohibited from transporting certain hazardous materials, although temporary safety permits may be issued to companies without safety ratings for a period of 180 days pending the outcome of a compliance review.

The FMCSA is establishing a process to deny, suspend, and revoke safety permits. The final rule is available on the Internet at <http://fmcsa.dot.gov>. It also can be viewed in the DOT Docket Management System — <http://dms.dot.gov> — by searching for docket number FMCSA-97-2180.

## Enforcement 2nd Quarter 2004

From April through June 2004, the Motor Carrier Division finalized 124 civil enforcement actions. This is in addition to 54 actions related to safety inspection follow-up violations (see sidebar on this page). On the following list, the number next to each name indicates violations confirmed in the process.

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

### Safety Violations

A total of 106 enforcement actions established violations related to failure to produce safety records or violations discovered during safety compliance reviews.

666 Trucking Co. 15  
 A Haul of Fame 4  
 Ace Septic Tank Service 9  
 Lauren D Adams 2  
 Albina Fuel Co. 19  
 All in Hall Corp. 14  
 Dustin L Anderson 2  
 Applegate Excavating 5  
 Mike Arney 3  
 B & J Garbage Co. 4  
 B Line Trucking LLC 18  
 B&S Logging, Inc. 36\*\*\*  
 Baker Transportation Services LLC 17  
 Jack R Becker Trucking 23\*\*  
 Blue Flame Oil Co. 27  
 Blue Rose Trucking, Inc. 9  
 Brown Contracting, Inc. 12  
 H & R Brown LLC 16  
 Cantwell Trucking, Inc. 30\*\*\*\*

Cascade Transfer LLC 2\*\*  
 Central Oregon Truck Repair & Heavy Towing, Inc. 8  
 Roosevelt J Chambers 39  
 Wenona L Chambers 16  
 Coast Tour & Charter 5  
 James Cordie Trucking 23  
 Cruz Correa 45  
 Paul D Crouch 1  
 Cutter Construction Co., Inc. 5  
 Troy S David 3  
 Douglas Davidson Trucking 7  
 Decal Custom Homes & Construction 14  
 Doug's Septic Service 28  
 E&S Enterprises 9  
 Elegant Transport 24  
 Fernandez Trucking 12  
 Four M Fiber, Inc. 5  
 Free Way Logistics 28  
 Frontier Excavating 7  
 Robert Harold Fulwider, Jr. 1  
 G T Excavation, Inc. 19\*\*  
 Mike George Paving 5  
 Gribble Well Drilling, Inc. 5  
 Ron Hailicka Equipment, Inc. 8  
 Ron Hailicka Equipment, Inc. 8  
 Hammell Trucking 43\*\*  
 Lyman L Hart 8  
 Jeffrey A Heckman 5  
 Bradley C Helsel 1  
 Mark Hess Farms 28  
 High Desert Aggregate & Paving LLC 25  
 D Ide Trucking 15\*\*  
 J T Rocks LLC 6  
 Donald Jorgensen Trucking 18  
 King Salvage Co. 11  
 Kinnan Engineering, Inc. 6  
 Kirkpatrick Trucking, Inc. 9\*\*  
 L S Henriksen Construction, Inc. 4\*\*  
 Lammers Farms 7\*\*  
 Lincoln Luxury Limo's, Inc. 10  
*(fail to produce safety records)*  
 Juan Lopez 7\*\*\*\*  
 Wayne C Mabry 1  
 Massey Auto Transport 1\*\*\*  
 Master Mechanical Works 4\*\*  
 Matton Utility, Inc. 5  
 McClavey Excavation, Inc. 6  
 McCloskey Excavation 4  
 Mealue Excavating, Inc. 18  
 Melcher Logging Co., Inc. 9  
 Metro Rooter Pumping Service 26  
 John Michel 20  
 P Miller & Sons Contractors, Inc. 11\*\*  
 Northridge Transportation, Inc. 3  
 Northwest Total Transport 5\*\*  
 Jack Nutting 47\*\*  
 O R Y X 7  
 Pacific Pipeline, Inc. 8  
 Pacific Supplies 22  
 Toby W Parker 1  
 Russell L Peckham 1  
 Performance Northwest, Inc. 32  
 Matt Pihl Logging & Excavation, Inc. 8  
 Pok Wan Contracting, Inc. 8

## Other Safety Violations — 2nd Quarter 2004

A total of 50 cease and desist orders and 4 penalty orders established a company's failure to return a Driver or Equipment Compliance Check Form after an inspection. Following every inspection performed by state transportation officials or law enforcement officers, the driver receives a copy of the inspection form. If violations were found, the motor carrier must sign and return the form to the state where the inspection occurred and confirm that the violations were addressed (Federal Regs, Part 396.9). When the inspection occurs in Oregon, the inspection form must be signed by a company official and returned to ODOT within 15 days. The company certifies that any vehicle-related problems were repaired and/or driver-related problems addressed.

Pro Gro Mixes, Inc. 11  
 Gerardo Ramirez Trucking 12  
 Reed Construction 17  
 Clint Reed Construction 26\*\*  
 Ricky M Reynolds 23  
 Road Runner Trucking (Medford OR) 6  
 Fabio A Robleto 1  
 Rose City Rebar & Post Tensioning Co. 11  
 Rycu Packaging Corp. 9\*\*  
 Saling Enterprises 21  
 Shalom Lines 35  
 Thomas N Snair 11\*\*\*  
 South Santiam Management LLC 9  
 Square One Lumber Sales 6  
 Donald N Starr 1  
 Stevens Trucking Co. LLC 20  
 Paul L Sturgis 1  
 Sweeney Excavating, Inc. 14  
 Tidewater Contractors, Inc. 57\*\*  
 Wadsworth Enterprises Corp. 40  
 Dennis Wilks Contract Logging 7  
 Woodburn Auction Yard, Inc. 6  
 Woodpecker Truck & Equipment, Inc. 30

Swartz Moving & Storage Co. 1  
 Michael & Bonni Sweitzer 1•  
 Tri County Moving LTD 1  
 Williams Dairy & Heifer Raising 1•  
 Yamato Transport USA, Inc. 2

### Other Enforcement

Following is a summary of enforcement by Motor Carrier Enforcement Officers in the 2nd Quarter 2004:

**Trucks Weighed on Static Scales**  
597,800

**Trucks Precleared to Pass Green Light Weigh Stations**  
288,357

**Warnings Issued**  
6,055

**Weight-Related Citations**  
3,449

**Size-Related Citations**  
378

**Trucks Required to "Legalize" (Correct Size and/or Weight)**  
1,130

**Other Citations Issued**  
1,073

**Citations for Operating Without Oregon Weight Receipt & Tax Identifier**  
1,943

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

### Other Violations

A total of 18 enforcement actions established violations related to operating without valid registration credentials, operating in excess of size and/or weight limits, or operating in violation of farm registration laws and rules.

- Denotes cancellation of farm registration

Gary Bean's Nursery 1•  
 Mike Campbell & Associates Inc. 3  
 Expert Moving Co., Inc. 1  
 Hanson Piano Sales & Service 1  
 Jordan River Moving & Storage, Inc. 1  
 Don Jorgensen 2  
 L-5 Ranch 1•  
 Magnatran Corporation 2  
 Gary Peterson Moving 1  
 Larry Lee Picker 1•  
 RS Resources LLC 1•  
 Smooth Move People 1  
 Super Movers 1

The Motor Carrier News is a quarterly publication of the Oregon Department of Transportation  
 Motor Carrier Transportation Division  
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PRSR STD  
US POSTAGE  
**PAID**  
SALEM, OR  
PERMIT No. 81

Volume 19, Number 67



# **MOTOR CARRIER NEWS**

Quarterly Newsletter and  
Official Publication of the  
Oregon Department of Transportation  
Motor Carrier Transportation Division  
550 Capitol Street NE  
Salem, OR 97301-2530

Periodicals postage paid in Salem, OR

POSTMASTER: Send address changes to  
Motor Carrier News, 550 Capitol Street NE,  
Salem, OR 97301-2530

## ***In this September 2004 issue:***

- Registration office closes at K-Falls Port of Entry ..... 1**  
Effective September 1, 2004, the Klamath Falls POE will not offer truck registration services. The local DMV is available for basic service, however.
- Registration/tax credential renewal gets underway .... 2**  
Trucking companies operating in Oregon will soon be contacted to renew their registration or tax credentials. Some will be invited to do it online.
- MCTD changes to new Web site design ..... 3**  
The Motor Carrier Division is the first ODOT Division to move all Web site content to new standard Oregon.gov template designs.
- ODOT and contractor work to bundle projects ..... 4**  
In the future, travelers in Oregon will often see that one contractor is in charge of several area projects that were “bundled” based on specific criteria.
- Oregon weight-restricted bridges ..... 5**  
Inspectors have currently set weight restrictions on 41 bridges on major routes in Oregon. There are 51 other restricted bridges on lesser routes.
- DMV set to implement CDL Hazmat rules ..... 6**  
New rules effective in January call for fingerprints and background checks.
- Special permit to be required for hauling hazmats .... 6**