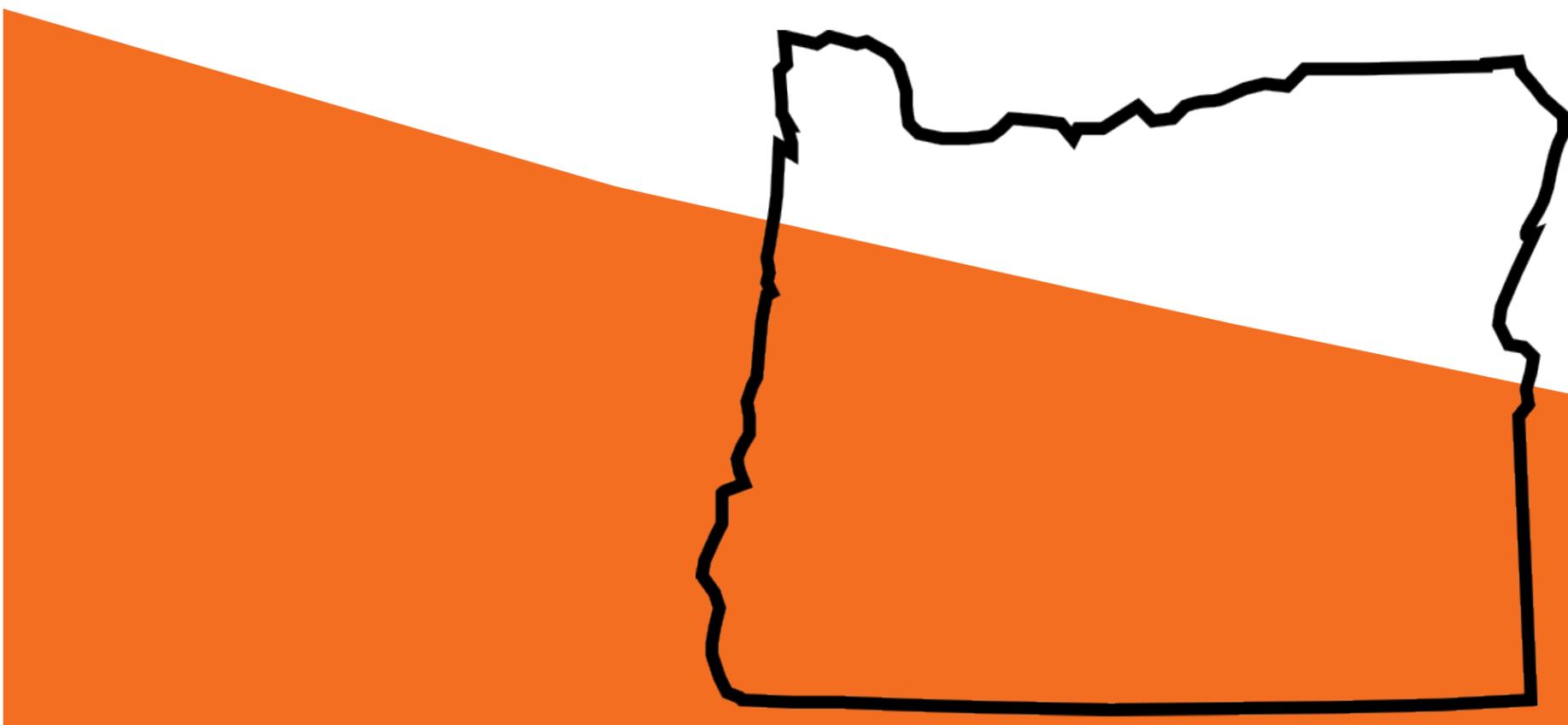


MOTOR CARRIER NEWS

Motor Carrier Transportation Division

Oregon Department of Transportation

Quarterly Issue I, Volume 1, April 2019



MOTOR CARRIER NEWS

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THANK YOU

Hello!

Motor Carrier Transportation Division (MCTD) supports ODOT's mission by promoting a safe, efficient, and responsible commercial transportation industry. We are continually developing innovative strategies to simplify regulatory processes and improve the way we do business in this state.

In this issue, you will see how our enforcement officers are making Oregon's roads and highways some of the safest in the nation, and how our mobility team works to ensure traffic delays and freight restrictions are minimized while work zone safety is emphasized for highway construction and maintenance work.

We pride ourselves on customer service and are continually looking for ways to improve our services. Thus, we

highlight the ways in which our Oregon Trucking Online service brings permit processing, tax reporting and payment, and other transactions as close as the nearest computer, making it easier for companies to keep on trucking in Oregon.

And finally, we highlight ways in which over-dimension permitting can be made easier, and much more!

We hope you find our newsletter helpful and informative. If you have suggestions, please take a moment to email comments regarding how to make it even better.

Welcome, and thank you for reading!

Amy Ramsdell
Administrator

At Motor Carrier, we want to better communicate with our customers by finding the best ways to share important information and by making all information more readily available and easy for you to access.

Part of this commitment involves us shifting our newsletter publication to a quarterly schedule. We believe a quarterly newsletter will help our readers better plan ahead for important industry and agency deadlines, events, and happenings.

We will also increase our use of other platforms such as social media, email alerts, Trucking Online, and our [new MCTD News](#) page to communicate any breaking news or alerts.

It is our goal to ensure that you know what you need to know, when you need to know it.

Whether you are a longtime reader or new to **Motor Carrier News**, we would love to hear any feedback or suggestions you might have regarding what you would like to see in our newsletter. We publish this newsletter in service to you, the reader, so we want to make sure we are providing the information, news, and stories you want to see.

If you have any feedback for the newsletter or any other MCTD communications, please feel free to email Jason, our new Communications Specialist, at jason.lawrence@odot.state.or.us.

LOOKING BACK: 2018 IN REVIEW

2018 Customer Satisfaction Survey



The staff in our Salem Motor Carrier Services Section are responsible for registering motor carriers for movement within Oregon. There are over 450,000 commercial vehicles registered to operate in Oregon. Over 45,000 of those vehicles are Oregon-based vehicles.

We seek to provide all carriers with superior customer service. Our goal is to make sure that we are a full contact center and that motor carriers can conduct transactions through their preferred method: through expanded online services, or by phone, mail, fax, or in person. We currently offer more than 110 different transactions or data searches. More than 27,000 trucking companies are registered to use our online services. Carriers can even acquire all necessary credentials to operate internationally thanks to our participation in the International Registration Plan and the International Fuel Tax Agreement.

With growth in transactions, we have utilized technology to improve our customer service levels. We have implemented the new Oregon state government phone system, utilizing available features to enhance customer service. We have added a call back feature, account status features, and enhanced routing. This is designed to reduce the time customers spend on the phone. We also intend to further enhance our online offerings,

to allow agents of the motor carriers to do business on their behalf more efficiently, which should assist in keeping up with a growing number and complexity of phone calls. By enhancing our online offerings, we are able to offer carriers a full array of services.

The Motor Carrier Transportation Division sends out a customer satisfaction survey every two years asking customers about our service and seeking to identify areas for improvement.

As a Key Performance Measure, ODOT asks all survey respondents to rate MCTD on six aspects of service: timeliness, accuracy, helpfulness, expertise, availability of information, and overall service.

MCTD's customer service survey responses continue to hold steady with **between 81-90 percent** of surveyed customers **rating their overall MCTD experience as Excellent or Good.**

We thank everyone who responded and look forward to continuing to improve our service!

The full survey results can be found online [here](#).

Here we present some of the notable results from our 2018 customer satisfaction survey.



Over 80% of respondents rated the timeliness, accuracy, helpfulness, and expertise of MCTD staff as Excellent or Good.



77% of respondents rate our availability of information as Excellent or Good.

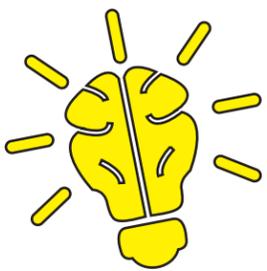
Eighty-three (83) percent of respondents rated the overall service of our registration permit analysts as Excellent or Good, with 92 percent saying **registration staff were flexible** in accommodating their needs. Further, 98 percent said they were **professional and courteous**.

Of drivers inspected by Motor Carrier Enforcement Officers (MCEOs), 74 percent rated the overall service as Excellent or Good, and 87 percent said that inspectors gave clear instructions about making repairs and handling inspection forms. Of drivers cited or warned by MCEOs:

- 92% said MCEOs are professional and courteous
- 84% said **MCEOs demonstrate good judgment and common sense**
- 84% said MCEOs enforce size and weight regulations fairly

Respondents subject to an audit gave high marks to our audit staff:

- 95% said that MCTD audit staff were professional and courteous
- 79% rated their overall service as Excellent or Good
- Nearly 90% believed their audits were fair, impartial, and completed in a timely manner
- 84% said the **auditor was helpful and offered tips on improving recordkeeping** in the future



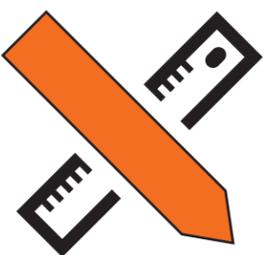
Improved Central Services

Through **the utilization of technology and improvements to Trucking Online**, we have been able to meet service targets with fewer full-time staff.



Safety and Compliance

Three out of four respondents (75%) believe that **the Motor Carrier Safety Program has a positive effect on highway safety** and that Safety Compliance Reviews are a positive influence on compliance.



Over-Dimension Permits

Over-dimension analysts were rated Excellent/Good by 71% of respondents, with 86% saying they were **professional and courteous**.



Green Light Program

Participants were highly satisfied overall:

- 96% said the program is easy to use
- 81% said it **saves time**
- 87% said it **saves money**
- 82% of participants said they would participate in the program even if their first transponders had not been free

LOOKING AHEAD: SUMMER 2019



MCTD's Mobility Team Gears Up for Construction Season

ODOT's most essential function is to provide safe mobility for people and goods across Oregon. To that end, MCTD's Statewide Mobility Program is working to ensure traffic delays and freight restrictions are minimized while work zone safety is emphasized for highway construction and maintenance work.

Mobility staff coordinate with ODOT Project Delivery teams to review projects for impacts to work zone safety and mobility, including design issues, size and weight restrictions, delays, road closures, and detours.

"The work that we do is important for both work zone safety and Oregon's economy," said Mobility Program Manager Christy Jordan. "Keeping freight and people moving safely and efficiently depends on our ability to effectively communicate and coordinate construction and maintenance activities."

The unit's responsibilities include:

- Analyzing project plans for mobility and work zone safety impacts that require stakeholder review;
- Facilitating Mobility Advisory Committee meetings with stakeholders;
- Providing training on mobility policies and procedures; and
- Reviewing and publishing restriction notices to the trucking industry.

For more information on the Mobility Program, visit us online [here](#).

Looking forward to the **summer construction season**, remember that [TripCheck](#) is your most up-to-date source of information for [route conditions](#).

Here we highlight some upcoming construction projects that may be of interest for Oregon carriers.



MCTD's Mobility Team (L to R): Nikki Bakkala, Mobility Operations Program Coordinator; Yvonne Wolf, Mobility Program Specialist; Christy Jordan, Mobility Program Manager; Kyle Knuth, Mobility Program Specialist; Katie Scott, Mobility Operations Program Coordinator; Manny Boswell, Mobility Program Analyst; Bill Gross, Mobility Program Training Coordinator

I-5 Woodburn to Salem Paving Project: This pavement preservation project will repave 12.4 miles of I-5 between Woodburn and Salem. It also includes the resurfacing of six bridges south of the Brooks Interchange. Construction will begin later this summer. More details can be found online [here](#).

I-5: Marquam Bridge Electrical and Lighting Replacement Project: This project will replace the existing electrical and lighting systems for both the upper and lower decks of the Marquam Bridge. The bridge deck lighting fixtures, navigation channel, and pier lighting will be updated to modern LED technology. These upgrades will increase reliability, improve water navigation and freeway user safety, and reduce maintenance and operating costs. Construction will begin later this summer. More details can be found online [here](#).

I-84: Ladd Canyon Freight & Culvert Improvement Project: The purpose of this project is to improve traffic flow and safety along the two-mile-long, 6 percent grade of I-84 through Ladd Canyon, and upgrade several culverts to improve fish passage for Ladd Creek and Brush Creek. The slow lane resurfacing work and expansion of fast lane shoulders between Ladd Canyon and La Grande is needed to extend the useful life of the pavement and provide safer shoulder areas. More details can be found online [here](#).



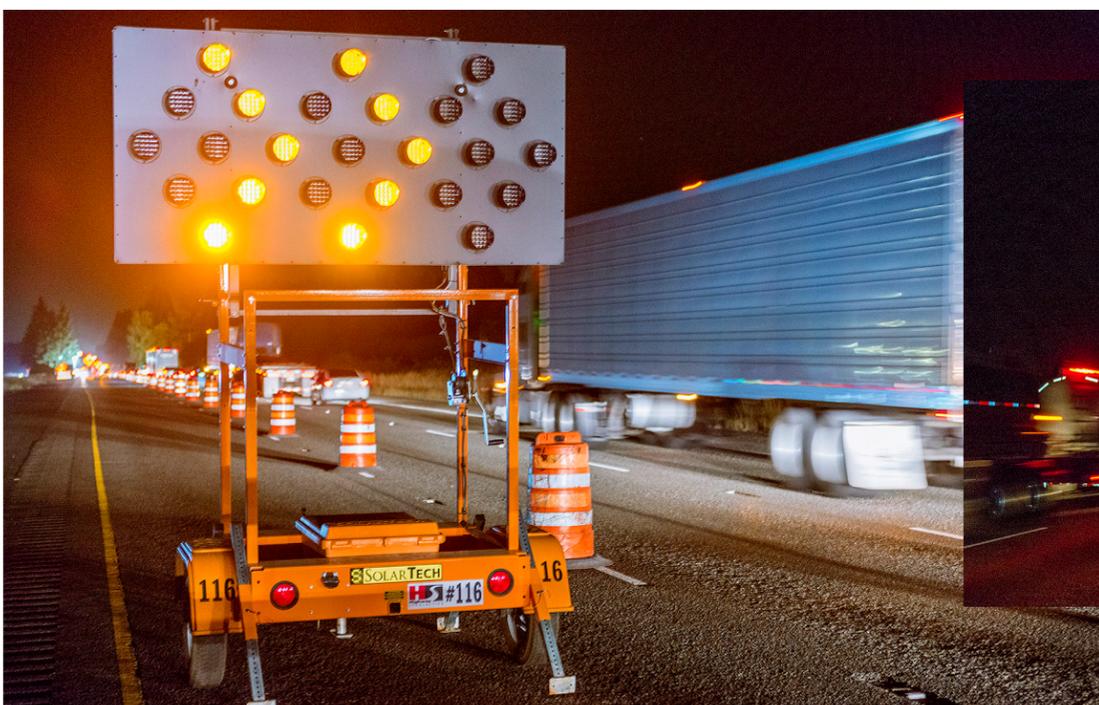
Did You Know?

ODOT staff collaborate and communicate with key stakeholders to create plans and designs that are in harmony with highway user demands while maintaining mobility and safety. By sharing upcoming construction project information and maintenance work with the stakeholders, we can forecast potential conflicts and resolve issues together.

Our key stakeholders include members from:

- Oregon Trucking Association
- Association of General Contractors
- Oregon Manufactured Housing Association
- American Automobile Association
- Freight haulers from the heavy haul industry

U.S. 97 Passing Lanes: Overall demand continues to increase along U.S. 97 and it continues to absorb an increasing amount of freight traffic, as well as a backup route in case the interstate highway is closed. As I-5 becomes busier and more congested, its likely freight traffic will migrate to U.S. 97 in search of a quicker and safer route. This project will add additional passing lanes to the U.S. 97 corridor near Chemult in Klamath County. Construction will begin later this summer. More details can be found online [here](#).



LOOKING AHEAD: SUMMER 2019



Fire Season

Like many states in the West, Oregon has seen an increase in the number and size of wildfires in recent years.

The past two summers have seen wildfires that forced thousands of Oregonians to evacuate and destroyed or threatened homes and businesses.

Wildfires happen most frequently during the hot, dry months of July, August, and September, but can occur any time of year if temperatures are unusually high and rainfall is low.

If you're traveling in Oregon, it's good to know what to do if a wildfire occurs during your trip.

If there are active wildfires in Oregon, visit ODOT's [TripCheck](#) to check for potential road closures or detours, and the [Northwest Interagency Coordination Center](#) web page to see if the area you plan to visit is affected by the fire.



Farm Season

For many Oregon farmers, summer is the busiest time of year.

Sometimes farms have land spread over a wide region, and farmers must drive large, slow-moving equipment or trucks on rural roads or highways to reach a field.

Driving a large piece of equipment on a highway is legal and often a necessary part of harvest.

The Oregon Farm Bureau offers their [Rural Road Safety](#) brochure that has many helpful reminders on safely sharing the road with farmers.

Additionally, it is important for farmers to remember that farm trucking in Oregon is a regulated activity. Regardless of how farmers use their trucks, safety regulations may apply. Read the ODOT [Guide to Farm Trucking in Oregon](#) and find more information online [here](#).

Know Before You Go



Stay up to date on mobility information online [here](#).



Check [TripCheck](#) before hitting the road.



Sign up for [GovDelivery](#) and FLASH ALERTS to ensure the latest information year round.



2019 LEGISLATIVE SESSION

Legislative Update



The first nine weeks of the 2019 legislative session are now behind us, and our Division has been working hard with the ODOT Government Relations team analyzing all transportation-related bills that have been introduced.

The deadline for new bills to be introduced has passed, and as of that deadline there were over 2,300 bills in play!

Though there may be a few more bills added between now and the end of session - a few committees are exempt from the deadline (joint committees, Rules, etc.) - the 2019 legislative universe is now fairly well defined.

Thus far, there are a number of bills that ODOT Government Relations is currently watching, and a few of which have particular relevance for MCTD and motor carrier's operating in Oregon.

Here are some quick notes on transportation-related bills this session:

HB 2007 would require all medium- and heavy-duty trucks to meet 2010 emission standards.

Older trucks may initially meet these standards through retrofitting with emissions filters, but after a grace period, all trucks will have to have 2010 engines or newer.

The bill would also require proof of compliance with emissions standards to be carried by operator at all times.

SB 443 would require all vehicles to use headlights whenever a vehicle is being driven on a highway; failure to do so would be a Class B traffic violation.

SB 397 would grant ODOT the authority to set the speed limits of highways outside of city jurisdictions, including the choice to declare different speeds for different classes of vehicles if necessary.

SB 240 would require that all State agencies submit a plan by September

15, 2020 to shift to electronic records and utilize electronic signatures.

HB 3023 would establish statewide regulations for "transportation network companies" like Uber and Lyft.

And finally, **SB 56** comes directly from a concept introduced by ODOT.

This bill would eliminate the requirement for ODOT to issue, and for operators to carry, a paper tax receipt in their vehicle.

All carriers would still register to pay their weight-mile tax like always, and ODOT/MCTD would enforce that requirement by continued use of the existing electronic database.

For more information on these - and all bills that have been proposed in the Legislature - visit the Oregon Legislative Information System (OLIS) online [here](#).



Safety Focus: Truck-At-Fault Crashes

According to federal statistics, [Oregon ranks first nationally](#) in inspector proficiency in detecting and placing deficient drivers out of service.

MCTD takes a data-driven approach to safety enforcement, utilizing federal and state safety data to identify Safety Corridors and increase the efficiency of our operations. It is our goal to focus our efforts where needed, allowing compliant carriers to operate without unnecessary interruptions.

We have been working with local law enforcement to target driver behaviors that lead to truck-at-fault crashes. We have entered into agreements with 27 city and county law enforcement agencies to address driver behavior, with increased emphasis on the corridors that see the most truck-at-fault crashes.

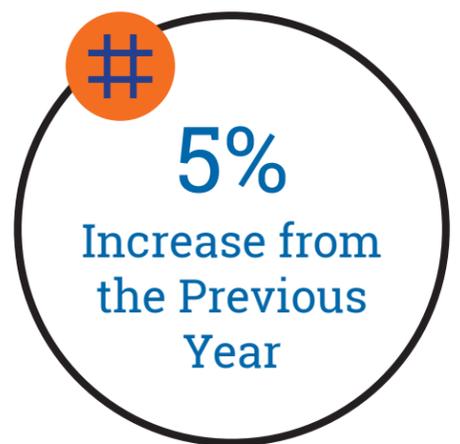
There were a total of 1,693 truck crashes in 2017 - 181 more than in 2016. It was determined that the truck was at-fault in 946 of the crashes - 175 more than in 2016. In 2017, a total of 628

people were injured in truck crashes - 49 more than in 2016. A total of 51 people were killed.

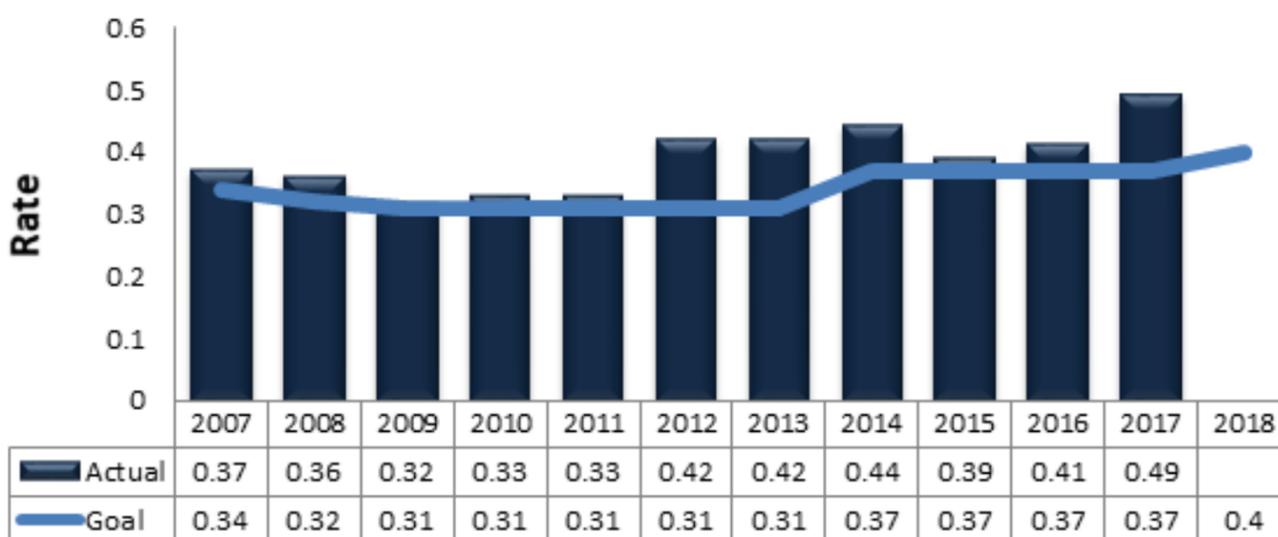
Based on the analysis of crash data, we place an increased effort on the leading cause of truck-at-fault crashes: driver fitness. More than 96 percent of truck-at-fault accidents are NOT the result of mechanical defect and are attributable to driver error or qualification. We continue to address mechanical issues as well and provide education and outreach to trucking industry mechanics. We have observed a reduction in crashes since we changed our approach. While crash rates climbed from 2015-2017, they appeared to be trending back down in 2018.

While we wait for the full analysis of 2018 numbers, Motor Carrier News would like to take a moment to remind drivers to be mindful of fatigue, alert to changing weather conditions, and always follow speed limits.

Many helpful reminders from FMSCA can be found online [here](#).



Large Truck Crashes
At-fault crashes per million VMT



VMT = vehicle miles traveled

Oregon Commercial Truck Parking Study

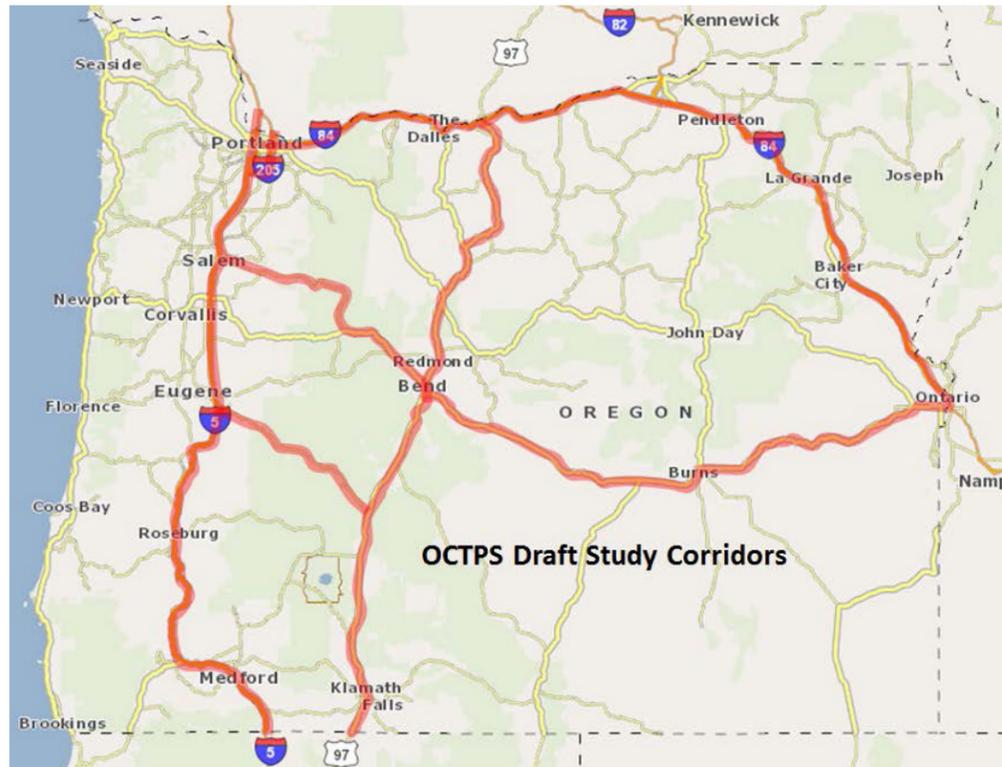
Commercial truck drivers often can't find safe and adequate parking when they need to rest. MAP-21 (the Moving Ahead for Progress in the 21st Century Act of 2012) contains specific language to address the nation's shortage of long-term truck parking along the National Highway System.

Oregon is no exception, where some rest areas are experiencing higher demands for truck parking that cannot currently be accommodated. The [Oregon Commercial Truck Parking Study](#), or OCTPS, will analyze truck parking issues on the key freight corridors of the state.

The study will examine capacity, safety, and convenience to truck drivers and determine where additional truck parking is needed.

The project will allow ODOT to better plan parking infrastructure and thereby better serve both the trucking industry and Oregon's overall economy.

The study began in January 2019 and is expected to be completed in January 2020.



Primary tasks:

- **Review commercial truck parking studies** prepared by other states and FHWA, including the 2017 ODOT study, "Truck Parking: An Emerging Safety Hazard to Highway Users."
- **Determine the highways to be included in the study** based on factors including freight route designations, freight hubs, and truck volumes.
- **Identify data available and determine the metrics and methodology** that will be used to measure the extent of the problem currently and in the future.
- **Develop an inventory of designated truck parking locations**, both public and private, including private truck stops, rest areas, freeway ramps, shoulders, pullouts, and weigh stations.
- **Estimate current and future demand for truck parking** using the methodology selected above, video sessions, stakeholder input, and annual freight growth rates.
- **Identify gaps in the study corridors for the existing and future truck parking demand** in order to describe where and when the demand exceeds the capacity.
- **Conduct a stakeholder survey** to collect user opinions and other information regarding truck parking in the study corridors.
- **Identify low-cost recommendations for addressing truck parking issues** and needs and opportunities for public-private-partnerships to provide strategic enhancements to the truck parking system, including emerging technologies such as real-time parking availability systems, innovative supply expansion options, and potential funding sources.



Safety Focus: Hours of Service

As you know, safety is of the utmost importance for us at Motor Carrier, so much of what we do revolves around safety compliance. You can find MCTD's driver and motor carrier safety page online [here](#).

Each year, we perform inspections at strategic locations throughout the state to monitor [driver hours of service \(HOS\) rules](#) compliance.

The first of these operations for 2019 focused on the I-5 corridor, where driver inspections occurred at sites including Ashland, Cascade Locks, and Woodburn.

The federal mandate on electronic logging devices (ELDs) in MAP-21 (the Moving Ahead for Progress in the 21st Century Act of 2012) took effect last year, with the purpose of saving drivers and carriers valuable time and money, while improving safety and making compliance a much easier task.

ELDs improve efficiency through eliminating time-consuming paperwork and utilizing technology to increase record-keeping accuracy. Additionally, safety is improved by

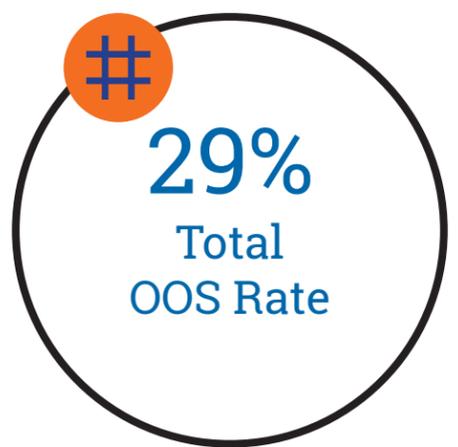
protecting drivers from harassment and coercion by ensuring they get the rest they need to drive safely. Unfortunately, compared to previous years we find that the number of drivers attempting to falsify their logbooks has not reduced yet.

"MCTD inspectors have been doing an exemplary job figuring out the tricks of bad actors on Oregon roads", said Howard Russell, MCTD Safety Enforcement Manager. "It's been a tough slog and no doubt will continue to be so."

In this first operation, we completed 763 total inspections and found 222 of those drivers in noncompliance.

The national driver out of service (OOS) rate is 5.51%. In our first HOS operation of the year, our inspectors placed 29% of drivers OOS, showing yet again why Oregon ranks first nationally in safety enforcement.

Drivers and carriers can find all the information they need regarding HOS rules and ELDs online [here](#) and [here](#). And for more information on safety rules and recordkeeping go [here](#) and [here](#).



Oregon Trucking Online

Services available at [Oregon Trucking Online](#) allow you to manage your account, pay your taxes, get your permits, process your IFTA and IRP transactions, and renew your plates, all from the comfort of your office or home. Once you have a registered account, you can operate on permanent tax credentials and handle nearly all of your needs online.



Why use Trucking Online? Consider these advantages:



Trucking Online is free, secure, and available 24/7 year round.



When tax rates change, TOL automatically updates for those changes so you don't have to. Just enter your miles and let TOL do the rest.



There's no waiting on the phone. Handle your business when you want without waiting.



You can print or save documents directly from your account.



You get instant results, no waiting.



TOL makes things easy and saves you time and money!

Trucking Online in 2018:

- In 2018, over 138,000 Oregon weight receipts were issued through TOL.
- Over 250,000 Oregon weight receipts were renewed through TOL.
- Over 200,000 weight-mile tax payments were filed through TOL.
- That's over 588,000 transactions processed through TOL, saving carriers time and money by making their recordkeeping processes fast, secure, and easy to do!

You can find more information online [here](#) and register your account today.





Oversize Load Restrictions for Memorial Day 2019



From Memorial Day to Labor Day, overwidth loads can't move in Oregon during the daytime after Noon on Saturdays and all day Sunday.

There is an exception if the overall width of a load is 14 feet or less. If so, weekend daytime travel is allowed on interstate routes or on permitted routes east of the summit of the Cascade Mountains.

Triple trailer combinations cannot operate on those routes shown as Holiday or Holiday & Weekend restricted on Route Map 5 during the Memorial Day period from 4 p.m. Friday, May 24 until sunrise Tuesday, May 28.



Mobile / modular homes cannot be moved if over 8 feet and 6 inches width during the Memorial Day period from noon Friday, May 24 until one half-hour before sunrise Tuesday, May 28.

Exceptions: Operations may recommence on interstates at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 10 feet AND the outermost extremities are illuminated by lamps or markers as required by ORS 816.

Towed units cannot be moved if over 8 feet and 6 inches in width or towing a combination of vehicles during the Memorial Day period from noon Friday, May 24 until one half-hour before sunrise Tuesday, May 29.



Exception: This rule does not apply when the tow vehicle is performing the initial emergency removal of a disabled unit from the highway or when the

Further, triple trailers, mobile/modular homes, towed units, long logs, poles and piling, and non-divisible overwidth loads are subject to special restrictions on major holidays.

Memorial Day will be observed on **Monday, May 27th** this year.

Below are the restrictions for holiday weekend:

disabled vehicle or combination of vehicles is operating under a rule or variance permit allowing movement prior to the emergency. See Permit Attachment H for specific hauling hours and days for overwidth movements.

Long logs, poles, and piling cannot be moved if over 105 feet in overall combination length during the Memorial Day period from noon Friday, May 24 until sunrise Tuesday, May 28.

Non-divisible loads cannot be moved if over 8 feet and 6 inches in width during the Memorial Day period from noon Friday, May 24 until one half-hour before sunrise Tuesday, May 28.



Exceptions: Operations may recommence on interstates at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 12 feet AND the outermost extremities are illuminated by lamps or markers as required by ORS 816.

Operations may recommence on Green Routes on Route Map 2 at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 10 feet AND the outermost extremities are illuminated by lamps or markers as required by ORS 816.



Over-Dimension Operations Did You Know?



OD Self-Issue Permit Program Training Classes

The Self-Issue Permit Program (SIPP) allows SIPP certified carriers to issue their own single-trip over-dimension permits without prior analysis by ODOT staff. Self issuance of single-trip permits saves time and money, protects the traveling public, and protects the highway system and infrastructure from potential damage.

If your application is approved, each representative that is self-issuing permits must attend a training session.

- Classes will be held at least once a quarter at our Salem headquarters and by video conference.
- Telephone to a toll-free number and internet access is required to attend by video conference.
- A minimum of five participants is required.

Our remaining 2019 SIPP Training Classes are at 9am on the following dates:

- Wednesday, May 8
- Tuesday, July 9
- Tuesday, September 10
- Wednesday, November 13.

If you would like more information on SIPP Certification and the application process, please visit the SIPP program online [here](#) or call 503-373-0000.

You May Qualify for an Annual Permit

An annual permit may be available to allow exceeding legal dimensions or weights for one year for approved routes, dimensions, and weights.

Rather than getting a single trip permit many times throughout the year, you can save time and money with one annual permit for those recurring over-dimension trips.

These permits can be obtained via [Trucking Online](#), as well as from ODOT third party agents Oregon Trucking Associations, A Work Safe Service, and Clackamas, Lane, and Marion counties, as well as at MCTD's Salem Motor Carrier Headquarters and the Portland Bridge/Jantzen Beach Office.

To find more information on over-dimension operations, visit MCTD's information page online [here](#).



Safety-Enforcement Report

From November 2018 through February 2019, the Oregon Motor Carrier Safety-Complaint Resolution work group finalized a total of 339 Final Orders, with 157 receiving Civil Monetary Penalty fines.

SAFETY VIOLATIONS

The Final Orders issued contain violations of safety, hazardous materials, and/or violation(s) of an out-of-service order or a combination of the three. Violations are found during a Safety Compliance Review conducted by a Safety Investigator.

There were 122 motor carriers who received a Compliance review. Of those, 99 were fined Civil Monetary Penalties:

Arrezola Trucking, LLC
Windsor Rock Products, Inc.
Milann Farms, Inc.
Greenup Jon Logging, Inc.
Multi States Transport, LLC
Parker Concrete, Inc.
Freedom Transport, LLC
Country Bark, Inc.
Cutright Trucking, LLC
JJH Trucking
Henderson Logging, Inc.
West Pacific Drilling, Inc.
Kilgore Blackman Building Mater
Woolley Trucking, LLC
Atlantic Transport, LLC
E&E Transport, LLC
Knight Riders Trucking, LLC
Integrity Signs Oregon, LLC
Medelez, Inc.
Express Line Trucking, Inc.
VV Express, LLC
Madrigal Transportation, LLC
T&C Ranch Trucking, LLC
Roto Rooter Plumbing Services
Frank's Excavating, LLC
R&G Excavating, Inc.
Little Trees Transportation
LaDuke Construction, LLC
M1 Transport, LLC
King Fred J. Trucking, LLC

Kendle Trucking, Inc.
Tester George Trucking, LLC
EEZ Trucking, Inc.
Sineco Construction, LLC
Two Way Transport, Inc.
Best Line Transportation, LLC
Northstar Electrical Contractors
Aylwin Construction, LLC
Jubit Corporation
JD Express, LLC
A's Transportation, LLC
Andy's Custom Work
Plumley Contracting Co., Inc.
Bailey Heavy Equipment Repair, Inc.
BMW Excavation
Wallowa County Grain Growers
Stafford Michael Trucking
Mitrac Construction, Inc.
Flying J Trucking, LLC
Ted Eells Trucking and Excavating
Henarie Trucking, Inc.
Five Star Builders, Inc.
RCD Trucking, LLC
H2Oregon Bottled Water
Jeff King Contractor, Inc.
James W. Drayton
Quality of California Distribution
Jeff Kersey Trucking, LLC
Diamond Express, LLC
Evergreen Transportation Services
Antonio Sanguino Cancino
GVM Truck Line, LLC
Speedy Septic
RJG Transport, LLC
S&W Underground, Inc.
Express Liner, Inc.
Paks Logistic, LLC
ISSP Trucking, LLC
Miller Oil, Inc.
ML Houck Construction Co.
KP Transport, LLC
Manuel Mendoza
Yurrex Express, Inc.
Ray Launder
Emery & Sons Construction Group
Cesarin Trucking, LLC
Bar Trucking, Inc.
HNS, Inc.
D&E Trucking, LLC
Fernandez Trucking
Reinhart Construction, Inc.



NW Caliber, Inc.
 Crest Construction, LLC
 Modoc Services, Inc.
 Sweet Water Sanitation, LLC
 Morgan's Underground & Excavation
 Cornfed Construction
 Western Interlock, Inc.
 Mike Adams Construction Co.
 Taylor Metal Products
 Oregon Roofing Company
 Bruer's Contract Cutting
 Leave Your Mark, LLC
 All Road Transportation, LLC
 Scotty Joe Payne

Motor Carrier Crash Report Filing
 MCTD identified 34 motor carriers that failed to submit the required Motor Carrier Crash Report form to the Department. Of those 34 Final Orders issued, all were fined Civil Monetary Penalties.

Other Safety Violations
 A total of 183 Final Orders were issued for failure to return a signed copy certifying that violations listed on the Driver/Vehicle Examination Report have been corrected. Of the 183 Final Orders issued, 24 were fined Civil Monetary Penalties.

OTHER VIOLATIONS

The Economic Regulation and Complaint Resolution Unit finalized a total 11 actions related to other violations, such as operating in excess of size or weight limits, operating without valid registration credentials, illegally bypassing a weight station, offering or providing unauthorized household goods moving services, or operating in violation of farm registration laws and rules. Those violations were committed by the following:

Rogue Moving and Storage, LLC
 Pro Movers, Inc.
 North Park Transfer and Storage, Inc.
 Summit Moving
 Bend Storage and Transfer, Inc.
 Beaver Moving
 American Moving and Storage, LLC
 PMC Movers
 Amazing Moving & Storage, LLC
 Evergreen Piano Company
 Skinny Wimp Moving Co., Beaverton

Other Enforcement

Summary of work by Motor Carrier Enforcement Officers for November 2018 through February 2019:

| | NOV 18 | DEC 18 | JAN 19 | FEB 19 |
|-------------------------------------------------------------------|---------------|---------------|---------------|---------------|
| Trucks weighed on static scales | 123,369 | 134,790 | 164,963 | 121,246 |
| Trucks precleared to pass Green Light weigh stations | 141,085 | 150,181 | 168,216 | 121,309 |
| Weight-related citations | 612 | 582 | 762 | 697 |
| Weight-related warnings | 354 | 342 | 490 | 488 |
| Size-related citations | 17 | 30 | 37 | 20 |
| Size-related warnings | 7 | 7 | 9 | 7 |
| Trucks required to "legalize" (Correct size and/or weight) | 113 | 98 | 106 | 97 |
| Other Citations | 124 | 223 | 218 | 510 |
| Other Warnings | 872 | 682 | 706 | 594 |
| Citations for operating without OWRATI | 478 | 553 | 523 | 420 |
| Warnings for operating without OWRATI | 547 | 639 | 657 | 531 |
| | | | | |
| Total enforcement | 3,011 | 3,058 | 3,402 | 3,267 |

The enforcement actions conducted by city, county, and Oregon State Police officers are not included in the totals listed above.

MOTOR CARRIER NEWS

Motor Carrier Transportation Division
Oregon Department of Transportation



Motor Carrier
can be found
online [here](#).



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