



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

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Call management system improves customer service

Truck drivers and company officials who call 503-378-6699 can listen to music while they wait on hold for Oregon truck registration and permits service. But most callers don't get much chance to sing along now that phone wait times are way down.

Records from the first few months of experience with a new phone system confirm that it's made a dramatic difference in Motor Carrier Transportation Division staff's ability to handle calls.

During the busy 8 a.m. to 5 p.m. weekday periods in July, August, September, and October, staff answered an average of 15,463 calls each month and kept phone wait times down to a minute or less. In fact, wait times dropped from an average of 1:02 in July to an average of 50 seconds in August, 37 seconds in September, and 45 seconds in October. This compares with the first five months of the year when the average ranged from more than 5 minutes in January to just over 2 minutes in March, April, and May.

As callers spend less time on hold, fewer of them are hanging up in frustration before getting service. In the first five months of the year, an average of 1,255 calls were "abandoned" by callers each month during the 8 a.m. to 5 p.m. period. From July through October, an

average of 549 calls were abandoned each month.

"Staff deserves all the credit for this turnaround in customer service," Salem Motor Carrier Services Manager Ric Listella said. "We spent \$47,000 for an updated phone system, but staff made it work."

The new call management system, which was installed June 15, has a call routing feature that constantly checks for staff available to take calls. It looks for frontline staff persons

first, but if someone has been on hold too long the system routes that call to a second tier of staff identified to help during peak calling periods. If that staff's not available, the system routes the call to a back-up operator who can at least take a message.

"Enlisting staff to act as back-up was critical to the success of

this call management system," Listella said. "We're providing improved customer service thanks to staff teamwork."

With the new system, managers can access real-time information and historical reports about activity, individual staff performance, resource utilization, and trends. They can also make immediate changes in service options and call treatment strategies.



Service Center Stats

Staff available to take calls on weekdays from 8 a.m. to 5 p.m.
..... 16-20 Permit Analysts

March 2005

Calls answered from 8 to 5 in March 16,562
Callers from 8 to 5 that month who, for some reason, hung up before getting service 1,533
Average overall wait time for callers from 8 to 5 in March 2:13 minutes

New phone system installed June 15

October 2005

Calls answered from 8 to 5 in October 16,725
Callers from 8 to 5 that month who, for some reason, hung up before getting service 537
Average overall wait time for callers from 8 to 5 in October **45 seconds**

Heads Up! Christmas 2005 and

Counter Service, All MCTD Registration Offices:

24 Hour Phone Service Center:

Stops taking calls 5 pm Saturday, December 24. Restarts 8 am Monday, December 26.
Stops taking calls 5 pm Saturday, December 31. Restarts 8 am Monday, January 2, 2006.

New Year's 2006 Holiday Closures:

Close 5 pm Friday, December 23. Reopen 8 am Tuesday, December 27.
Close 5 pm Friday, December 30. Reopen 8 am Tuesday, January 3, 2006.



Trucking Online gets simpler address, runs hot with renewal activity

Trucking Online now has a simple Internet address — <http://oregontruckingonline.com/> — that provides access to the Public Access Menu and a jump to the login page for registered users. The old Web addresses are still operational so this doesn't change the way people do business online. The new address is just a simpler pathway to services. For more information, go to this familiar Motor Carrier Division Web page — <http://www.oregon.gov/ODOT/MCT/TOL.shtml>

Trucking companies are currently busy renewing registration or tax credentials for the 300,000 trucks they'll operate in Oregon in 2006. While relatively few Oregon companies are going online to renew registration for their Commercial- and Apportioned-plated trucks, a record number of out-of-state companies are using the easy way to renew the Oregon Weight



Receipt and Tax Identifier they will carry in the cab of each truck operating in Oregon next year. As of November 15, more than 52,000 of these credentials were renewed online by 1,243 companies.

Everyone originally had an October 31 deadline to renew on-paper or online. That way there's time to process the renewal and send new stickers for license plates or new tax receipts for truck cabs. Companies renewing late have until December 30 to get it done, although they can't be assured of getting new credentials by January 1.

More than 7,900 companies are signed up for Trucking Online, including 2,100 based in Oregon. There are about 24,000 total companies with trucks registered in Oregon and now the ones doing business online include 39% of those based in another state or Canada and 23% of those based in Oregon. Since January 2003, these companies have used a home or office computer for more than 430,000 transactions or record inquiries that formerly required a phone call, fax, mail delivery or field office visit.

Q&A — Credentials grace period

How does Oregon handle out-of-state carriers who are late putting a new Weight Receipt and Tax Identifier in their trucks? There is a grace period, but only for carriers who submit renewal forms with payment by December 30, 2005. They have until March 15, 2006, to put a new Weight Receipt and Tax Identifier in each truck.

What's the deadline for Oregon-based carriers to renew their Commercial and Apportioned license plates? Oregon carriers need to submit payment by December 30, 2005. The Motor Carrier Transportation Division started renewing credentials in September 2005 and most carriers have already completed the process and received new 2006 stickers for their plates.

Word to the wise: Avoid the last minute crunch!

Is there an enforcement grace period for Oregon-based carriers who are late renewing Commercial and Apportioned plates? No. Beginning January 1, 2006, any Oregon carrier who hasn't submitted forms with payment and continues to operate in Oregon is subject to a \$421 citation and possible civil complaint action.

Is there a grace period for carriers who completed forms and sent payment, but still haven't received 2006 stickers for their plates? Yes, a sticker display grace period is available to carriers who submit renewal forms with payment by December 30, 2005. They have until March 15, 2006, to put the new 2006 stickers on their Commercial and Apportioned plates.

Is there a grace period for Oregon carriers who participate in the International Fuel Tax Agreement (IFTA)? Yes, a decal grace period is available to carriers who submit renewal forms with payment by December 30, 2005. The 2006 IFTA license and IFTA decals must be displayed beginning March 1, 2006.

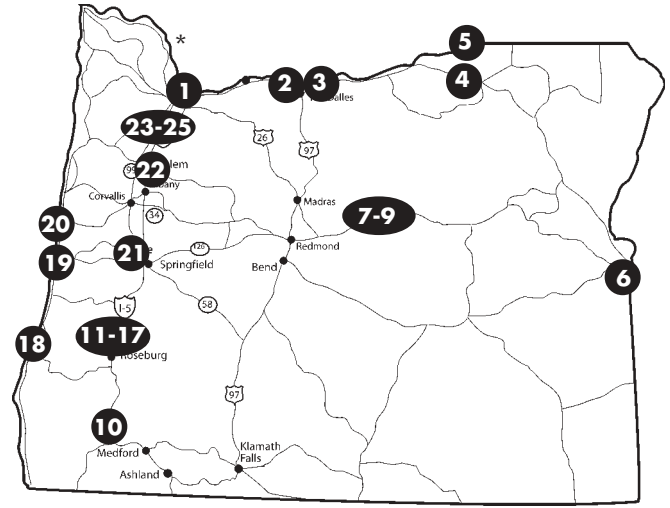
What does an IFTA carrier need to travel through states and provinces in the first two months of 2006? Carriers who haven't yet received their 2006 IFTA license and IFTA decals can travel through other states and provinces in the first two months of 2006 if they have one of the following: (1) A valid 2005 IFTA license AND 2005 IFTA decals, (2) A valid 2006 IFTA license AND 2006 IFTA decals, or Oregon 30-day Temporary Decal Permit, or (3) A valid Fuel Trip Permit issued by the jurisdiction in which they're operating.

Note: Oregon IFTA carriers who are not renewing their license for 2006 must cancel the license in writing by December 30, 2005. Otherwise, they must file a 1st Quarter 2006 IFTA Tax Return to show there were no operations during the grace period. To cancel the license, check the appropriate box on the IFTA renewal form, enter the effective date, and return the form by mail or fax.

Weight-Restricted Bridges on Major Routes in Oregon

As of November 15, 2005, bridge inspectors had set weight restrictions on 25 bridges on major Oregon routes. There are also many restricted bridges on lesser routes throughout the state (see page 4).

Questions about restricted bridges? Contact the Oregon DOT, Motor Carrier Division at 503-373-0000 or visit its Web site: www.oregon.gov/ODOT/MCT/RESTRICT.shtml



Highway	Restriction	Bridge & Location
1. OR99E SB	SR2	Martin Luther King Jr. Viaduct, Portland
2. OR206	D	Deschutes River Bridge, MP 2.92
3. US97	D	Sam Hill Bridge, Biggs Junction over the Columbia River
4. I-84 EB	D/N	Umatilla River, MP188.43, near Umatilla
5. US730	D/N	USRS Irrigation Canal Bridge, MP168.86, between Boardman and Irrigon
6. US20 / US26	D/N	Snake River, MP266.82, Nyssa
7-8. US26	D/N	Two Bridge Creek Bridges, MP65.63 and MP65.85
9. Off US26	SR1	Bridge Creek, R/W Route, Mitchell Access
10. US199	D/N	Applegate River, MP7, southwest of Grants Pass
11. I-5 Overpass	D/N	Riddle Road, MP103.95
12. I-5 Overpass	SR1	Chadwick Lane, MP104.85
13-14. I-5 NB and SB	SR	Missouri Bottom Bridges, South Umpqua River, MP105.41
15. OR42	D/N	I-5 Overpass, MP119.51, four miles south of Roseburg
16. I-5 NB	D/N	Shady Bridge, MP120.57, between Myrtle Creek and Roseburg
17. I-5 NB	D/N	Umpqua River, MP128.92, Roseburg
18. Coos River Hwy.	SR1	Isthmus Slough Bridge, Coos Bay, MP0.51, 1/2 mile off US101
19. US 101	D/N	Siuslaw River, MP190.98, Florence
20. US 101	D/N	Spencer Creek, MP133.86, ten miles south of Depoe Bay
21. OR126 Business WB	D/N	Willamette River, MP1.34, one mile east of I-5 in Springfield
22. Off OR22	D	First Avenue Bridge in Mill City, over Santiam River
23. OR18	D/N	Yamhill River, MP51.57, near Dayton
24. OR219	D/N	Willamette River, MP23.46, south of Newberg
25. OR99W S	D	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

D/N = Restricted to Divisible and Non-Divisible Load Limits

	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.

D = Restricted to Divisible Load Limits (no heavy haul loads)

	Divisible Loads
Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wt.	105,500 lbs.

SR = Special Restriction - All trucks over 80,000 lbs. must stay in right lane.

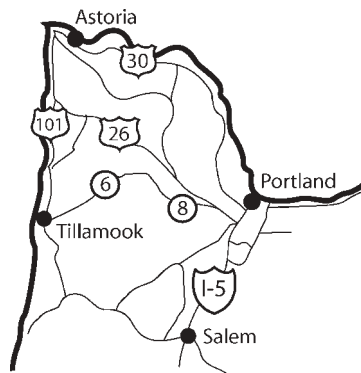
SR1 = Special Restriction - Single Axle - 20,000 lbs. Tandem Axle - 34,000 lbs. Max. Wgt. - 80,000 lbs.

SR2 = Special Restriction - No truck combinations, Max. Wgt. - 50,000 lbs.

Weight restrictions shown here do not supersede restrictions posted on signs at each bridge location. Bridges are closely checked by inspectors. Restrictions may change on a daily basis, and other bridges may become restricted, as conditions warrant.

Work continues on OR6

Work on OR6, the Wilson River Highway, continues to complicate travel in Northwestern Oregon. Pavement work has been completed, but replacement of a culvert at Bateman Creek will force intermittent single-lane closures controlled by flaggers through March 2006. Also, a culvert at Fall Creek is being replaced with a 150-foot bridge, forcing a 12-foot width restriction during construction. One lane will be controlled by a signal. Two additional projects scheduled for the highway will not require restrictions, but they will create delays. US26 is an alternate route, although it has certain weight and height restrictions. Companies that need help routing trucks should contact the Motor Carrier Division at 503-373-0000.



Weight-Restricted Oregon Bridges on Lesser Routes

Weight restrictions shown here do not supersede restrictions posted on signs at each bridge location. Questions? Contact the Motor Carrier Division at 503-373-0000.

Highway	Restriction	Bridge & Location
NORTHERN OREGON COAST		
US 101 Business	D	Lewis & Clark River, 2.5 miles SE of Astoria, MP4.78
US 26	D/N	Volmer Creek, 2 miles SE of Cannon Beach Junction, MP2.24
US 26	D/N	Johnson Creek, 3 miles SE of Cannon Beach Junction, MP3.26
OR 53	SR3	North Fork Necanicun River, 0.11 miles S of US 26, MP0.11
OR 53	SR3	Jack Horner Creek, 5.98 miles S of US 26, MP5.98
OR202	SR11	Nehalem River Hwy., Banzer Bridge, MP43.70, east of Birkenfeld
US101	D	Neahkahnne Mountain Chasm Bridge, MP40.71, near Manzanita
CENTRAL COAST		
Little Nestucca Hwy #130	D	Panther Creek, Kellow Creek, MP3.23, E of US101
Little Nestucca Hwy #130	D	Squaw Creek and Austin Creek, MP3.60 and 3.82, E of US101
Little Nestucca Hwy #130	D	Little Nestucca River, MP4.15, E of US101
Little Nestucca Hwy #130	D	Bear Creek, MP4.76, E of US101
OR 22	D/N	Louie Creek, S of Hebo, MP10.49
OR 22	D/N	Louie Creek, S of Hebo at Dolph, MP10.66
US 101, Otter Crest Loop Rd	SR1	Rocky Creek, Ben Jones Bridge, 1.5 miles S of Depoe Bay, MP130
OR 36	SR8	Steinhauer Creek, 1.48 miles E of Greenleaf, MP19.69
WILLAMETTE VALLEY		
Bellevue-Hopewell Hwy	D/N	Salt Creek (Ash Swale), Hwy 153 near Amity, MP5.88
Corvallis-Lebanon Hwy #210	SR1	Willamette River, Van Buren Street, Corvallis, MP0.13
SOUTHERN OREGON		
Old OR99W	SR6	N Umpqua River (Old Winchester), Roseburg, Hwy 234, MP12.21
Midland Hwy #420	D/N	Lost River Diversion Channel, 5 miles S of K-Falls, MP3.66
COLUMBIA RIVER GORGE		
Historic Columbia River Hwy	SR7	Sandy River, Troutdale, MP0.03
Historic Columbia River Hwy	D	Youngs Creek, Hwy 100 (Shepperds Dell), MP13.14
Historic Columbia River Hwy	D	Horsetail Creek, Hwy 100, MP20.39
OR/WA Border	SR1	Bridge of the Gods, Columbia River, Hwy 100, MP30.42
OR/WA Border	SR1	White Salmon Bridge, Columbia River, Hwy 2, MP64.62
CENTRAL OREGON		
OR 242	SR3	2 Creek Bridges, W of Sisters, MP66.70 and 68.36
OR 27	SR8	3 Irrigation Canal Bridges, S of Prineville, MP1.90, 2.88, 4.59
OR 27	D	Bear Creek, 27 miles S of Prineville, MP27.23
OR 19	SR11	John Day River Bridge, near Goose Rock, 5 miles N of US26
OR 7	D/N	Powder River Bridges, Rancheria and Salisbury, MP41.19, 42.31
US395 Right of Way	SR4	Canyon Creek, Canyon City, Hwy 48, MP4.30
US395 Right of Way	SR5a	Canyon Creek, Canyon City, Hwy 48, MP4.81
NORTHEASTERN OREGON		
Umatilla Mission Hwy #331	D	Umatilla River Bridge, near Mission, 2.02 miles S of OR11
US395	SR11	McKay Creek Bridge, 2.5 miles S of Pendleton
I-84 Frontage	SR9	Hamilton Creek, Grande Ronde R & UPRR, Hwy 6, (Perry Arch)
I-84 Overcrossing	D/N	Upper Perry Interchange, connector over Hwy 6
OR 207	D/N	Hinkle Bridge, Umatilla River, MP11.86
OR82	SR11	Indian Creek, Grande Ronde R & UPRR, 2 miles S of OR204
Freewater Hwy #339	SR8	West Crockett, S of OR/WA border, MP2.76
Freewater Hwy #339	SR8	E & W Fork, Little Walla Walla, WA border, MP3.16, MP3.31
EASTERN OREGON		
OR 86, Powder River Hwy	D/N	Love Bridge, MP20.76
OR 86, Hole in the Wall Road	SR10	Maiden Gulch, 10.56 miles W of Richland OR, MP30.80
Old US 30	SR1	Lime Bridge and UPRR & Burnt River Bridge, MP0.46, 2.75

Restriction Legend

D/N -

Restricted to Divisible & Non-Divisible Load Limits

Divisible Loads	
Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wgt.	105,500 lbs.
Non-Divisible Heavy Haul	
Single Axle	21,500 lbs.
Tandem Axle	43,000 lbs.
Maximum Wgt.	98,000 lbs.

D -

Restricted to Divisible Load Limits (no heavy haul)

Divisible Loads	
Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wgt.	105,500 lbs.

SR = Special Restrictions

SR1 -

Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wgt.	80,000 lbs.

SR2 -

No truck combinations,	
Maximum Wgt.	50,000 lbs.

SR3 -

Single Axle	20,000 lbs.
Tandem Axle	40,000 lbs.
Gross Wgt. - Weight Table 3	

SR4 -

Single Axle	11,000 lbs.
Tandem Axle	18,000 lbs.

SR5a -

21 Tons	3-axle	19.5 Tons
32 Tons	5-axle	28 Tons
35 Tons	6-axle	26.5 Tons

SR6 -

Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wgt.	80,000 lbs.
One-Way Trucks Only	

SR7 - 30 Tons Gross Wgt.

SR8 -

Divisible / Non-Divisible Loads under Annual Permits, Single Trip Permits up to Weight Table 4 Limits

SR9 - 5 Tons Gross Wgt.

SR10 -

Single Axle	18,000 lbs.
Tandem Axle	30,000 lbs.

SR11 - Single Trip Permits above Continuous Trip Permits allowed, center of bridge, permit vehicle only, certified flaggers.

Green Light passes another milestone

The Oregon Green Light weigh station preclearance program passed the 6 million mark on October 12 at 5:35 a.m. when a ConAgra Packaged Foods truck was weighed in-motion, electronically screened, and signaled to go past the Umatilla Port of Entry on Interstate 82 near the Washington border.



Oregon started keeping track of green lights in January 1999 when it had four weigh stations preclearing an average of 51 trucks a day. Today, 22 stations have the weigh-in-motion systems and they're preclearing 3,750 trucks a day. By allowing trucks to avoid 6 million stops, it's estimated that Green Light has saved 500,000 hours of travel time and more than \$37 million in truck operating costs. Truckers who want to join those saving time and money should call the ODOT Motor Carrier Division at 503-378-6054 to order a free transponder.

Carriers mistakenly pay fuels tax and weight-mile tax

Oregon weight-mile tax auditors say it's not uncommon for them to find motor carriers with vehicles over 26,000 pounds who mistakenly pay both Oregon fuels taxes and weight-mile taxes. Sometimes they're not aware that they paid Oregon fuels tax and sometimes they're not aware they could claim a credit for that tax on their Highway Use Tax Report.

Carriers can claim a fuels tax credit on an Oregon Highway Use Tax Report if the Oregon fuels tax was paid during the reporting period of the tax report and a copy of the fuel invoice is attached showing: (1) date and location of purchase, (2) from whom purchased, (3) kind of fuel and number of gallons purchased, (4) Oregon Weight Receipt and Tax Identifier number or temporary pass number of the vehicle if fuel is delivered directly into such vehicle, and (5) amount of Oregon fuel tax paid. If fueling from bulk fuel, attach a copy of the fuel invoice indicating that Oregon fuels tax was paid, plus a record showing fuel dispensed for each vehicle subject to highway-use tax.

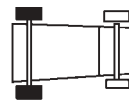
NOTE: When claiming a fuels tax credit on an Oregon Highway Use Tax Report, be sure to claim only OREGON state fuels tax paid and not FEDERAL tax, another state's fuel tax, or the price of the fuel. Review fuel receipts carefully and maintain copies of all records for three years. Penalties and interest are attached at time of audit if it's found that invalid fuels tax was claimed on Highway Use Tax Reports or if the fuel receipts do not contain all required information.

Rulemaking clarifies chain law

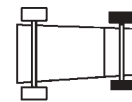
As a result of a recent rulemaking, Oregon's chain and traction tire law looks a little different now. In the past, Administrative Rule 734-017-0010 outlined requirements for three classes of vehicles — (1) cars, light trucks, and towed trailers, (2) buses and towed trailers, and (3) trucks and truck tractors with trailers and semitrailers. Since this appeared to omit rules for recreational vehicles and medium-weight cargo vehicles, the rule was broadened so it now refers to (1) light duty vehicles — gross vehicle weight rating of 10,000 pounds or less, such as passenger cars and light trucks, (2) medium duty vehicles — gross vehicle weight rating of 10,001 pounds but less than 26,001 pounds, such as buses, recreational vehicles, cargo vehicles, and towed trailers, and (3) commercial vehicles — gross vehicle weight rating of 26,001 pounds or more and those that are towing one or more trailers.

Chains or traction tires are required in Oregon whenever winter conditions exist and signs are posted advising drivers to carry or use them. State law mentions no dates for when chain and traction tire requirements start and end because no one knows for sure when winter conditions will start and end for the varied climates throughout the state. The chain laws are posted on the Internet under Weather Outlook at ODOT's TripCheck Web site: www.tripcheck.com/pages/

Light Duty Vehicles

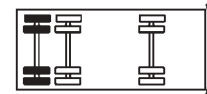
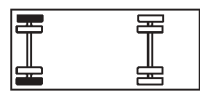


Rear Wheel Drive



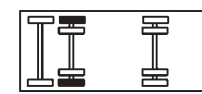
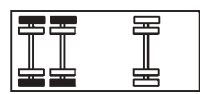
Front Wheel Drive

Medium Duty Vehicles



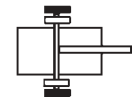
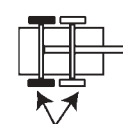
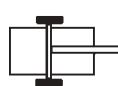
Two tires on each side of the primary drive axle.

OR



If both axles are powered by the drive line, one tire on each side of each drive axle.

Trailers Towed by a Light or Medium Duty Vehicle (Applies to brake-equipped trailers only)



Oregon Chain Law — Minimum Required

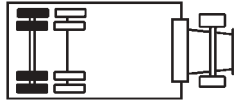
http://arcweb.sos.state.or.us/rules/OARS_700/OAR_734/734_017.html

It is not the intent of these examples to portray or suggest mixing of different types of designs or tires on a single axle. Vehicles towing, being towed, or rated over 10,000 pounds GVW must use chains when "chains or traction tires" are required.

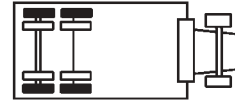
LEGEND

<p> Tire, without chain</p> <p> Tire, with chain</p>	<p> Chains may be placed on either axle</p> <p> Chains may be placed on either side</p>
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Solo Commercial Vehicles



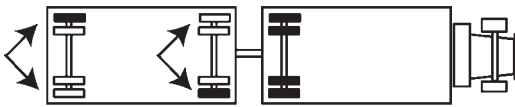
OR



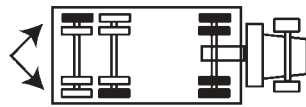
Two tires on each side of the primary drive axle.

If both axles are powered by the drive line, one tire on each side of each drive axle.

Single Drive Axle with Trailer

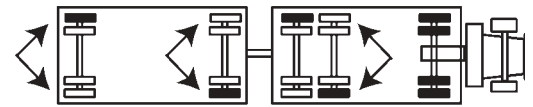


Single Drive Axle with Semitrailer



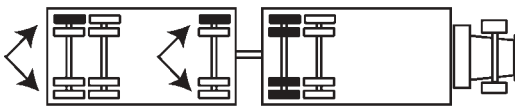
Two tires, one on each side of any axle.

Single Drive Axle with both Semitrailer and a Trailer



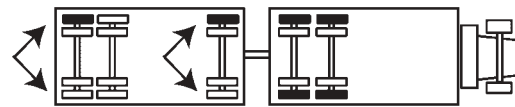
Two tires, one on each side of any axle.

Tandem Drive Axle with Trailer



One tire, either side, either axle.

OR



Two tires on each side of the primary drive axle.

One tire either side, either axle.

If both axles are powered by the drive line, one tire on each side of each drive axle.

Tandem Drive Axle with Semitrailer



Two tires, one on each side of any axle.

OR



Two tires on each side of the primary drive axle.

Two tires, one on each side of any axle.

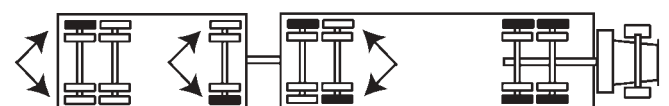
If both axles are powered by the drive line, one tire on each side of each drive axle.

Tandem Drive Axle with both a Semitrailer and Trailer



One tire either side, either axle.

OR



Two tires, one on each side of any axle.

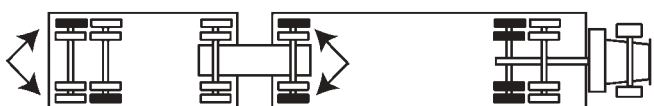
Two tires on each side of the primary drive axle.

One tire either side, either axle.

Two tires, one on each side of any axle.

If both axles are powered by the drive line, one tire on each side of each drive axle.

Tandem Drive Axle with two Semitrailers (B-train or C-train)

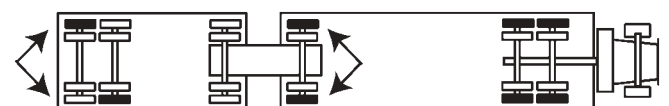


Two tires, one on each side of any axle.

Two tires, one on each side of any axle.

Two tires on each side of the primary drive axle.

OR



Two tires, one on each side of any axle.

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If both axles are powered by the drive line, one tire on each side of each drive axle.

Enforcement

3rd Quarter 2005

From July through September 2005, the Motor Carrier Division finalized 119 civil enforcement actions. This is in addition to 80 actions related to inspection follow-up violations. In 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 cancellation of farm registration

Safety Violations

A total of 97 enforcement actions established violations related to failure to produce safety records, violations found during safety compliance reviews, or driver violations related to waiver of physical disqualification.

Action Truss, Inc. 23**
 Austrak International Transport 146**
 B J K Transport LLC 50
 Best Oil Co. 14
 Matt Bixby Trucking 13
 Black's Excavating & Hauling 3**
 Blind Slough Logging, Inc. 4
 Greg Bowers Trucking 9
 Ray Boyd & Son, Inc. 9
 David A Buchler 1
 Castner Trucking, Inc. 15**
 Joseph R Clark 1**
 Coleman Transport System 51***
 Columbia Paving & Excavation, Inc. 15**
 Cross River Transport, Inc. 24
 Cut 'N Break Construction, Inc. 13
 Douglas Davidson Trucking 60**

Devin Oil Co., Inc. 59
 Don Company, Inc. 17
 Dow Bros., Inc. 4
 DP Trucking, Inc. (Lebanon OR) 2
 Expert Earthworks 2
 Expert Moving Co., Inc. 9
 La-Verne Fletcher Trucking 3
 Maylin E Frickey 1
 Albert F Fritschie 1
 G&M Logging, Inc. 11
 Zane Gibbs Logging 17**
 Gonzalez Excavation LLC 14
 Warren Greenlaw 11**
 Patrick A Guido 1
 Hammell Transport Service, Inc. 24***
 Steven G Harter 1
 Twila G Hendrickson 1
 Lyle B Hensley 7**
 High Desert Aggregate & Paving, Inc. 54**
 Stephen E Hill 1
 Hughes Bros. Construction Co. 6**
 J B Logging 8
 Johnny Cat, Inc. 71
 Just Bucket Excavating, Inc. 5**
 Duane A Korst 1**
 Lakeside Lumber, Inc. 30
 Dairl Landers 10
 Lantz Electric, Inc. 3**
 B L Lathrop Ranch 37**
 Robert Leininger Trucking & Backhoe 8**
 Dan Lundgren Construction LLC 3
 Maroney & Sons, Inc. 53**
 C W Mason Trucking 28**
 Meili Construction Co., Inc. 16**
 Mohawk Valley Transport LLC 81**
 Jason Moore 11**
 MS Paving & Construction LLC 1**
 Munson Trucking Co. 52**
 Newman Paving & Hardscape, Inc. 5
 Michael E Noonan 1**
 Northwest Environmental & Recycling 4
 Northwest Hauling LLC (Dallas OR) 7
 Dwayne K Orr 1
 P&S Construction Co., Inc. 6
 Pan Western Corp. 1
 Terry Panter & Sons LLC 71**
 William J Parks 1
 Pelican Charters, Inc. 3**
 Gary L Peterson Excavating Contractor 1
 Allen N Pinkston 1
 Richland Feed & Seed, Inc. 42**
 Robinson Farms Transport, Inc. 10**
 Jack Robinson & Sons, Inc. 29**
 Rock N Ready Mix Concrete LLC 2**
 Rock N Ready Mix, Inc. 34**
 Rogue Valley Paving 12
 Rome Transportation LLC 6
 Roto Rooter Plumbing Services (Coos Bay OR) 17**

Scott's Trucking (McMinnville OR) 17
 Gary L Shamblin 1**
 Steve E Smiltneek 1
 Smoker Craft, Inc. 9
 Brad Standiford Excavation 4
 Sweet Septic & Portable Service 23
 Swift & McCormick Metal Processors 3
 T L C Excavating & Construction 11
 Tazz Trucking 7***
 Tiben Enterprise 37
 Tillamook Country Smoker, Inc. 7
 Russell Totman Trucking, Inc. 17**
 Totten Construction, Inc. 27**
 Tower Timber Services, Inc. 46**
 Umpqua Excavation & Paving Co. 13
 Valley Rolling Corp. 8
 Vio T Construction 30***
 W H S, Inc. 10
 David A Wade 4
 Robert L Waller 1
 Dale Wilson 33**
 James D Wright 1

Other Violations

A total of 22 enforcement actions established violations related to operating without valid registration credentials, operating in excess of size and/or weight limits, operating in violation of farm registration laws and rules, or operating as an unregistered pack and loader.

AAAA Smartmove 1
 All Around Movers 1
 Roger Brooks Allen 1•
 American Petroleum Environmental Services Inc. 1
 AM-PM Moving 1
 B-C Cove Farms 1•
 Ronald Byers 1•
 Creagan Excavating, Inc. 3
 Dallwig Bros. Building Supply, Inc. 1**
 Dennis Moving & Storage 2**
 Marvin Hopkins 1•
 Magic Movers 1
 Metro Moving 1***
 Mountain Mike's Moving, Inc. 1

Move It Or Lose It, Inc. 1
 Moving Experience 1
 Northwest Pacific Partners, Inc. 1**
 Portland Moving Services, Inc. 1
 Potelco, Inc. 6**
 Raytrans Trucking LLC 3
 Sun Dance Ranch 1•
 Time Is Money Moving Company LLC 1

Other Enforcement

Following is a summary of enforcement by Motor Carrier Enforcement Officers in the 3rd Quarter 2005

Trucks Weighed on Static Scales
612,941

Trucks Precleared to Pass Green Light Weigh Stations
378,538

Warnings Issued
7,662

Weight-Related Citations
3,905

Size-Related Citations
318

Trucks Required to "Legalize" (Correct) Size and/or Weight
1,244

Other Citations Issued
1,094

Citations for Operating Without Oregon Weight Receipt & Tax Identifier
2,014

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

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Other Safety Violations — 3rd Quarter 2005

A total of 66 cease and desist orders and 14 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.

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MOTOR CARRIER TRANSPORTATION DIVISION
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In this December 2005 issue:

- Call management system improves customer service..... 1**
A new phone system has made a dramatic difference in Motor Carrier Transportation Division staff's ability to handle calls for truck-related service.
- Trucking Online runs hot with renewal activity 2**
A record number of companies are going online to renew credentials for 2006.
- Q&A about truck credentials grace period 2**
Late renewing Oregon truck registration or tax credentials? Read this Q&A.
- Weight-restricted bridges on major routes..... 3**
- Weight-restricted bridges on lesser routes 4**
- Green Light passes another milestone 5**
- Carriers mistakenly pay fuels tax and weight-mile 5**
- Rulemaking clarifies chain law 5-6**

Winter Advisory: In Oregon, chains or traction tires are required whenever winter conditions exist and signs are posted advising drivers to carry or use them. The chain laws are posted on the Internet at ODOT's TripCheck Web site — www.tripcheck.com/pages — under Winter Travel, Weather Outlook, and Road Conditions.

