



MOTOR CARRIER

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

Legislators vote to eliminate Oregon truck "tax" plates

Travel across the United States and you'll see them everywhere. On the front of hundreds of thousands of trucks throughout this country is a red Oregon license plate commonly known as a "tax" plate. About 15,000 trucking companies currently have them on 250,000+ trucks, and that's not counting trucks sporting one of the plates with old, expired stickers.

Now Oregon legislators have turned those plates into soon-to-be collectibles that one day may be found for sale on eBay. With the passage of House Bill 3411, legislators scrapped the plate, effective July 1, 2002, and agreed that Oregon should just expect interstate trucks to have a plate issued by their base state under the International Registration Plan (IRP), or operate under registration trip permits.

The change does not affect Oregon-based carriers operating trucks with Commercial or Apportioned plates.

Although the bill takes effect July 2002, the Motor Carrier Transportation Division (MCTD) has already started work to change computer systems to organize Oregon's existing records of out-of-state carriers according to the number on IRP plates issued by states and provinces.

Oregon's weight-mile tax dates back to 1947 and the state has been issuing a license plate for tax purposes since at least that time. Carriers based out-of-state put

these plates on their trucks so they don't have to obtain a temporary pass and pay weight-mile taxes in advance every time they operate in Oregon.

Now as MCTD prepares for the 2002 truck registration renewal process, it's not planning to issue new tax

plates or send stickers to renew existing plates. "Since tax plates will be eliminated on July 1, it doesn't make sense to issue new plates or 2002 stickers for existing plates," noted Motor Carrier Services

Manager Ric Listella. "Because of the standard sticker display grace period we provide in the first three months of every year, the 2002 tax plate would only be a good identification device for the months of April, May, and June."

The usual packet of registration information MCTD mails to carriers in September of each year will explain further. At that time, it's expected that out-of-state carriers will be instructed to pay \$5 for a weight certification receipt, rather than a \$7.50 plate fee. Then as they travel through Oregon next year, interstate trucks will be required to carry that weight certification in the cab to confirm the truck is registered to operate in Oregon.



Oregon is eliminating its "tax" license plate, a 54-year-old trucking icon found on hundreds of thousands of trucks across the country.

Transportation Investment Act raises car and truck title fees to fund road and bridge work

Legislators meeting in Salem for the 71st Legislative Assembly didn't touch the idea of raising gas or weight-mile taxes, but nevertheless they did find a way to pay for improvements to state highways and bridges. By voting to increase several DMV fees, including an increase in vehicle titling fees (to \$30 for cars and \$90 for trucks, up from the current \$10 fee), legislators found approximately \$35 million in annual revenue that could finance \$400 million in bonds for road and bridge work. The bonds will be repaid over the next 15 to 20 years.

Under House Bill 2142, called the 2001 Oregon Transportation Investment Act, highway and bridge projects will be selected by the Oregon Transportation Commission. The Commission will consult with local governments and regional transportation advisory groups to pick from projects that specifically involve highway preservation, repairs of weight-restricted bridges, increases in traffic-lane capacity, and safety improvements to interchanges on multi-lane highways. The list of projects is to be made public by February 1, 2002.

The \$400 million for road and bridge work represents the first significant infusion of new money for transportation projects in a decade. There have been no road user fee increases in Oregon since the 1991 Oregon Legislature voted to increase gas taxes to the current 24 cents.

2001 Legislative Session — Wrap-up

Quarterly reporting option available for all next year

About 8,000 trucking companies operating in Oregon will have a choice to make next year. As a result of House Bill 3411, beginning in July 2002 the companies can opt to pay weight-mile taxes on a quarterly rather than monthly basis. The quarterly option was requested by the trucking industry as part of a package of changes to Oregon's weight-mile tax system. The Motor Carrier Transportation Division (MCTD) retains authority to require a company to pay monthly if for some reason that's necessary.

Under current law, only carriers with an estimated annual tax liability less than \$3,600 are eligible to report and pay weight-mile taxes on a quarterly basis. Of the 26,000 total carriers registered in Oregon today, about 18,000 qualify for quarterly reporting. MCTD expects that many of the remaining 8,000 carriers who currently pay taxes every month will switch to quarterly because it can reduce paperwork and offer the chance to earn interest on money kept longer. Others may choose to continue monthly reporting because it would strain their budget to send a larger check every quarter.

Carrier Education Program requirements eased

House Bill 3411 eliminated the requirement that Oregon-based carriers must attend a Motor Carrier Education Program seminar within 180 days of receiving a certificate or permit for the first time. Until late-2000, the program was presented by a private contractor as a six-hour seminar with information about truck safety, tax, registration, insurance, and size and weight regulations, at a cost of \$45 per person. This bill removed the requirement to attend one of these seminars because the Oregon Department of Justice advises that carriers can't be

required to attend and suspended if they don't. As a result, the law will now just refer to having new carriers "participate" in the program within 90 days. New Oregon carriers will receive a packet with the same material they would have received at one of the former seminars and they can then study it at their convenience.

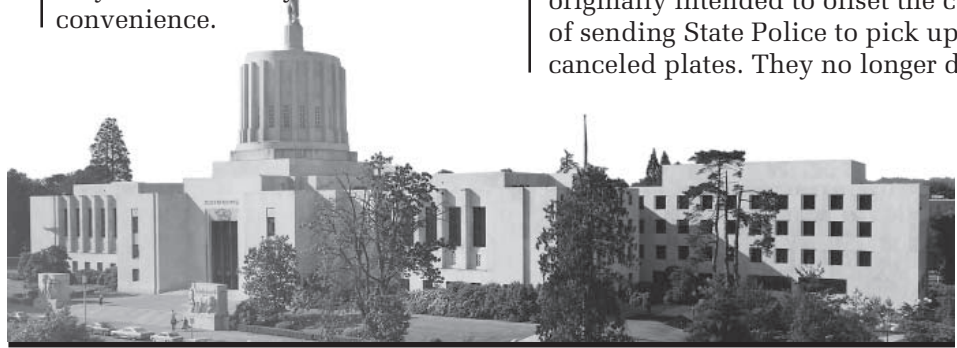


Plate cancellation fees repealed in July 2002

Effective July 1, 2002, carriers will not be charged a \$15 fee for failing to return an Oregon truck license plate within 90 days of suspension or cancelation of authority. House Bill 3411 repealed the fee, which was originally intended to offset the cost of sending State Police to pick up canceled plates. They no longer do

Upcoming rulemaking will set new IFTA annual fees

Senate Bill 740 calls for the Motor Carrier Transportation Division (MCTD) to conduct a rulemaking to set new annual fees that Oregon-based carriers will pay to participate in the International Fuel Tax Agreement (IFTA). Fees may be based on fleet size, but cannot be more than \$650.

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

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

Oregon carriers participating in IFTA should watch for news about upcoming rulemaking hearings to set new annual fees.

that and it's not necessarily needed now that weigh station operations are computerized.

Enforcement officers get new citation authority

Oregon legislators approved two bills that add to the offenses for which weighmasters and motor carrier enforcement officers may issue citations. Assuming the Governor signs both bills, they take effect 90 days after the end of the 2001 Session, which was still underway as this newsletter went to be printed.

The first bill, House Bill 2141 authorized the issuance of citations for Class A traffic violations for a number of offenses that are grounds for suspension of operating authority, including:

- Failing to report or pay taxes, fees, or penalties due.
- Failing to file a cash deposit or surety bond, when required.
- Failing to keep required records or produce records for examination.
- Repeatedly violating or avoiding an Oregon Department of Transportation order or rule.

The legislation was necessary to address recent Oregon Department

(continued on page 3)

(continued from page 2)

of Justice advice that MCTD cannot suspend an interstate carrier and prohibit that carrier from continuing to operate in Oregon. With the threat of a \$295 citation for these offenses, carriers can be allowed to continue to operate but they will be more likely to want to fix their problem.

Under the law, when a citation is issued to a driver it will be considered to have been issued to the carrier that owns the vehicle, if the driver is not the owner. This is considered appropriate because these are business-related problems for which the driver is often not responsible.

A second bill, Senate Bill 299, authorized the issuance of citations for four offenses:

- Operating a commercial vehicle without a Commercial Driver License (CDL), a Class B violation with a \$175 fine.
- Operating a commercial vehicle with a suspended or revoked CDL, a Class A violation with a \$295 fine.
- Failing to use traction tires or chains when required, a Class C violation with a \$109 fine.
- Failing to pay appropriate truck registration fees, a Class D violation with a \$77 fine.

Officers already issue citations for the first three offenses, but they cite federal motor carrier regulations. Now they will have authority to cite state statutes, just like State Police and other law enforcement officers do, eliminating confusion for judges when the citations reach the courts.

Tire sidewall rating factored into allowable weight

In Oregon, one formula for determining maximum allowable weight is based on 600 pounds multiplied by the sum of the tire widths, in inches, of the wheels of the axle or tandem axles. With the passage of House Bill 2141, that formula will also be based on the manufacturer's sidewall tire rating because, of

course, some tires were never designed to handle weights up to 600 pounds per tire inch.

In similar, but unrelated legislation, garbage haulers were granted an exception to wheel load limits. Under House Bill 3336, the maximum wheel load for the front axle of the power unit on a truck used for curbside solid waste or recycling collection that has tires at least 12-1/2 inches wide is the limit established by the tire manufacturer and molded on at least one sidewall, up to 10,000 pounds. The Oregon Department of Transportation has authority to adopt rules and approve the tires used.

Bill adjusts statutory length limits for combinations

House Bill 3662 changed the vehicle length limit shown in statute so that the maximum allowable length for a combination of vehicles, including load, is 60 feet, rather than 50 feet. By administrative rules, carriers have for years been allowed to operate 60-foot combinations on almost all state highways without the need for a variance permit. While the state does not need to issue permits for these combinations to travel on state highways, some cities and counties, pointing to the 50-foot length limit in statute, recently began requiring permits for travel on their roads. Under this bill, those jurisdictions no longer need to issue permits, but they can still post signs restricting vehicle lengths if certain roads cannot safely accommodate long combinations.

House Bill 3662 also added a definition for "stinger-steered" so that in relation to a combination of vehicles it means that the coupling device on the power unit is located back of the tread of the tires on the last axle. The bill then added a 65-foot length limit for a "combination of vehicles that includes a stinger-steered pole trailer." This new length limit essentially applies only to log trucks.

Fenders and mudguards requirements change

House Bill 2141 made two minor changes to requirements related to placement of fenders and mudguards.

Certain vehicles currently must have Type I fenders or mudguards within four feet of the tire tread of the tires on the last axle. House Bill 2141 increased, to five feet, that minimum required distance from the tire tread.

The trucking industry asked for the change because some trucks are being manufactured with fenders and mudguards spaced five feet from the tires, with no negative impact on highway safety.

Also, currently the Type I fenders or mudguards "must extend in full width from a point on the wheels that is above and forward of the center of the tires over to a point at the rear of the wheels that is not more than 10 inches above the surface of the highway when the vehicle is empty." That maximum distance above the road was changed to allow fenders or mudguards to be up to 13 inches if they're attached to the rear of a dump box that elevates for unloading.

Dump truck operators asked for the increased distance so they would be less likely to dump loads onto their mudguards and, as a result, have the mudguards torn off the truck.

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Motor Carrier Transportation Division
550 Capitol Street NE
Salem OR 97301-2530

Gregg Dal Ponte, Deputy Director
Gregg.LDalPonte@odot.state.or.us

Jim Brock, Motor Carrier News Editor
James.H.Brock@odot.state.or.us
(503) 373-1578

Oregon carriers need to take note of registration-related changes

The Motor Carrier Transportation Division (MCTD) is advising carriers with Oregon-based vehicles to take note of several truck registration related changes that take effect July 2001:

MCTD has changed all registration forms for Oregon-based carriers. The new forms have been reorganized to help MCTD staff enter customer and vehicle information into a new computer registration system MCTD is implementing. MCTD plans to mail a letter explaining the new process and a sample form to each Oregon carrier. The new forms are also available at the MCTD web site - <http://www.odot.state.or.us/trucking/regis/forms.htm> - at local field registration offices, or from MCTD by calling 503-378-6699.

MCTD is issuing new registration Cab Cards for vehicles carriers add or change. The prorated (International Registration Plan) Cab Card is now larger in size to make room for listing all IRP participating jurisdictions (seven Canadian jurisdictions joined IRP in 2001). The Commercial-plated registration Cab Card is also larger now. All other vehicles will be issued new registration Cab Cards as part of the 2002 Renewal.

Commercial Registration requires an ODOT Weight Certificate. Vehicles that operate in Oregon only with Commercial plates and that are added or changed after July 2001, will be required to carry a separate ODOT weight certificate in the vehicle. Commercial-plated vehicles currently carry a combined registration Cab Card and weight certificate. All other vehicles will be issued new ODOT weight certificates with their 2002 Renewal.

Commercial Registration Fees will no longer be charged to accounts. Carriers will no longer be allowed to charge commercial registration fees. The new registration system MCTD is implementing does, however, allow carriers to make a deposit on their account to use for payment of fees. Payment can also be made by cash, check, guaranteed drafts (Comchek, T-Check, etc.), and Visa or MasterCard (although DMV does not accept credit cards).

California prorate trailer registration requirement ends January 2002

Effective January 1, 2002, Oregon carriers doing business in California will stop paying prorated registration for their trailers. Those vehicles will no longer be required by California to carry an Apportioned Registration Cab Card listing California registration weights. California has removed its exception in the International Registration Plan (IRP) agreement to require separate registration for tractors and trailers. California is switching truck registration fees from a system based on unladen weights to one based on gross weight.

With this change, the Motor Carrier Transportation Division (MCTD) plans to stop accepting trailer titles and issuing trailer plates. For years, MCTD has issued trailer plates only to trailers being prorated, and it has collected California trailer registration fees. Beginning January 2002, all trailer applications must be submitted for processing through the Driver and Motor Vehicle Services Division (DMV).

Most truck business-related forms available online

State and federal forms, instructions, and information related to operating a trucking company are now available on the Motor Carrier Transportation Division (MCTD) web site.

To access the forms, follow these steps:

- Point a web browser to www.odot.state.or.us/trucking
- Click on the "Registration" button
- On the menu of links, click on the link to "Downloadable Forms and Tables"

Users can also go direct to the forms by pointing a web browser to www.odot.state.or.us/trucking/regis/forms.htm

All of the forms and other information can be accessed and viewed on a computer screen by using free software (Adobe Acrobat Reader) that opens documents that are converted to portable document format (pdf).

In the future, MCTD will offer the ability to complete forms and transmit them electronically. While that can't be done today, many of the forms can be opened and completed on the computer. The forms that can be completed onscreen are marked with an asterisk (*) on the web page. Users can then select the "Print as Image" feature, print the completed form, and then mail or fax it to MCTD. Of course, if a form needs to be submitted with payment then that would still need to accompany the form.

One drawback to a form in portable document format is that a person cannot complete the form on his or her computer screen and then save it to open later. When the document is closed, any information entered on it is lost.

Truck Safety Hotline now features online reporting capability

Motorists who see some truck safety problem while traveling Oregon's highways now have two ways to relay information about that incident to the Motor Carrier Transportation Division (MCTD):

- (1) Pick up a phone and dial - 1-800-248-6782
- (2) Log on to a computer, open a web browser and go to - www.odot.state.or.us/cf/mchotform/hotform.cfm

The first method is the familiar toll-free Oregon Truck Safety Hotline that's been available since 1988 to take calls, recorded 24 hours a day, 7 days a week.

The second method is new — an internet-based web page on which a person can enter information about the incident they witnessed and submit it online, direct to MCTD.

The new online reporting method handles information more efficiently. When incident reports are made by phone, an MCTD staff person must regularly check the recordings, transcribe what was reported, and organize the details. Reports submitted online are automatically entered into a database program that organizes the details provided.

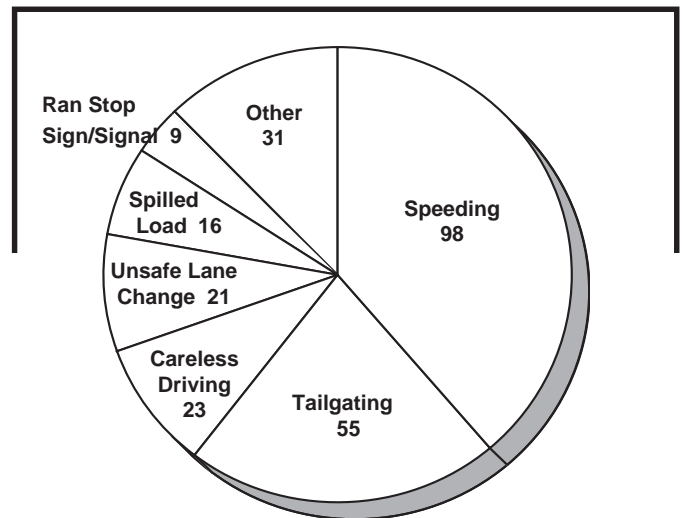
Regardless of how reports are made, if enough information is provided about an incident and the vehicle involved MCTD sends a letter to the trucking company responsible. Both the Hotline's taped message and the online form ask for all pertinent details, including time, location, a description of the incident, and identification of the truck. An ideal incident report would include record of the Oregon DOT license plate number (a red plate with white letters) or the company name and truck cab ID number. Because truck trailers are often leased, the trailer ID number may not be enough information to identify the company using the trailer.

Oregon's Hotline received 411 calls in 2000 from motorists reporting some kind of problem, but only 253 of the calls relayed details that clearly identified the problem and the truck involved. MCTD sent letters to each of the trucking companies asking them to look into the complaint, more than half of which involved reports of trucks speeding or tailgating (see top graph). Those two bad driving habits are among the most common causes of truck-at-fault accidents. Careless driving was the third most common complaint of motorists calling the Hotline last year.

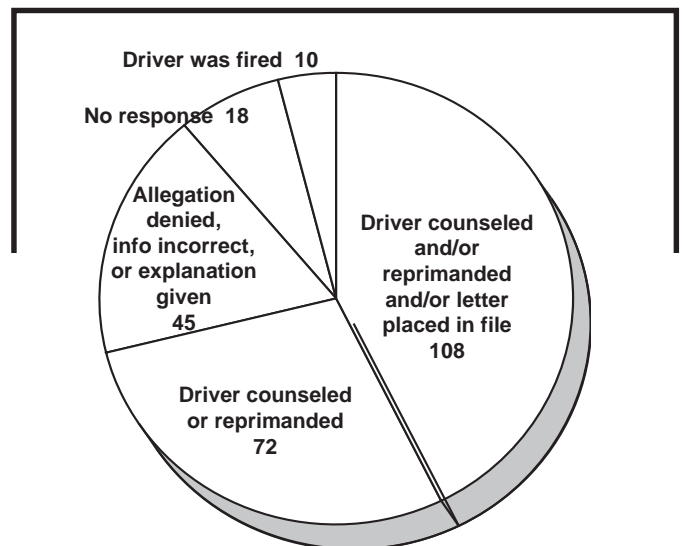
In response to MCTD's letters about incident reports, most carriers said they counseled or reprimanded the driver involved and many placed a letter in the driver's file (see bottom graph). In response to 45 of the Hotline calls, carriers either denied the allegation, reported that certain information was simply inaccurate, or offered a

satisfactory explanation for the incident. In 10 cases, carriers said the driver was fired.

Most truckers are professionals who drive safely and courteously. The Hotline allows the public to help identify those few who cause problems. It's important to remember that trucks, including those that weigh at least 8,000 lbs., are estimated to have traveled more than 2 billion miles over Oregon highways last year. Considering that, it's remarkable that the Safety Hotline receives so relatively few reports of truck-related problems.



253 Incident Reports Received by Truck Safety Hotline in 2000



Trucking Company Responses to the 253 Hotline Incident Reports

go here: www.odot.state.or.us/trucking/safety/hotline.htm

Vehicle ID requirements put focus on U.S. DOT numbers

Motor carriers operating in Oregon must display two things on both sides of the power unit: (1) the carrier's legal name, or a single trade name of the business that owns or controls operations, and (2) the carrier's U.S. DOT number.

The letters and numbers placed on the truck must "contrast sharply" with background colors and be large enough to be seen from a distance of 50 feet during daylight hours when the vehicle is stationary.

Before the U.S. Department of Transportation began issuing numbers, interstate for-hire carriers were required to apply for an Interstate Commerce Commission (ICC) number. Although the

ICC is now defunct, many carriers still display one of the numbers issued by that federal agency, which begin with the letters "MC."

Carriers currently displaying a number issued by the former ICC may continue to display that number until July 3, 2002, at which time they must change to show their U.S. DOT number instead.

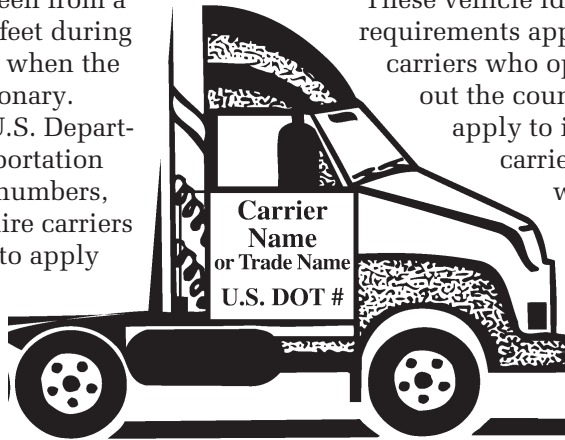
These vehicle identification requirements apply to interstate carriers who operate throughout the country. They also apply to intrastate

carriers who operate within a state if that state has adopted federal motor carrier safety regulations. Oregon, like most other states,

re-adopts federal regulations on an annual basis. With the latest re-adoption of the regulations, in April 2001, the new, simplified truck cab marking requirements became applicable to all carriers operating in Oregon.

Oregon has been issuing U.S. DOT numbers to its intrastate carriers since 1998. With all carriers identified by the uniform U.S. DOT number, it's possible to link carriers with safety inspection and accident data in a national databank of information collected around the country.

In July 2000, the U.S. DOT began to require that all new interstate carriers complete Form MCS-150 and apply for a U.S. DOT number before beginning operations. Then before putting a new truck in service the carriers were required to display their legal name, or a single trade name, and their U.S. DOT number.

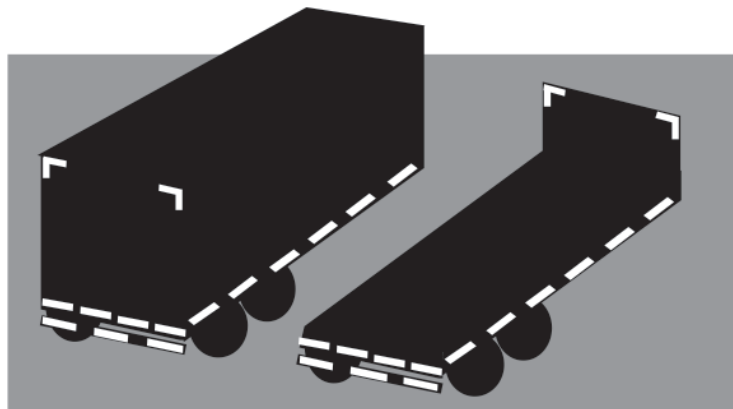


Reflective material requirement extended for container chassis

The Federal Motor Carrier Safety Administration (FMCSA) is giving carriers more time to make sure they've marked one particular kind of semitrailer with red and white reflective material. Carriers operating semitrailers specially built to haul cargo containers, called container chassis, have until December 1, 2001, to meet a requirement that almost all other trailers became subject to on June 1, 2001.

Since 1993, manufacturers have been required to outline trailers with red and white reflective tape, called retroreflective sheeting, or hard plastic reflector strips, called reflex reflectors. In 1999 the FMCSA decided to require the retrofitting of older trailers to meet new trailer standards. Companies that already voluntarily marked their pre-1993 trailers with colors other than red and white will have until

June 1, 2009, to refit the trailers with the required red and white material.



Effective June 1, 2001, trailers and semi-trailers must be marked with reflective material designed to make them more visible and reduce the number of accidents in which cars collide with the sides or rear of trailers. With some exceptions, all trailers built before December 1, 1993, must be retrofitted to match what's been required on newer trailers. (See FMCSR 393.13) Container chassis now have until December 1, 2001, to comply.

The retrofit requirement represents the first time federal safety standards applicable to new vehicles were made applicable to old ones. It is hoped the change will reduce

nighttime accidents by 15 percent.

The requirements apply to all trailers and semi-trailers with an overall width of 80 inches and a gross weight of 10,001 pounds or more. The only trailers excluded from the law are pole trailers, trailers transported in a driveaway-towaway operation (when the trailer itself is the cargo or is being towed for repair), and trailers used only as offices or dwellings.

Those who don't meet the requirements will be in violation of Federal Motor Carrier Safety Regulation 393.13. The law applies to all trucking companies operating in Oregon and in other states that adopt and enforce federal safety regulations.

Enforcement

1st Quarter 2001

During the first quarter, January through March 2001, Motor Carrier Transportation Division staff completed a total of 157 formal, civil enforcement actions. The number following each name indicates the number of violations confirmed in the process.

- ◆ Denotes failure to comply with a vehicle or driver out-of-service notice.
- ** Denotes second complaint within five years.

Safety Violations

A total of 86 enforcement actions involved violations discovered during safety compliance reviews at carriers' terminals, or violations related to failure to comply with an out-of-service notice.

A L Compressed Gases of Portland 3
 A M D Transport 5
 Absolute Asphalt 12
 Action Truss, Inc. 10
 Allen & Gibbons Logging, Inc. 4
 APC Underground, Inc. 7**
 Aurora Transportation Service 8
 B Bar B Construction Co. 20
 Bark Boys, Inc. 6
 Roger E Barklow Trucking 41
 Big A Transportation 13
 Black's Excavating & Hauling 6
 Brian's Sewer & Septic Service 9
 Bruhns Cat & Backhoe Service 28
 C & L Leasing 8
 C & E Distributing, Inc. 14
 Darrell Albert Carey 1◆
 Cascade Transfer LLC 16
 Chehalem Mountain Nursery, Inc. 9
 Christenson Trucking 17
 Clear Pacific, Inc. 8
 Columbia Empire Meat Co., Inc. 10
 Concrete Products Industries, Inc. 6
 Dave's Loam & Topsoil, Inc. 30
 Dental's Towing & Heavy Hauling 14**
 Ryan Denton Trucking 10
 E D Dirksen & Sons, Inc. 5
 Don & Larry's, Inc. 20**
 Francis Clair Eddy 9**
 Elite Transport, Inc. 12
 Erickson Air-Crane Company LLC 2
 FVA Transport 123
 G & S Logging 4
 Galice Resort 3
 Bill Gotchy Trucking 10
 Grim Logging Company, Inc. 3
 Wayne Grippin Construction 8**

Half Diamond T Trucking 5
 Hershey Cattle Co. 16
 Hofenbrell Logging 7**
 Ideal Inc. 3
 In Dep'th Construction, Inc. 7
 J C Trucking (*Hermiston*) 22
 Jefferson State Redi-Mix, Inc. 27
 Jefferson State Rock Products, Inc. 68
 Darin Jones, Inc. 8
 Kirkpatrick's, Inc. 8**
 Konen Rock Products, Inc. 22**
 Marco Trucking LLC 12
 Massey Auto Transport 19
 McElley Transport 24**
 Metro Metals Northwest, Inc. 33
 Dallas Lee Miller Contracting 2
 Doug Miller Construction, Inc. 14
 Morris Transfer, Inc. (*Malin*) 12**
 Mountain View Rock 10
 Napier Excavating & Equipment Co. 15
 Nick's Crane Service 30
 Pacific Recycling, Inc. 37**
 Pacific Stone & Supply Co., Inc. 4
 David L Penegor, Inc. 48
 Plunk Transportation, Inc. 25
 Portland Fruit Company 2
 R & W Logging, Inc. 8
 Rain Country Construction, Inc. 9
 Dwain A Richardson 4
 River City Disposal & Recycling 38**
 River City Environmental, Inc. 4
 David K Robbins 2
 Roseburg Forest Products Co. 4
 Royal Property Corp. 5
 S R S Trucking 21
 E T Schmid Trucking, Inc. 22**
 George Shroyer Logging LLC 10
 M & G Sloan Trucking 14
 Travis Smith 8
 Spec Industries, Inc. 22
 David A Swartz 8
 Tomlinson Construction Co. 3
 Russell Totman Trucking, Inc. 7
 D J Trenching, Inc. 7
 Waldron Logging & Hauling, Inc. 8
 Stephen Waldroup Construction, Inc. 19
 William J Welt, Inc. 15
 West's Rentals & Sales, Inc. 10
 Wood Products Transport, Inc. 21**

Other Safety Violations

A total of 13 enforcement actions involved failure to return a Driver or Equipment Compliance Check Form after a safety inspection.

Carnival of Fun, Inc. 2
 Centerline Contractors, Inc. 1

Randy Ellis Trucking, Inc. 1
 Hyun Dae Trucking Co., Inc. 1
 Ira's Trucking 1
 Victor Murillo Trucking 1
 Pacific Express LLC 1
 Rock Box Trucking, Inc. 1
 Solorio Trucking 1
 Steve Bros. Trucking 1
 Stockton Transportation, Inc. 1
 Villalobos Trucking 1
 Wetherbee Trucking 1

Other Violations

A total of 58 enforcement actions involved violations related to operating without valid registration, permit, plates and passes, or operating without a required size or weight variance permit.

Allied Van Lines, Inc. 5
 Tom Arnold Logging, Inc. 3**
 Steven G Backstrom 2
 Mike Bates Trucking 2
 Construction Material Hauling, Inc. 12
 D & S Transport, Inc. (*WA*) 2
 Diane's Foods 7
 Charles F Distefano 2**
 Dreamin Northwest 9
 Eagle Carriers LTD 2
 Eby Brothers, Inc. 2
 Emerald City Frozen Express 4
 F F E Transportation Services 4
 Finley Ranch 5
 Fitch Sand & Gravel, Inc. 5
 Stan Fye Trucking 2
 General Transport (*WA*) 2
 Giesbrecht and Sons Trucking 4
 Fred Gomez 4
 Gravel Werkes 4
 GTL Enterprises, Inc. 2
 H & R Trucking (*CA*) 2
 Haag & Shaw, Inc. 3
 Harris Trucking (*WA*) 2
 Highway Enterprises, Inc. 9
 Hoksbergen Hay LLC 2
 J & D Transportation Services LLC 6
 Jacksons Food Stores, Inc. 3
 LL Lindberg Co. LLC 2
 Dan Louie Trucking 3
 Lowes HIW, Inc. 2
 May Trucking Company 3
 McVay Brothers Contracting, Inc. 2
 Mid Columbia Forklift, Inc. 2
 Morgan Trucking, Inc. (*WA*) 2
 Nabisco Brands, Inc. 2
 Najdek Produce Company 37
 Ochoa Ag Unlimited Transportation 4
 P R T I 6**
 Pacific Freight Express, Inc. (*WA*) 3
 Pacific Site Prep 3
 Pacific Supplies (*WA*) 2
 Pepsi Cola Bottling Co. of Vancouver 6

Prime, Inc. 3
 Reid Plastics West, Inc. 2
 Ryan Roberts Trucking 2
 Amador Rodriguez 2
 Demetrio Rodriguez Jr. 2
 Rotschy, Inc. 8**
 Schram's Excavating LLC 6
 Service Heavy Haul 6
 Smooth Move People, Inc. 1
 Swift Transportation Co., Inc. 2
 Truss Systems of Washington LLC 3
 U S A Truck, Inc. 3
 United Van Lines LLC 3
 West Coast Trucking, Inc. 3**
 Worthy Enterprises, Inc. 1

Other Enforcement 1st Quarter 2001

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

Warnings Issued
7,428

Truck Weight-Related Citations
4,200

Truck Size-Related Citations
585

Trucks Required to "Legalize" (Correct) Size and/or Weight
2,233

Other Citations Issued
2,046

Citations for Operating Without ODOT Tax License
827

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

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

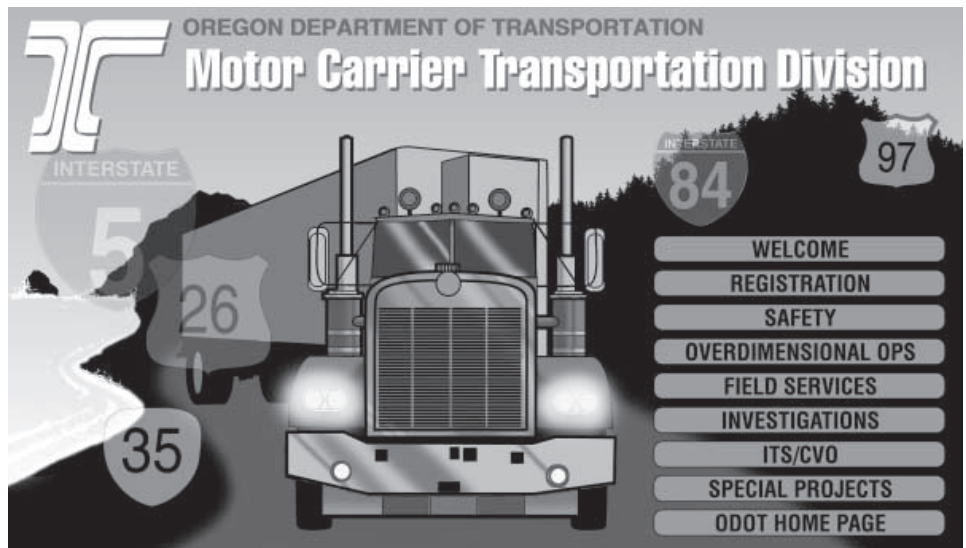
PRSR STD
US POSTAGE
PAID
SALEM, OR
PERMIT No. 81

News and information about trucking is just a mouse click away

An increasing number of people are discovering that news and information about trucking in Oregon is as close as the nearest computer. Web site tracking tools show that every day about 200 people use their computer web browser to visit the Motor Carrier Transportation Division (MCTD) web site. Over the course of a month, those visitors rack up more than 26,000 clicks on links to the many web pages with information of interest to trucking companies doing business in Oregon.

One of the most frequently visited pages at the MCTD web site is one entitled Downloadable Forms and Tables (www.odot.state.or.us/trucking/regis/forms.htm). There visitors find that by using free software called Acrobat Reader they can access almost all of the state and federal forms that truckers use today.

Records show that forms on the MCTD web site are being opened and viewed more than 5,000 times every



www.odot.state.or.us/trucking

month. Many of the forms can now be completed on the user's computer screen. Although it's not yet possible to submit forms online (electronically), users can print the completed forms for mailing later. (See page 4 for more information.)

MCTD is encouraging carriers to visit its web site — www.odot.state.or.us/trucking — and set their web browsers to show that address as either a "Favorite" or a "Bookmark" so they can easily return to it.