



# MOTOR CARRIER NEWS

Quarterly Newsletter of the Oregon Department of Transportation • Motor Carrier Transportation Division • June 2002

## Oregon's 24 / 7 credentials Service Center moves to Salem

Effective July 1, 2002, truckers who need basic Oregon credentials service at night and on weekends will call 503-378-6699 for assistance from a new Salem Service Center. The Motor Carrier Transportation Division (MCTD) is moving its 24 / 7 operation from the Farewell Bend Port of Entry (POE) on the Idaho border to Salem as part of a reorganization of service delivery. Since 1998, the Farewell Bend POE has provided truckers with at least basic registration services by phone or over-the-counter 24 hours a day.

Now the Farewell Bend POE will start operating a Registration Desk open Monday to Friday from 8 a.m. to 5 p.m., just like the Ports of Entry at Ashland, Cascade Locks, Klamath Falls, Umatilla, and Woodburn. The MCTD office at Jantzen Beach, Portland Interstate Bridge on I-5 also follows an 8 to 5 weekday schedule.

According to Field Services Manager Ed Scrivner, an average of 250 truckers a week call Farewell Bend for credentials service from 5 p.m. to 8 a.m. on weekdays and during weekend hours. Another 750 truckers a week walk in for over-the-counter service after weekday business hours or on weekends. "The move to Salem should pose no problem for those who've been calling for service," Scrivner said. "But truckers who've been arriving from Idaho and expecting to walk in for service after hours and on weekends will have to make some adjustments and start calling ahead before they head out for Oregon."

MCTD has been planning the Service Center move for several months. The Farewell Bend staff affected were given the opportunity to relocate to Salem. "It's going to be better for us to have the after-hours operation in Salem than at a far-away Port," Scrivner said. "Our operators need to be separate from the walk-in traffic at a Port of Entry. Also, Salem has more reliable phone lines, it's closer to computer support, and it will be easier to staff the Salem Center."

Truckers entering Oregon without credentials are subject to citation and a \$295 fine. If it's a driver's first time offense, a MCTD enforcement officer will give the driver 24 hours to obtain credentials and fax back evidence of that transaction in order to have the citation voided.

### 24/7 Credentials Service Center Moves to Salem



503-378-6699

### Effective July 1, 2002

#### Basic Oregon Services Available Nights & Weekends at Salem Service Center

Oregon Tax and Registration  
Temporary Permits

Orders for  
Oregon Weight Receipt and Tax Identifier or Temporary Weight Receipt and Tax Identifier  
*(available by phone if pre-authorized by carrier)*

Replacement Temporary Vehicle Registration (TVR)

DMV Trailer Trip Permits  
*(available by phone if faxed and paid with credit card or pre-authorized draft)*

**Service 8 a.m.-5 p.m. Monday-Friday at MCTD Salem Headquarters, Oregon Ports of Entry, and Portland Bridge Office**

Basic services listed above, plus:

Reinstatement of Suspended ODOT Tax Accounts

New Carrier Applications for ODOT Authority

Prorate Registration Transactions  
*(requires appointment)*

Commercial or Prorate Registration Renewals  
*(requires appointment)*

Single-Trip and Annual Over-Dimension Variance Permits

Insurance Filings  
*(available by phone if faxed)*

Weight-Mile Tax Mileage Reports  
*(available by phone if faxed)*

Mobile Home Trip Permits

Miscellaneous Payments on Account

## Oregon truck plates — Q & A

### **Did Oregon do away with one of its truck tax plates?**

Yes. Beginning in 2002 Oregon stopped issuing a license plate commonly known as a “tax” plate for trucks operated by companies based in other states and Canadian provinces. This red plate, which had three letters followed by three numbers, can now be removed and scrapped for recycling.

**Did Oregon do away with any other plates?** No. Oregon still issues a Commercial and Apportioned plate for trucks operated by companies based in Oregon. Trucks that generally don’t operate outside the state get the Commercial plate that begins with the letters Y C. Trucks that operate in other states and provinces under the International Registration Plan get the Apportioned plate that begins with the letters Y A.

### **How is Oregon identifying out-of-state-based trucks?**

Oregon has organized its computer records for each truck around the license plate issued by a company’s home state or province. Each truck’s plate numbers are now the weight-mile tax identifier for the truck as it operates in Oregon. Carriers are required to report their base license plate numbers as part of the weight-mile tax payment process.

**Does Oregon need to know if a truck gets a new license plate and different plate numbers?** Yes. The driver is subject to enforcement action, including citation and a \$295 fine, if the plate numbers don’t match the Oregon paper credential in the cab. When out-of-state-based trucks are registered in Oregon, each truck gets a Weight Receipt and Tax Identifier for in the cab. That paper credential will show the truck’s plate numbers.

**What can out-of-state truckers do if they want to operate in Oregon but their state or province has not issued a plate for a truck?** They can get a Temporary Weight Receipt and Tax Identifier that the driver will show Oregon enforcement officers. That temporary credential is valid as long as there is no plate on the truck. When the state issues a plate for the truck, the Temporary Weight Receipt needs to be replaced with a Permanent Weight Receipt.

**Will a trucker get in trouble if he continues to display one of the old Oregon tax plates?** No, although it might confuse police officers if they see an old plate with an expired sticker. Oregon will not issue a citation for displaying the old plate, but carriers should remove them anyway.

**Where can truckers get registration forms?** At the Motor Carrier Transportation Division Web site: [www.odot.state.or.us/trucking](http://www.odot.state.or.us/trucking)  
[www.odot.state.or.us/trucking/regist/forms.htm](http://www.odot.state.or.us/trucking/regist/forms.htm)

## I-5 repaving will require freeway and lane closures

The repaving of Interstate 5 in the Portland area will completely close part of the freeway for six weekends and require lane and ramp closures through September.

Less than six months remain on a two-year, \$29 million Preservation Project to build soundwalls, raise overcrossings, and repair and repave roadway that is cracked and badly rutted from 30 years of use by heavy traffic. The work zone stretches from the Rose Quarter, near downtown Portland, north to



Hayden Island on the Columbia River at the Washington border. Through September 2002, traffic on I-5 will be affected by the following construction plans:

### **From the Rose Quarter near Downtown Portland north to the Fremont Bridge**

On six weekends beginning after July 7, the two mile narrow stretch of Interstate 5 between the Rose Quarter and the Fremont Bridge over the Willamette River will be completely closed for repaving and bridge joint replacement. Closures will begin at 10 p.m. each Friday night and end by 5 a.m. Monday. Traffic will be detoured to I-405.

### **From the Fremont Bridge north to the Hayden Island area on the Columbia River**

Repaving work on this longer stretch of I-5 will take place at night and usually require closing two lanes, leaving one lane open for traffic. Double-lane closures will begin as early as 9 p.m. southbound and 10:30 p.m. northbound. Single-lane closures will begin as early as 7 p.m. southbound and 8 p.m. northbound. Ramps can close as early as 7 p.m. Lanes and ramps will be reopened no later than 6 a.m. the next day.

### **At the Hayden Island area on the Columbia**

Double-lane closures begin as early as 9 p.m., both north and southbound. Single-lane closures begin as early as 7 p.m. southbound and 8 p.m. northbound. Ramps can close at 10 p.m.

Construction schedules can change, so the Oregon Department of Transportation is asking motorists to call 503-223-0066 for daily updates to a recorded construction information line.

## RESTRICTED

### Divisible Loads:

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

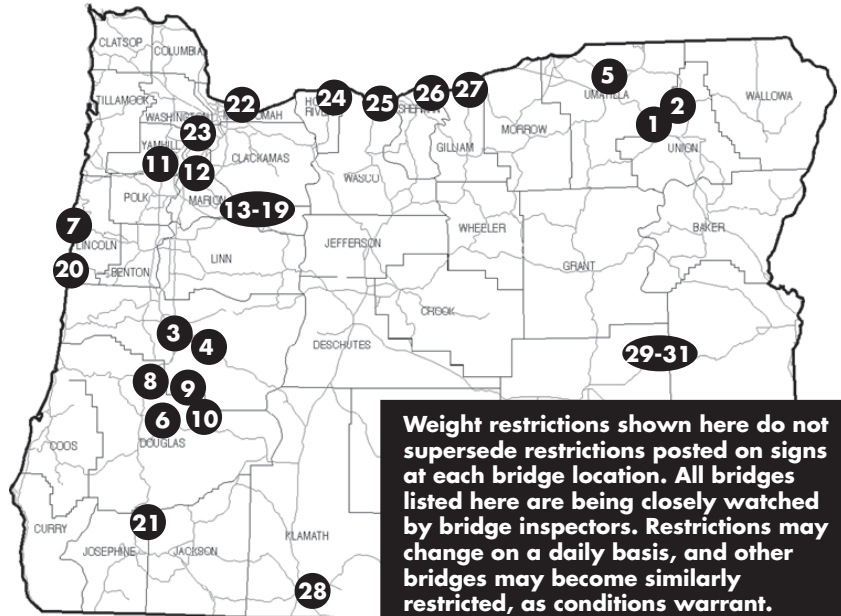
### Non-Divisible Loads:

**Single axle - 21,500 lbs.**  
**Tandem axle - 43,000 lbs.**  
**Maximum gross weight - 98,000 lbs.**

- 1 Grande Ronde River Bridges  
I-84 EB - MP256.17
- 2 I-84 WB - MP259.13  
west of La Grande
- 3 Coast Fork Willamette River Bridge  
I-5 SB - MP179.99  
north of Cottage Grove
- 4 Row River Bridge  
I-5 SB - MP175.40  
north of Cottage Grove
- 5 Umatilla River Bridge  
I-84 EB - MP188.43, near Umatilla
- 6 Umpqua River Bridge  
I-5 NB - MP128.92, Roseburg
- 7 Spencer Creek Bridge  
US101 - MP133.86  
10 miles south of Depoe Bay
- 8 Fords Bridge, I-5 SB - MP101.54  
two miles north of Canyonville
- 9 Booth Ranch Bridge, NB I-5 - MP112.57
- 10 Shady Bridge, NB I-5 - MP120.57  
over the South Umpqua River between  
Myrtle Creek and Roseburg
- 11 Willamette River Bridge  
OR219 - MP23.46, south of Newberg
- 12 Yamhill River Bridge  
OR18 - MP51.57, near Dayton
- 13 **OR22 Bridges, East of Salem**  
Deer Park Road Overcrossing, MP4.03,
- 14 Joseph St. Overcrossing, MP5.44
- 15 Eastbound Beaver Creek, MP8.88
- 16 Whitewater Creek, MP60.80
- 17 Pamela Creek, MP62.78
- 18 Marion Creek, MP66.42
- 19 North Santiam River, MP75.65

## Weight-Restricted Bridges on Major Routes

As of June 1, 2002, Oregon Department of Transportation bridge inspectors have identified a total of 31 bridges on major routes that must be weight restricted until repairs can be made or the structures replaced. In addition, there are 43 other bridges on lesser routes that are also weight-restricted. Carriers with questions about restrictions should contact the Motor Carrier Transportation Division, Over-Dimension Permit Unit at 503-373-0000. More information is available on the Web: [www.TripCheck.com](http://www.TripCheck.com) or at [www.odot.state.or.us/comm/newscenter/bridges.htm](http://www.odot.state.or.us/comm/newscenter/bridges.htm)



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

## RESTRICTED

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

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

## RESTRICTED

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

- 21 Applegate River Bridge, US199,  
MP7, southwest of Grants Pass

## RESTRICTED

**Maximum gross weight - 50,000 lbs.**  
**No truck combinations**

- 22 Martin Luther King Jr. Viaduct,  
SB OR99E, Portland

## RESTRICTED

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

- 23 Tualatin River Bridge  
OR99W - MP12.18, Tualatin
- 24 Hood River Bridge  
WB I-84 - MP63.41, crossing over  
the railroad in Hood River
- 25 Sandy River Bridge  
WB I-84 - MP17.68
- 26 Deschutes River Bridge  
OR206 - MP 2.92
- 27 OR/WA Biggs Junction Bridge  
US97, over the Columbia River
- 28 Klamath Falls, US97, MP275.74,  
bridge over Green Springs Drive
- 29 **US20 Bridges, Eastern Oregon**  
North Fork Malheur River, MP190.84
- 30 Gwynn Crossing Bridge, MP195.13
- 31 Sperry Bridge, MP205.58

# Court declines to rule in transponder interoperability case

A U.S. Magistrate Judge has declined to issue a judgment regarding whether or not it's lawful for Oregon to enroll HELP, Inc.'s PrePass transponders in the Oregon Green Light weigh station preclearance system. A Summary Judgment hearing was held April 15, 2002, and on April 19 the judge dismissed the case of Oregon v. Heavy Vehicle Electronic License Plate (HELP).

Oregon filed a Complaint for Declaratory Judgment and Injunctive Relief in February 2001, hoping for a ruling that would allow it to use PrePass transponders in its Green Light system, but only at the

request of a motor carrier with those transponders. HELP then filed a counterclaim, seeking a declaration that Oregon could not lawfully enroll PrePass transponders.

In dismissing the case, the judge declined to grant any declaratory relief. "It's a non-decision that advances no one's position — we didn't get our requested declaration; they didn't get theirs," explained

Gregg Dal Ponte, Deputy Director for the Oregon Department of Transportation's Motor Carrier Division.

Thousands of trucks have PrePass transponders that they use to identify themselves when they preclear weigh stations in California and many other states that have the PrePass system. Although the transponders are the same model

of those trucks qualified for preclearance, the fact that their PrePass transponders are not interoperable is estimated to have cost them \$158,000 and 2,125 hours of travel time in just that one month alone," Dal Ponte said. "Moreover, that's an additional 25,503 trucks that lined up in the queue at Oregon weigh stations to undergo a manual check of size, weight, and creden-

tials. They joined the millions of other trucks in a growing stream of traffic straining our weigh stations."

Oregon's problem with HELP's transponder usage policy dates back to 1998 when the state, at the request of

truckers, enrolled about 100 PrePass transponders in the Green Light system. In December 1998, HELP sent then-Oregon DOT Director Grace Crunican a litigation warning letter alleging misappropriation of property and violation of telecommunications law. Oregon then suspended enrollment of PrePass transponders and has since unsuccessfully tried to negotiate a usage agreement with HELP.

A transponder is a palm-size Dedicated Short Range Communication device that is attached to the truck windshield. It works like a metal license plate. Transponders cannot be turned on and off. Their identification number is stamped on the back and each device broadcasts its unique number whenever it passes a transponder reader. A truck may be cleared to pass a weigh station if its transponder number has been entered in the station's computer system and linked to a motor carrier's records, with the permission of the carrier. If the number has not been entered in that system, the transponder simply gets a red light telling the driver to pull in to the weigh station.

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*In March 2002, transponder readers at Green Light weigh stations identified PrePass transponders a total of 25,503 times and sent a red light, pull-in signal every time.*

*"If all of those trucks qualified for preclearance, the fact that their PrePass transponders are not interoperable is estimated to have cost them \$158,000 and 2,125 hours of travel time in just that one month alone."*

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and type used in Oregon's Green Light system, HELP maintains that they cannot be used to preclear trucks in Oregon. HELP has a restrictive agreement that purports to prohibit anyone from using a PrePass transponder without its permission.

Dal Ponte calls the current impasse to interoperability "an unnecessary waste of state and industry resources."

He notes that in March 2002, for example, transponder readers at Green Light weigh stations identified PrePass transponders a total of 25,503 times and sent a red light, pull-in signal every time. "If all



Transponder readers mounted on a mast arm extending over the roadway look for signals from transponders on truck windshields. Since transponders can't be turned on or off, the readers will recognize every transponder's unique identifying signal. If a particular transponder is not enrolled in the system and linked to any company's records, the driver will see a red light on the transponder indicating he or she must stop at the weigh station.

# MCTD plans to automatically review all carrier accounts

## Rulemaking sets bond and cash deposit requirements

The Motor Carrier Transportation Division (MCTD) has initiated a rulemaking to revise Oregon requirements for cash deposits and surety bonds. The rulemaking affects thousands of carriers because today most are required to file a deposit or bond to insure they will pay Oregon taxes and fees.

accounts, Listella requested that they send a letter to the MCTD Bond Unit, 550 Capitol Street NE, Salem OR 97301-2530.

MCTD currently holds about \$10 million in interest-earning cash deposits, and surety bond filings worth \$64 million. Oregon's weight-mile tax provides the chief reason for bond requirements. Unlike fuel taxes where carriers pay as they go, in Oregon carriers can travel thousands of miles and accrue hundreds of dollars in weight-mile taxes before they file a road-use tax report.

Carriers new to Oregon would qualify for waiver of the requirements if they have a Dun & Bradstreet rating of 3A2 or higher, and established carriers qualify if they have a "clean" record in the previous year. A clean record would be one with no suspensions and no revocation of an IFTA tax license, no outstanding billings for over-dimensional variance permits and no other fees not

timely paid, and no incidence of insufficient fund checks. There would be no record of a weight-mile tax report filed late, or if filing estimated tax reports no more than two estimated reports filed and no more than one estimated report filed without an actual report filed within 30 days.

Also, an established carrier would not qualify for waiver if in the past 36 months a weight-mile tax audit led to an assessment more than 15% of the total

taxes and fees the carrier reported and paid during the audit period.

Under new rules, most carriers who don't qualify for waiver would continue to file a \$2,000 cash deposit or bond for the first truck registered in Oregon. Amounts covering additional trucks would then vary depending on whether the carrier is new or established. Private carriers and for-hire farmers operating trucks under 55,000 pounds would be subject to the lower dollar requirements that exist today.

A public comment period in this rulemaking opened June 1 and ends July 10, 2002. Comments can be faxed to 503-945-5254, mailed to the ODOT Rules Coordinator, 1905 Lana Avenue NE, Salem OR 97314, or submitted online at the ODOT Rulemaking Web site: [www.odot.state.or.us/rules](http://www.odot.state.or.us/rules)

<b>Proposed Cash Deposit or Surety Bond Requirements, OAR 740-040-0070</b>		
	New Carriers (new to Oregon)	Established Carriers (ineligible for waiver)
1 truck	\$ 2,000	\$ 2,000
Each additional:		
2-5 trucks	\$ 375	\$ 750
6-10 trucks	250	500
11 or more	125	250
Maximum	\$10,000	\$20,000 *
* Maximum deposit may exceed \$20,000 if records indicate a greater deposit or bond is necessary.		
<b>Requirements for Private Carriers and Farmers Operating Under For-Hire Permit</b>		
	Gas-Tax-Paying Trucks Under 55,000 lbs.	Non-Gas-Tax- Paying Trucks Under 55,000 lbs.
1 truck	\$ 500	\$ 750
Each additional truck	\$ 150	\$ 500
Maximum	\$10,000	\$15,000

Under proposed changes, some carriers will qualify for a waiver of requirements and some will be adversely affected. If a carrier has been late filing weight-mile tax reports, for example, MCTD could impose requirements or increase deposit amounts. The agency would also generally have the right to modify or waive requirements whenever it's in the public interest.

"We will automatically review all accounts to see how each carrier is affected by changes in requirements," Ric Listella, Salem Motor Carrier Services Manager, said. If carriers have specific questions about their

### **Proposed Criteria for Waiver of Oregon Deposit or Surety Bond Requirements**

Under a proposed rule, new carriers could qualify for waiver of deposit or bond requirements if they have a Dun & Bradstreet rating of 3A2 or higher.

Established carriers could qualify for waiver if in the previous 12 months they had:

- No suspensions with Oregon DOT.
- No revocation of IFTA tax license.
- No outstanding billings for over-dimensional variance permits.
- No other fees not timely paid.
- No non-sufficient fund checks.
- No weight-mile tax report filed late.
- If filing estimated weight-mile tax reports, no more than two estimated reports filed in the previous year, and no more than one estimated report filed without an actual report filed within 30 days.

An established carrier could not qualify for waiver if in the past 36 months the carrier had a weight-mile tax audit result in an assessment exceeding by more than 15% the amount of weight-mile taxes and fees reported and paid during the audit period.

Under the proposed rule, established carriers may have the required deposit or bond amount increased if their record is blemished by any of the above criteria.

# Truck Crash Statistics for 2001

Total truck crashes in Oregon in 2001 .....	1,825
Of the total crashes, number considered truck-at-fault .....	1,087
Most truck crashes in one day ...	19
Most crashes by one company .....	31
Percent of truck-at-fault crashes caused by speed .....	22.2
Median age of truck drivers involved in crashes .....	45
Age of the oldest driver involved in a crash .....	96
Number of truck drivers killed in crashes .....	6
Number of people injured in truck crashes .....	494
County with the most truck crashes .....	Multnomah (466)
County with the most truck fatalities .....	Multnomah (9)
Percent of crashes that involved Oregon-based carriers .....	55.59
Average length of time, in hours, between truck crashes .....	4.8
Percent of crashes that involved trucks carrying hazardous materials .....	2.08
Total property damage resulting from truck crashes in 2001 .....	\$139,421,515
Ratio of fatal crashes caused by car drivers to those caused by truck drivers .....	2.38 : 1
Number of truckers driving off the road grabbing a cup of coffee or adjusting the radio .....	28

Numbers are based on Oregon-reportable accidents. Under Oregon law, ORS 811.720, an accident is reportable if it involves a fatality, injury, or damage exceeding \$1,000.

## News In Brief

### Insurance forms can be filed electronically

Oregon is one of 19 states now taking electronic filings of insurance forms through a business-to-government agreement with National Online Registries, a subsidiary of the National Information Consortium (NIC). Under NIC's Insurance Exchange system, participating insurers and filing agents can electronically file one certificate for a carrier and have it distributed to all states in which the carrier wants to operate. For Oregon, this includes insurance Form E (liability), Form H (cargo), and Form K (cancellation). Carriers should ask their insurer about the service, and refer agents to the Motor Carrier Information Exchange Web site — [www.mcinfo.org](http://www.mcinfo.org) — for more details.

### Whistle blower law protects truck drivers

The U.S. Department of Labor is reminding truck drivers that they have safety and health rights, and protection under law when they report safety violations and unsafe working conditions. Under federal law (49 U.S.C. 31105 and 29 CFR 1978), a company can't fire, demote, blacklist, or threaten drivers, write them up, or treat them differently if they report violations of federal safety and health regulations related to commercial motor vehicle safety.

Oregon drivers should report problems, no later than 180 days after the alleged discrimination occurs, to the Seattle office of the Occupational Safety and Health Administration — 206-553-5930. An investigator will contact the employer and possibly start administrative proceedings to resolve the complaint. Truck and bus drivers who just want to report violations of safety regulations can call a U.S. Department of Transportation hotline — 1-888-DOT-SAFT.

### Oregon names its 2002 Safety Champion

Angela Rose-Lane, a Motor Carrier Specialist based in Medford, has been selected as Oregon's 2002 Safety Champion. Every year, the Oregon Department of Transportation invites the more than 600 trained and certified truck inspectors in the state to compete for the right to represent Oregon in an international competition. The competition involves challenging written exams on hazardous materials, driver and vehicle rules, and out-of-service criteria. This year, Rose-Lane was selected to represent Oregon. Jerry Prine, a Motor Carrier Enforcement Officer from Cascade Locks, was first runner-up. Angela now goes on to compete against inspectors from every state, Canada, and Mexico at the North American Inspectors' Championship in Milwaukee, Wisconsin, in August.

### MCTD plans to survey customers

Motor carriers should watch their mail this summer for customer survey forms as the Motor Carrier Transportation Division (MCTD) will be reaching out to select carriers to ask, "How are we doing?" In a 1998 survey, MCTD contacted 15 customer groups and received generally favorable responses from the 34% who returned forms. This time MCTD hopes for that same bottom line result, along with a greater response rate.

### Get the Motor Carrier News by e-mail

All trucking companies registered to operate in Oregon automatically get a paper copy of the quarterly Oregon Motor Carrier News by "snail mail." But other persons who currently get a paper copy can request to have it sent to them by e-mail instead. To make the switch, e-mail a request to the MC News Editor — [James.H.Brock@odot.state.or.us](mailto:James.H.Brock@odot.state.or.us)

# Enforcement

## 1st Quarter 2002

During the first quarter, January through March 2002, the Motor Carrier Transportation Division finalized 142 civil enforcement actions. The number following each name indicates violations confirmed in the process.

- \*\* Denotes second complaint within five years.
- \*\*\* Denotes third complaint within one year of second.
- Denotes failure to comply with a driver out-of-service notice.

### Safety Violations

A total of 86 enforcement actions involved violations related to failure to return a Driver or Equipment Compliance Check Form after an inspection, failure to comply with a driver out-of-service order, violations discovered during safety compliance reviews at carriers' terminals, or violations related to drivers with a waiver of physical disqualification failing to notify MCTD of a citation, crash, or suspension.

A R F Trucking, Inc. 18  
 Action Asphalt, Inc. 10  
 Action Wood Products, Inc. 3  
 Leslie L Allen 1  
 RA Arana Excavation 7  
 Bennett Equipment Co. 16  
 Samuel R Bodine 2  
 Brundidge Construction, Inc. 77  
 Ronald S Burschem 1  
 Canby Excavating, Inc. 12  
 Cantwell Trucking, Inc. 78  
 Dwayne Carroll Trucking 16

Central Electric Cooperative, Inc. 2  
 J Choat Trucking, Inc. 9  
 CLA Enterprises, Inc. 27\*\*  
 Clover Wholesale, Inc. 30  
 Colvin Oil Co. 13  
 Connie's, Inc. 5  
 Covered Bridge Construction, Inc. 1  
 CTGR Trucking LLC 15  
 Douglas Davenport 7  
 George Joseph Davenport 1•  
 Davis Shows N.W., Inc. 11  
 Mike Dean Trucking, Inc. 14  
 Desert Rose Charter Bus Co., Inc. 44\*\*  
 The Draggin' Wagons 20  
 Eastern Oregon Rental & Sales 4  
 Gary R Engelson 1  
 Earl F & Carolyn L Fernlund 15\*\*\*  
 Freeman Rock Enterprises, Inc. 38  
 G T S of Ore LLC 42  
 Gesik Excavating 22  
 Rinehart Gesik 1•  
 H & S Trucking, Inc. 12  
 H&S Package Delivery, Inc. 22\*\*  
 Hayworth Trucking LLC 10  
 Eric Hepler, Inc. 5  
 Herbert Jackson 20  
 Hinzman & Sons LLC 19  
 Hockema Coast Oil Co. 17  
 Honey Bucket 22  
 Humbert Construction 5\*\*  
 Humbert Refuse & Recycling, Inc. 8\*\*  
 Industrial Aviation Services, Inc. 1  
 Thomas H Ireland III 7\*\*  
 Jackson & Son Distributors, Inc. 13  
 K F Jacobsen & Co., Inc. 8  
 Melvin P James 1  
 Jireh Construction, Inc. 5  
 Michael E Johnson 1  
 Juanita's Fine Foods 29  
 Richard Kinney 2  
 Kuenzi Excavating, Inc. 5  
 Lucas Trucking, Inc. 14\*\*  
 M G Land Improvement Co. 2  
 R D Mac, Inc. 18  
 Robert S Masters 2  
 Christopher J Meerten 2  
 Molalla Discount Tire 4\*\*  
 Jorge Navarro 14  
 New Line Construction, Inc. 26  
 Joe Nickols 8  
 Nick's Crane Service 7  
 Pacific Recycling, Inc. 5\*\*  
 PJ's Trucking LLC 8  
 R & B & Sons Trucking 12  
 R B Rubber Products 11  
 R Express LLP 39  
 Rainsweet, Inc. 5  
 Rebel Transport LLC 5  
 Saenz Trucking 6\*\*  
 The Shuttle 25  
 A E Staley Manufacturing Co. 2  
 Strebin Transportation Services 19

Sullivan Trucking 8  
 T & M Auto Wholesale, Inc. 34  
 Jim Thorp Lumber Products, Inc. 10  
 TMC of Lakeview 7\*\*  
 Tony Express, Inc. 10  
 USA Concrete LLC 20  
 Valley Equipment Rental 22  
 S Wagener, Inc. 18  
 Robert L Waller 1  
 Tony L Whitcomb 1  
 Wurdinger Recycling, Inc. 31\*\*

### Other Violations

A total of 56 enforcement actions involved violations related to operating without valid registration credentials, operating without a required size or weight variance permit, operating over size and/or weight limits, hauling household goods intrastate without authority, failing to file an annual financial report, as required of authorized intrastate household goods carriers, and underestimating intrastate moving charges.

2 B Truckin 2  
 Advantage Truck Lines, Inc. 3  
 Al's Garden Art, Inc. 1  
 All Freight Transport LLP 7\*\*  
 Doug Andrus Distributing, Inc. 2  
 B T S Container Service, Inc. 2  
 Central Oregon Truck Co. 1  
 James H Clark & Son, Inc. 1  
 Larry O Collins, Inc. 2  
 Construction Equipment Co. 10  
 Contract Freighters, Inc. 1  
 John Cook (Roy WA) 4\*\*  
 K S Coombs 2  
 Cowlitz Clean Sweep, Inc. 4  
 Delta N Nile Construction Co. 1  
 D & R Dietrich Sons, Inc. 2  
 Digby Ringsby Trucklines 50  
 Jimmie R Dixon 2\*\*  
 Emerald City Frozen Express 6\*\*  
 F F E Transportation Services 1\*\*  
 Ferguson Transfer Co. 1  
 Steve Forler Trucking, Inc. 4  
 Graebel Van Lines, Inc. 1  
 Hawkeye Construction, Inc. 10  
 Hopkins Trucking, Inc. 8  
 J B Hunt Transport, Inc. 1  
 J C Trucking (Hermiston OR) 11  
 J-Mar 3  
 J W Underground, Inc. 2  
 Mayflower Transit LLC 3  
 Metro Moving 1\*\*  
 Mid-Valley Delivery Service, Inc. 1  
 Mitchell Bros. Truck Line, Inc. 1  
 Kelly Moore Enterprises 1  
 Moore Rail Corp. 2  
 Morales Trucking (Kennewick WA) 2\*\*

Fred Moss Structures, Inc. 2  
 North American Van Lines, Inc. 1\*\*  
 North State Rendering Co., Inc. 5  
 Parent Bark Blowers 4  
 Potelco, Inc. 10\*\*  
 Prime, Inc. 1  
 Roadway Express, Inc. 3  
 Rocor Transportation Companies 3\*\*  
 Roxy Ann Rock 2  
 S & N Excavation (Gresham OR) 3  
 Schneider National Carriers, Inc. 1\*\*  
 Sherman Bros. Heavy Trucking 1  
 Dick Simon Trucking, Inc. 5  
 Sitton Motor Lines, Inc. 2  
 Stevens Transport, Inc. 1  
 Swift Transportation Co., Inc. 9\*\*\*  
 United Rentals Northwest, Inc. 3  
 Water Truck Service, Inc. 2  
 Werner Enterprises, Inc. 6  
 E W Wylie Corp. 1

### Other Enforcement

Following is a summary of enforcement by Motor Carrier Enforcement Officers at weigh stations in the 1st Quarter 2002:

**Warnings Issued  
4,844**

**Weight-Related Citations  
3,942**

**Size-Related Citations  
353**

**Trucks Required to "Legalize" (Correct Size and/or Weight)  
1,584**

**Other Citations Issued  
1,138**

**Citations for Operating Without OR Weight Receipt and Tax Identifier  
926**

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

The Motor Carrier News is a quarterly publication of the Oregon Department of Transportation  
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# **MOTOR CARRIER NEWS**

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

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## *In this June 2002 issue:*

- 24 / 7 credentials Service Center moves to Salem ..... 1**  
Effective July 1, 2002, motor carriers who need after-hour credentials service will be calling 503-378-6699 and reaching a person at the Motor Carrier Transportation Division in Salem. Since 1998, the 24/7 Service Center had been operated by staff at the Farewell Bend Port of Entry.
- I-5 repaving will require freeway and lane closures ..... 2**  
The repaving of I-5 in the Portland area will completely close part of the freeway for six weekends and require lane and ramp closures through September.
- Oregon Bridge Restrictions ..... 3**  
The list of weight-restricted bridges on major routes in Oregon has grown as bridge inspectors continue to find weaknesses in spans located on major routes.
- Court declines to rule in transponder case ..... 4**  
A judge has declined to rule whether or not it's lawful for Oregon to enroll PrePass transponders in the Green Light weigh station preclearance system.
- Rulemaking sets cash deposit / bond requirements ..... 5**  
A current rulemaking to revise Oregon requirements for cash deposits and surety bonds affects thousands of carriers who are currently required to file a deposit or bond to insure they will pay Oregon taxes and fees.
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