



# 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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June 2005

## Bend weigh station adds Green Light weigh-in-motion

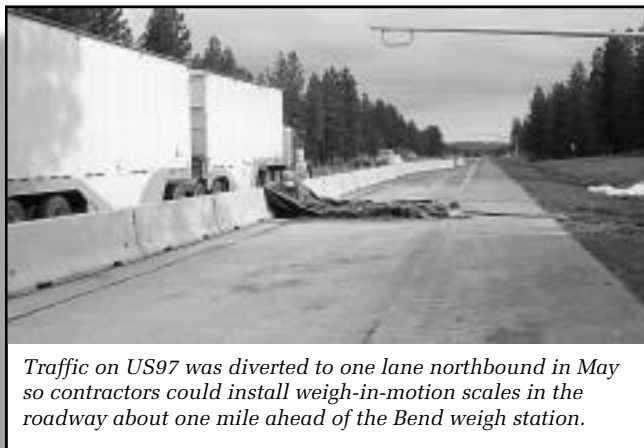
Motor carriers now have 22 reasons to carry a transponder in their trucks as they roll through Oregon. The state has installed its 22nd Green Light weigh station preclearance system at the Bend weigh station on US97. The system was turned on June 2 and it precleared its first customer at 4 p.m. when a 3-axle truck operated by Parr Lumber (Hillsboro OR) was weighed in-motion, electronically screened, and signaled to keep going.

The Bend weigh station opened in May 2004. It is one of three major stations

that check northbound traffic on US97, along with the Klamath Falls Port of Entry at the California border and the Juniper Butte scale north of

Redmond. The Bend and Juniper Butte scales follow a random schedule for opening and closing. Truck traffic on US97 should increase in coming years as bridges are repaired and replaced on Interstate 5 and trucks passing through Oregon are diverted to US97 through Central Oregon.

Want to avoid stopping at weigh stations like the one in Bend? The Oregon DOT Motor Carrier Transportation Division is distributing free transponders that can be used in Oregon and any other preclearance system in the country. Call 503-378-6054 for more information.



*Traffic on US97 was diverted to one lane northbound in May so contractors could install weigh-in-motion scales in the roadway about one mile ahead of the Bend weigh station.*

**Oregon 24/7  
Motor Carrier  
Service Center  
503-378-6699**

## Motor Carrier Division turns to new phone system to handle Service Center callers

Truck drivers and company officials who call 503-378-6699 this month for Oregon registration service will notice a change when the Motor Carrier Transportation Division (MCTD) flips the switch on a new phone system designed to better manage heavy call volumes.

MCTD is investing \$64,000 to replace an antiquated system that for the past 15 years has handled roughly 3 million calls. Salem Motor Carrier Services Manager Ric Listella says the new system is the most cost-effective solution available. "We could have spent much more, but we decided not to add features like voice-activated transactions," Listella said. "The new system is robust and easy to upgrade if that becomes necessary."

Following a standard greeting, callers will now be told how long they can

expect to remain on hold during busy times because the system constantly checks incoming calls and the rate they're being answered. From 8 a.m. to 5 p.m., callers should also notice shorter wait times as the system senses when someone has been waiting too long and routes that call to a back-up operator who can at least take a message.

Even with the advent of Trucking Online, which allows transactions and records inquiries via the Internet, the Oregon Service Center continues to experience heavy call volumes at certain times of day. "But since these times are limited, we can't justify permanently increasing staffing levels as the sole means of addressing spikes in call volume," Listella said.

*(continued on page 2)*

# Trucking Online tops 6,000 users, adds IRP services

More than 6,000 companies are now signed up for Trucking Online and hundreds of them go online every day to do business the easy way. Since January 2003, companies have used a home or office computer for more than 275,000 transactions or record inquiries that formerly required a phone call, fax, mail delivery or field office visit.

The Motor Carrier Transportation Division continues to add online services, with the newest offerings aimed to help the more than 4,000 Oregon companies who operate in other states and Canada under the International Registration Plan (IRP). By replacing existing IRP applications with Trucking Online applications, the Division saves \$135,000 per year in software licensing fees. Future plans call for adding applications that will benefit Oregon companies who participate in the International Fuel Tax Agreement. That will yield additional savings in licensing fees.

Besides enabling transactions and records inquiries for authorized company officials, Trucking Online also offers anyone access to public information about companies registered in Oregon and their insurance status.

# New phone system greets Service Center callers

(continued from page 1)

The new Call Center system being introduced this month enables calls to be routed on a priority basis. Managers will identify staff according to their knowledge and expertise and enter that "skill set" information into the system. For example, the Salem Permit Analysts have full expertise for handling calls related to requirements for trucking in Oregon — truck registration, insurance, road-use tax, surety bonds, etc. Other staff in other units have some of that expertise. The system can be set so that if callers wait on hold too long for someone with full expertise, they can be routed to secondary staff who may be able to help or at least take a message. The Call Center system also gives managers access to real-time information and historical reports about activity, individual staff performance, resource utilization, and trends. Managers can make immediate changes in service options and call treatment strategies.

**Oregon 24/7  
Motor Carrier  
Service Center  
503-378-6699**

2005	Calls answered	Calls abandoned within 36 sec.	Calls abandoned within 2 min.	Average wait time between 8 a.m. - 5 p.m.
Jan	17,427	272	1,063	5:37
Feb	14,043	307	832	3:01
Mar	16,562	528	1,005	2:13
Apr	15,238	112	955	2:16
May	15,153	326	877	2:12

## Oregon Services Available Online

- Get an Oregon Weight Receipt and Tax Identifier
- Amend or Cancel a Weight Receipt and Tax Identifier
- Get a Heavy Vehicle Trip Permit
- Get a Temporary Pass
- File and pay weight-mile taxes
- Renew Commercial Plates and Tax Credentials
- Look-Ups — Check status of Vehicles, Insurance, Highway-Use Tax Reports, and Surety Bonds. Get monthly reports of scale crossings, citations, and warnings issued.
- Change Address
- File Accident Reports



### Starting July 2005

- International Registration Plan transactions and look-ups — Add, amend, or cancel IRP vehicles, replace credentials, pay supplements and applications, look-up payment history, Schedule B information, and fleet weight groups.

\* Online transactions are for established carriers only.

Trucking Online Web site —

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

Online Access to Public Information —

<http://www2.odot.state.or.us/mcad/pubmetaentry/>

## Services by Phone or at the Counter

**Full Service Available only 8 a.m. - 5 p.m. Monday - Friday (except holidays) at Salem Headquarters, Portland Bridge / Jantzen Beach, and the Ports of Entry at Ashland, Farewell Bend, and Umatilla**

1. Oregon Tax and Registration Temporary Permits
2. Orders for Permanent or Temporary Oregon Weight Receipt and Tax Identifier
3. Replacement Temporary Vehicle Registration
4. DMV Trailer Trip Permits
5. New Carrier Applications for ODOT Accounts or Authority
6. Reinstatement of Suspended ODOT Accounts
7. International Registration Plan - Prorate Transactions (requires appointment)
8. Commercial or Prorate Registration Renewals (requires appointment)
9. Insurance Filings
10. Weight-Mile Tax Mileage Reports
11. Miscellaneous Payments on Account

\* Certain transactions may need to be pre-authorized by carrier and paid with credit card or pre-authorized draft.

**Single-Trip and Annual Over-Dimension Permits — call Salem 503-373-0000**

**Plan Ahead! Only the first four basic services listed above are available nights, weekends, & holidays by calling the Salem Service Center - 503-378-6699**

# Green Light transponders get second life

A Salem BATTERIES PLUS store continues to see an influx of orders to refurbish the Delco transponders that most truckers currently use for the Green Light weigh station preclearance program.

The store, which opened a Truck Transponder Service Center in 2003, stocks the unique transponder battery and will install the battery and test the electronics for \$14.99 per transponder.

The lithium battery in a transponder lasts 5-7 years. Since Oregon handed out many of them in the mid-1990s, it's been expected that they would fail by now. The Service Center has refurbished hundreds of the devices this year and several companies are reportedly sending in 50 or more at a time. Transponders can be mailed to the Service Center, 3045 Lancaster Drive NE, Salem OR 97305.

The ODOT Motor Carrier Transportation Division gives trucking companies the first transponders they need to get started in Green Light. It currently offers a Mark IV brand transponder that works just like the Delco brand. Once a company has its transponders, it owns them and when the batteries die it is responsible for paying to either replace the batteries or buy new transponders.

In a 2004 survey of companies participating in Green Light, about one of every three said they wouldn't want to spend \$50 for a new transponder. But most said they would spend \$15 to have the battery replaced.

Carriers with questions about refurbishing transponders can contact the Transponder Service Center at 503-581-4890.



*The Delco Type II+ transponder circuitry runs on a Sanyo lithium battery. When the transponder stops working, it probably just needs a new battery. But it will only work with a Sanyo Model CR17450E-R battery. A Salem-based Truck Transponder Service Center specializes in installing new batteries so the transponder can be used for 5-7 more years.*

# Mobility Center tracks all road, bridge projects

Something remarkable happened to Nehalem Mayor Shirley Kalkhoven on a recent trip to San Francisco — Nothing!

In a note to Oregon Department of Transportation Director Bruce Warner, the Mayor remarked about “the smooth flow of traffic” throughout the roundtrip in spite of construction projects along the way. “There were some 14 or 15

spots where a project was underway, but there was absolutely no holdup or delay,” Ms. Kalkhoven wrote. “The ingenuity and effort put into finding ways to detour traffic and keep it moving was really remarkable.”

Now a new Mobility Operations Center will help ensure that truckers' have similarly remarkable trips

through Oregon. With hundreds more construction projects getting underway in coming years, the Oregon DOT has

created a place for planners to coordinate projects and avoid conflicts. The Mobility Center, located in the Motor Carrier Division's Salem office, works like an

air-traffic control center for tracking road and bridge work.

“This summer we'll have at least 110 active work zones on state highways around the state,” Mobility Coordinator Amy Sinclair said. “We need a place where we can track those projects, along with all the various city and county projects, and make sure

cars and trucks keep moving through the work zones. Then we need to look ahead and check what's in the works for the next ten years.”

The Center has already proven its worth avoiding problems for the trucking industry. As initial project reports were coming in, coordinators discovered they should reschedule construction work planned for OR99E next year because that route would be needed as a detour while several projects are underway on Interstate 5. Similarly, another project report showed plans to divert southbound truck traffic to US97 in Central Oregon at the same time that parts of that highway would be closed for construction work in California.

Stay informed about construction delays and alternate routes by checking Oregon's TripCheck Web site — [www.tripcheck.com](http://www.tripcheck.com) — or by calling the toll-free Oregon road report at 511 or 800-977-6368.



# CDL Hazmat endorsement rules apply to renewal, transfer

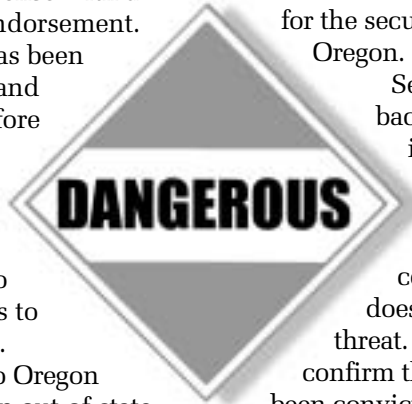
Oregon's Driver and Motor Vehicles Services Division (DMV) is now requiring that truck drivers be fingerprinted and undergo a security clearance background check before renewing or transferring a Commercial Driver License with a hazardous materials endorsement. Since January, DMV has been requiring fingerprints and background checks before drivers receive an original CDL with the Hazmat endorsement. On May 31, the agency began to apply the requirements to renewals and transfers.

Drivers who move to Oregon and seek to exchange an out-of-state license that contains a Hazmat endorsement will be required to obtain a security clearance prior to issuance of the endorsement for Oregon. Drivers who had a valid security clearance in their former home state may bring their approval letter from the U.S. Transportation Security

Administration (TSA) to the Oregon DMV when they apply for the Oregon CDL. DMV will then issue an Oregon CDL without the hazmat endorsement, but with a 60-day temporary permit that allows the driver to haul hazardous materials while waiting for the security clearance for Oregon.

Security clearance background checks involve examining criminal, immigration, and FBI records to confirm each driver does not pose a security threat. The check will

confirm that a driver has not been convicted or found not guilty by reason of insanity of certain felonies, such as murder, arson, and robbery, in the past seven years, has not been incarcerated for such crimes in the past five years, is not wanted or under indictment for such crimes, or has not been found to be mentally defective (as defined by TSA).



Background checks are coordinated by Integrated Biometric Technology (IBT), a company working for the TSA. Oregon is one of 34 states using IBT to gather the necessary information from applicants, collect fingerprints, and charge a \$94 fee. Applicants for a CDL with Hazmat endorsement can apply online 24 hours a day — [www.hazprints.com](http://www.hazprints.com) — or they can call the Hazmat TSA Screening Center at 877-429-7746 between 7 a.m. - 9 p.m. Eastern time. To get started, they'll need to provide their driver license number, Social Security number and/or citizenship naturalization data, and employer's name and phone number.

Applicants will also need to go to a fingerprinting site to provide their prints for the security clearance check. IBT is currently collecting fingerprints at the following three Oregon locations:

- **Weekdays, 8 a.m. - 5 p.m.** — Examination Management Services, Inc., 2202 Lloyd Center, Portland. Call 503-249-7890.
- **Mondays, 2 p.m. - 6 p.m.** — Flying J Truck Plaza, I-84 Exit 265, La Grande. Call 541-963-3432.
- **Tuesdays, 1 p.m. - 5 p.m.** — Medford DMV, 1174 Progress Drive, Suite 103, Medford. Call 541-776-6025.

Although an Oregon CDL may be valid for up to eight years, drivers with Hazmat endorsements will be required to resubmit fingerprints for additional background checks every four years. Oregon's DMV will notify drivers 54 months before the CDL expiration date, and again six months before expiration, that the background check must be completed within six months.

**Questions?** Contact the Transportation Security Administration at 571-227-2829, the Hazmat TSA Screening Center at 877-429-7746, or Oregon DMV Customer Service at 503-945-5400.

## About CDLs in Oregon

A total of 133,547 Oregon drivers have a Commercial Driver License (CDL):

**Class A** — 92,081 Oregon drivers have a Class A license to operate any vehicle or combination of vehicles. (An endorsement may still be required to operate certain vehicles.) 4,333 of them have a valid Hazmat endorsement and 17,069 have a Tank/Hazmat Combination endorsement.

**Class B** — 37,704 Oregon drivers have a Class B license to operate any single vehicle weighing 26,001 pounds or more (GVWR), or any such vehicle towing a vehicle under 10,001 pounds (GVWR). (An endorsement may still be required for certain vehicles.) 595 of them have a valid Hazmat endorsement and 1,104 have a Tank/Hazmat Combination endorsement.

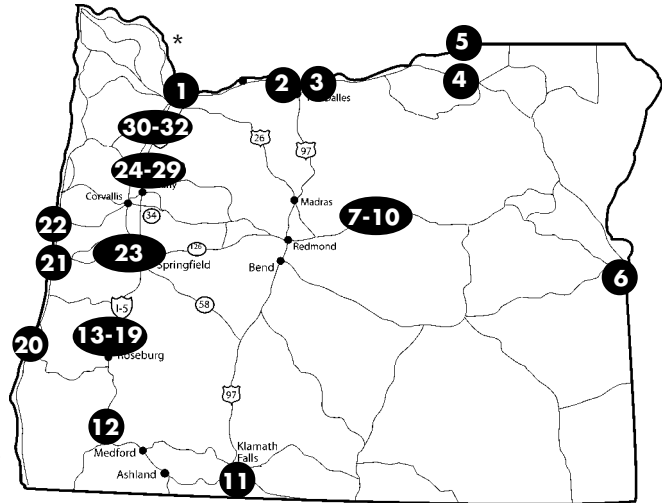
**Class C** — 3,762 Oregon drivers have a Class C license to operate vehicles weighing under 26,001 pounds (GVWR) that are (1) designed to transport 16 or more persons, including the driver, if the driver has a passenger endorsement, (2) used to transport hazardous materials in quantities that require placarding, if the driver has a hazardous materials endorsement, (3) owned or leased by, or operated under contract with a mass transit district or a transportation district when the vehicle is used to transport passengers for hire, regardless of the number of passengers, if the driver has a passenger endorsement. 637 of them have a valid Hazmat endorsement and 69 have a Tank/Hazmat Combination endorsement.

Totals are as of January 1, 2005

# Weight-Restricted Bridges on Major Routes in Oregon

As of May 24, 2005, bridge inspectors had set weight restrictions on 32 bridges on major Oregon routes. In the past four months, restrictions were imposed on both NB and SB Missouri Bottoms Bridges over the South Umpqua River on I-5, restrictions were adjusted on the Mitchell Access bridge off US26 in Central Oregon, and restrictions were lifted on three bridges on US20 over the Malheur River in Eastern Oregon and on the Weston Interchange on OR11.

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



\* **SPECIAL NOTE:** The Lewis & Clark Bridge in Washington, off US30, is restricted to 21,500 pounds per axle, with no limit on gross vehicle weight.

Highway	Restriction	Bridge & Location
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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.	US26	D/N Bridge Creek, MP62.54
8-9.	US26	D/N Two Bridge Creek Bridges, MP65.63 and MP65.85
10.	Off US26	D/N Bridge Creek, R/W Route, Mitchell Access
11.	US97	D/N Klamath Falls bridge over Green Springs Drive, MP275.74
12.	US199	D/N Applegate River, MP7, southwest of Grants Pass
13.	I-5 Overpass	D/N Riddle Road, MP103.95
14.	I-5 Overpass	SR1 Chadwick Lane, MP104.85
15-16.	I-5 NB and SB	SR Missouri Bottom Bridges, South Umpqua River, MP105.41
17.	OR42	D/N I-5 Overpass, MP119.51, four miles south of Roseburg
18.	I-5 NB	D/N Shady Bridge, MP120.57, between Myrtle Creek and Roseburg
19.	I-5 NB	D/N Umpqua River, MP128.92, Roseburg
20.	Coos River Hwy.	SR1 Isthmus Slough Bridge, Coos Bay, MP0.51, 1/2 mile off US101
21.	US 101	D/N Siuslaw River, MP190.98, Florence
22.	US 101	D/N Spencer Creek, MP133.86, ten miles south of Depoe Bay
23.	OR126 Business WB	D/N Willamette River, MP1.34, one mile east of I-5 in Springfield
24.	Off OR22	D First Avenue Bridge in Mill City, over Santiam River
25.	OR22	D/N Deer Park Rd. Crossing, MP4.03, east of Salem
26.	OR22	D/N Whitewater Creek, MP60.80, east of Salem
27.	OR22	D/N Pamela Creek, MP62.78, east of Salem
28.	OR22	D/N Marion Creek, MP66.42, east of Salem
29.	OR22	D/N North Santiam River, MP75.65, east of Salem
30.	OR18	D/N Yamhill River, MP51.57, near Dayton
31.	OR219	D/N Willamette River, MP23.46, south of Newberg
32.	OR99W S	D Tualatin River Bridge, MP12.18, Tualatin

### 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.

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**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.

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

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

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**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. Similarly restricted, as conditions warrant.

# Tax credits now available for clean-burning diesel engines

Oregon-taxpaying companies that upgrade their truck fleets can now get up to \$80,000 per year in tax credits for buying clean-burning diesel engines. The credit applies to trucks over 26,000 pounds with engines purchased in Oregon and certified by the Environmental Protection Agency to emit 2.5 grams or less nitrogen oxides per brake horsepower-hour. Beginning with the 2005 tax year and continuing through the 2007 tax year, Oregon will issue up to \$3 million per year in credits for engines purchased during calendar years 2004 through 2007.

Since January 2005, the Oregon Department of Environmental Quality (DEQ) has already approved more than \$250,000 in personal or corporate income tax credits. In the first four months a total of 41 companies submitted applications for purchasing 542 certified engines. One of the companies purchased enough engines to take full advantage of the \$80,000 maximum available per taxpayer per year.

A purchase qualifies for the Oregon truck engine tax credit if all of the following conditions apply:

**The taxpayer** owns the truck and purchased the qualifying engine in Oregon in 2004, 2005, 2006, or 2007.

**The truck** has a combined weight of more than 26,000 pounds and is registered in Oregon.

**The diesel engine** is certified by the federal Environmental Protection Agency as emitting oxides of nitrogen at the rate of 2.5 grams per brake horsepower-hour or less, it was purchased in Oregon, and its model year is 2003, 2004, 2005, 2006, or 2007.

**The amount of the credit** is based on the number of trucks the taxpayer owns prior to purchasing the qualifying engine:

- \$925 per engine for those who own 1-10 trucks
- \$705 per engine for those who own 11-50 trucks
- \$525 per engine for those who own 51-100 trucks
- \$400 per engine for those who own 100 or more trucks

The tax credits were included as part of the 2003 Oregon Transportation Investment Act III in order to boost Oregon business and reduce pollution. According to DEQ, heavy-duty diesel vehicles make up 6% of the total motor vehicle fleet but emit about 65% of the fine particulate pollution and 35% of the nitrogen oxide pollution from motor vehicles.

To apply for credits, taxpayers submit a one-page application to DEQ, along with a \$15 per engine processing fee. Since there is a \$3 million per year cap on credits, DEQ encourages taxpayers to submit applications immediately after making a qualifying purchase. Credits can apply to the purchase of an otherwise qualifying used vehicle if it was not involved in an earlier tax credit claim.

Questions? Contact Maggie Vandehey at the Department of Environmental Quality, Tax Credit Program — 503-229-6878.

# Truck Accident Statistics for 2004

Truck accidents in Oregon that involved a fatality, injury, or disabling damage to any vehicle: .....	1,159
Difference in total truck accidents in 2004 compared with 2003: .....	up 8.01%
Of the total accidents, number considered to be truck-at-fault: .....	621
Of the truck-at-fault accidents, number considered to be the truck drivers' fault: .....	596
Percent of accidents caused by speed: .....	31.72%
Difference in total truck-at-fault accidents in 2004 compared with 2003: .....	up 6.15%
Most truck accidents in one day: .....	13
Most accidents by one company: .....	26
Average length of time, in hours, between truck accidents: .....	8.2
Median age of truck drivers involved in accidents: .....	46
Age of oldest driver involved in an accident: .....	75
Number of people killed in truck accidents: .....	53
Number of truck drivers among those killed: .....	6
Number of people injured: .....	545
County with the most truck accidents: Multnomah - .....	160
County with the most truck fatalities: .....	Lane - 7
Percent of accidents that involved Oregon-based carriers: .....	53.32%
Percent of accidents that involved trucks carrying hazardous materials: .....	3.02%
Ratio of fatal accidents caused by car drivers to those caused by truck drivers: . 2 2/5 : 1	
Total property damage resulting from truck accidents in 2004: .....	\$122,589,024
Number of truckers driving off the road grabbing a cup of coffee or adjusting the radio: .....	14

**Engine Tax Credit Application and DEQ Fact Sheets:**  
[www.deq.state.or.us/msd/taxcredits/TruckEngine/truckengine.htm](http://www.deq.state.or.us/msd/taxcredits/TruckEngine/truckengine.htm)

## Enforcement

### 1st Quarter 2005

From January through March 2005, the Motor Carrier Division finalized 127 civil enforcement actions. This is in addition to 72 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 fourth complaint within one year of third.
- \*\*\*\*\* Denotes fifth complaint within one year of fourth.
- Denotes cancellation of farm registration

### Safety Violations

A total of 98 enforcement actions established violations related to failure to produce safety records, violations discovered during safety compliance reviews, or driver violations related to waiver of physical disqualification.

A Haul of Fame 2  
 AAA Septic & Drainfield 8  
 Adroit Construction Co., Inc. 3  
 All Rock 8  
 All Ways Excavating 28\*\*  
 Scott Allen Logging 6  
 Dale R Alley 1  
 Angelo's Excavating & Backhoe Service LLC 8  
 Ashland Towing Texaco 7  
 Ben Wamp Logging Co., Inc. 16  
 Eldred S Boggs 1  
 Robert T Britton 1  
 David W Brush Excavation 7\*\*  
 Edwin E Carpenter 1  
 Circle H Excavating, Inc. 3  
 Ray Clark Trucking, Inc. 12

Cesar E Colindres 1  
 Cornerstone Trucking 13  
 Rick A Cote 1  
 Crown Point Refuse & Recycling, Inc. 6  
 CTA Carriers LLC 74  
 D C Truck & Transfer 47  
 D&D Backhoe 18  
 Gary Davis Trucking, Inc. 34\*\*  
 Charles R Delsman Trucking 15  
 Barry L Dimmick 1  
 Dirtco, Inc. 2  
 Eagle Rock Trucking LLC 13  
 Jimmy J Fanelli 1  
 Four R Trucking, Inc. 9  
 Harvey Frampton Cargo Co. 8  
 Bennie Graves 4  
 Gray & Co. 17  
 A M Hatton, Inc. 61\*\*  
 Helser Bros. Transfer Co. 5  
 High Desert Mulching Service 10  
 Harold Hills & Sons, Inc. 38  
 Hodgson & Son, Inc. 23\*\*  
 Riley Scott Holsclaw 38  
 Hopkins Trucking, Inc. 10\*\*\*\*\*  
 Hostetler Farm Tiling 6  
 Jerry Howard & Sons Logging, Inc. 6\*\*  
 Charles G Hunter 1  
 I K Contracting LLC 16  
 Jamb Transport 18  
 Stacy Jansik Excavation 11  
 JC Compton Contractor, Inc. 2\*\*  
 Sonny Jenkins 16  
 Jensen's Transport 10  
 L Jepson & Sons LLC 16  
 Ron Joslin Construction, Inc. 12  
 K R K Trucking 1  
 Kelley Bros., Inc. 74\*\*\*\*  
 The King of Hearts Transportation 40\*\*  
 Duane A Korst 1  
 La Cabana Produce Co. 5  
 La Cher, Inc. 5  
 Littau Harvester, Inc. 42  
 Lorelei Transportation 12  
 William C Lukenbill 1  
 Marlene Kay Mahoney 18  
 Donald Mang 5  
 Mid Valley Excavation 1  
 Mountain Pacific Construction, Inc. 10  
 Bob Mullins Trucking 10  
 N W F Trucking 8  
 Paul Nowak Construction 5  
 Oregon Truss Co., Inc. 19  
 Robert R Owen 1  
 Jay Peetz Machine, Inc. 8  
 Pollman Contracting LLC 7  
 R C Construction Co. 19  
 Mark E Ritthaler 6  
 Rogers Excavating, Inc. 7\*\*  
 Rose City Trucking Co. 1\*\*  
 Vic Russell Construction, Inc. 10  
 SMAF Construction LLC 3  
 Salazar Trucking 21  
 Salem Seal Coating Co. 15  
 Wayne R Saul 1\*\*  
 Harmon G Schell Construction 4  
 Schlaht Family Trucking 11

### Other Safety Violations — 1st Quarter 2005

A total of 65 cease and desist orders and 7 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.

John D Speck 2  
 Robert B Steinmetz 1\*\*  
 Tana Trucking 37  
 Douglas G Theiss 9  
 Timmons Rock Co., Inc. 3  
 Tri-Pod Trucking 107  
 Aaron Tunnell Excavation 28  
 Twelve Mile Disposal Service, Inc. 9  
 Varchan Environmental Construction 5  
 VAS Transportation 9  
 Western Heavy Haul, Inc. 3  
 Westside Rock, Inc. 5\*\*  
 White Buffalo Construction, Inc. 18  
 Wild River Tree Service LLC 9  
 Patrick Kenneth Wright 11  
 Z & L Enterprises LLC 7

Phillip Vaughn, dba  
 First Choice Movers 1  
 Western Home Transport, Inc. 1  
 Williams Dairy & Heifer Raising 1•  
 Wilson Bros. Heavy Hauling 6

### Other Violations

A total of 29 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.

AAble Moving Co. 1  
 Adventures Moving Co. 1  
 All Ways Towing 2  
 Best Moving Services 1  
 Big Al's Specialty Movers, Inc. 2  
 Mark K Buechley 1  
 C and D Moving 1  
 Anton Chernishoff 1•  
 Coast Crane & Equipment Co. 4  
 Kiley Sims Cronen, dba A+ Student Movers 2  
 Diamond D Nursery 1  
 FFE Transportation Services 2  
 Home Care Moving 1  
 J & N Hay & Livestock, Inc. 1•  
 La Franchi Angus Ranch 1•  
 McGrew, Inc. 3  
 Northwest Pacific Partners, Inc. 2  
 Raymond Harold Pearson, dba AAAA Smartmove 1  
 Polar Roller Express, Inc. 2  
 James Robert Poujade 2  
 R and B Trucking 2  
 Stat Excavating, Inc. 2  
 Sunshine Dairy, Inc. 2  
 Tana Trucking 6

### Other Enforcement

Following is a summary of enforcement by Motor Carrier Enforcement Officers in the 1st Quarter 2005:

**Trucks Weighed on Static Scales  
630,350**

**Trucks Precleared to Pass Green Light Weigh Stations  
331,708**

**Warnings Issued  
7,696**

**Weight-Related Citations  
3,613**

**Size-Related Citations  
296**

**Trucks Required to "Legalize" (Correct Size and/or Weight)  
734**

**Other Citations Issued  
743**

**Citations for Operating Without Oregon Weight Receipt & Tax Identifier  
1,725**

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

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