



MOTOR CARRIER NEWS

Quarterly Newsletter of the Oregon Department of Transportation • Motor Carrier Transportation Division • August 2003

Truck taxes, fees increase to fund needed road, bridge work

Oregon will be building more bridges and repairing more roads in coming years as it uses an increase in car and truck taxes and fees to bond for \$2.5 billion in much needed improvements to Oregon highways. Oregon legislators meeting in this year's Regular Session passed House Bill 2041, called the 2003 Oregon Transportation Investment Act, a funding package that is based in part on an increase in truck weight-mile taxes, road use assessment fees, flat fees, truck registration fees, and the Oregon Weight Receipt and Tax Identifier credential fee.

Here's a summary of truck tax and fee changes, all effective on January 1, 2004:

Oregon weight-mile taxes increase 9.9 percent. Under the new taxes, for example, an 80,000 lb. truck will pay 13.16 cents per mile (see Tax Tables in sidebar).

Flat fees increase 9.9 percent. In lieu of weight-mile taxes, certain carriers may pay a flat fee for each 100 pounds of declared combined weight. Under new fees, log haulers may pay \$6.10 per 100 pounds, sand and gravel haulers \$6.05 per 100 pounds, wood chip haulers \$24.62 per 100 pounds, and for-hire farm carriers in trucks under 46,000 pounds combined weight \$5.00 per 100 pounds.

Road use assessment fees increase to 5.7 cents per equivalent single-axle load mile traveled. This applies to trucks operating under single-trip, nondivisible load permits at gross weights over 98,000 lbs.

Oregon truck registration fees increase 53 percent. Under the new fees, for example, an 80,000 lb. truck will pay \$490 per year (see fee table on page 3). Also, an Oregon company operating under the International Registration Plan will be allowed to make quarterly payments of the Oregon portion of registration fees if Oregon apportioned fees exceed \$1,000. There is a \$4 processing fee for the payment plan.

The Oregon Weight Receipt and Tax Identifier credential fee increases from \$5 to \$8.

Many DMV fees also go up in January, including Commercial Driver License fees and car registration and titling fees. Two-thirds of all revenue will be raised through fees on light vehicles because the latest Oregon Highway Cost Allocation Study found that heavy vehicles are responsible for 33 percent of bridge and highway costs. The revenue raised will repay \$2.5 billion in highway user tax bonds, with most bond proceeds going to replace and repair bridges — \$1.3 billion on state highways and \$300 million on county and city highways. All the related construction work is expected to create more than 4,700 family-wage jobs.

New Weight-Mile Tax Rates Effective January 1, 2004

MILEAGE TAX RATE TABLE "A"

Declared Combined Weight Groups (Pounds)	Fee Rates Per Mile (Mills)
26,001 to 28,000	40.0
28,001 to 30,000	42.4
30,001 to 32,000	44.3
32,001 to 34,000	46.3
34,001 to 36,000	48.1
36,001 to 38,000	50.6
38,001 to 40,000	52.5
40,001 to 42,000	54.4
42,001 to 44,000	56.4
44,001 to 46,000	58.3
46,001 to 48,000	60.2
48,001 to 50,000	62.2
50,001 to 52,000	64.5
52,001 to 54,000	66.9
54,001 to 56,000	69.4
56,001 to 58,000	72.3
58,001 to 60,000	75.6
60,001 to 62,000	79.5
62,001 to 64,000	83.9
64,001 to 66,000	88.7
66,001 to 68,000	95.0
68,001 to 70,000	101.7
70,001 to 72,000	108.4
72,001 to 74,000	114.6
74,001 to 76,000	120.5
76,001 to 78,000	126.3
78,001 to 80,000	131.6

AXLE-WEIGHT MILEAGE TAX RATE TABLE "B"

Declared Combined Weight Groups (Pounds)	Number of Axles				
	5 (Mills)	6	7	8	9 or more
80,001 to 82,000	135.9	124.3	116.2	110.4	104.1
82,001 to 84,000	140.3	126.3	118.1	111.8	105.5
84,001 to 86,000	144.5	129.2	120.0	113.2	107.0
86,001 to 88,000	149.4	132.0	121.9	115.2	108.4
88,001 to 90,000	155.2	135.4	123.9	117.1	110.4
90,001 to 92,000	161.9	139.3	125.7	119.0	112.3
92,001 to 94,000	169.2	143.1	127.7	120.9	113.8
94,001 to 96,000	176.9	147.5	130.1	122.9	115.6
96,001 to 98,000	185.1	152.8	133.0	124.9	117.6
98,001 to 100,000		158.5	135.9	127.2	119.5
100,001 to 102,000			138.8	130.1	121.5
102,001 to 104,000			141.7	133.0	123.9
104,001 to 105,500			145.5	135.9	126.3

2003 Legislative Session — Wrap-Up

In addition to a significant transportation funding package, legislators passed several noteworthy bills of interest to truckers operating in Oregon:

Clarification of safety exemptions preserves enforcement grant

Legislators agreed to changes in state motor carrier safety exemptions, including a clarification that state law does not exempt farm trucks operating in interstate commerce. But in passing House Bill 2217, many legislators expressed concern that safety inspectors not unduly impede farmers hauling products to market.

The bill makes the following changes to regulations:

- Removes safety exemptions for mail carriers, private carrier buses and vans under 12,001 lbs., trucks soon to be used in commercial operation, trucks hauling fishing boats when combined weight is under 15,001 lbs., and forest fire fighting trucks.
- Clarifies that commercial vehicle drivers in interstate commerce must wear seat belts.
- Adds hazardous material tank vehicles to a list of high-risk vehicles that must follow special rail crossing procedures at crossings with gates.
- Clarifies that safety exemptions apply to certain farm trucks operating in intrastate commerce.

Farm trucks operating in intrastate commerce will continue to be subject to safety regulations if they're pulling triple trailers, operating over 80,000 pounds, hauling hazardous materials, or hauling for hire in a truck with four axles or more.

Statutory changes were needed because Oregon's exemptions were

broadly worded and interpreted to exempt vehicles operating in both interstate and intrastate commerce. But federal regulations govern vehicles in interstate commerce. Without changes to state law, Oregon risked losing \$2.4 million per year in federal funds it receives for truck safety enforcement work under the Motor Carrier Safety Assistance Program.

Motor Carrier Transportation Division Administrator Gregg Dal Ponte told legislators that the changes to exemptions should have little practical effect on enforcement. "Our inspectors follow a performance-based enforcement plan that focuses on the causes of truck-at-fault accidents," Dal Ponte said. "The ones most notably affected by House Bill 2217 changes – farmers hauling products in interstate commerce – have not been a target of safety enforcement in the past because they're involved in relatively few accidents. They will not be a target of enforcement in the future unless accidents increase."

The legislation specifically requires the Motor Carrier Transportation Division to annually produce a performance-based Commercial Vehicle Safety Plan and track safety-related performance measures. The bill also calls for all Oregon trained and certified inspectors to follow provisions of the Safety Plan. (House Bill 2217, effective immediately)

Accident reporting requirements change

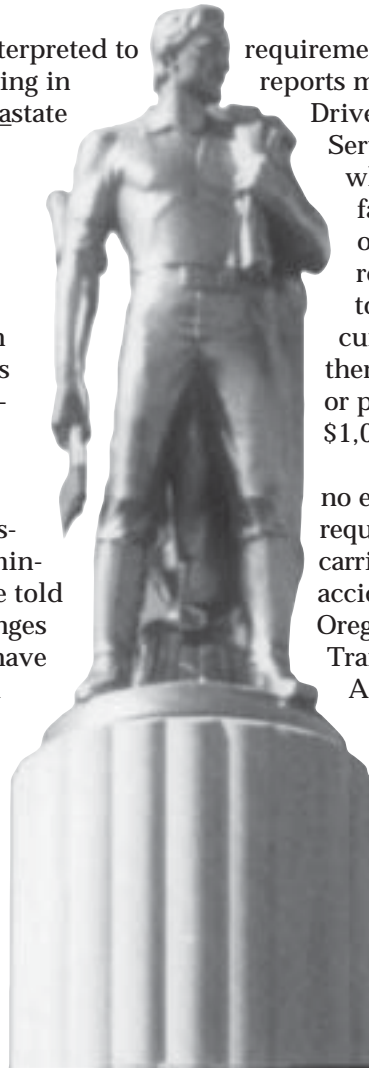
Oregon accident reporting

requirements are changing so reports must be filed with the Driver and Motor Vehicle Services Division (DMV) when there is an injury, fatality, property damage over \$1,500, or damage requiring a vehicle be towed away. Reports are currently required when there is an injury, fatality, or property damage over \$1,000.

The change has no effect on the Oregon requirement that motor carriers must also file an accident report with the Oregon Department of Transportation Crash Analysis and Reporting Unit when they're involved in a federal-recordable accident — one involving a fatality, injury, or disabling damage requiring a vehicle be towed away. (House Bill 2933, effective January 1, 2004)

Law seeks emergency vehicle safeguards

Oregon has a new law making it a Class B traffic violation to fail to maintain a safe distance from an ambulance, police car, or other emergency vehicle that is stopped and displaying warning lights. On a highway with two or more lanes in one direction, a car or truck commits the offense if it fails to move to the lane not adjacent to that of the emergency vehicle or ambulance, or fails to reduce speed if it's unsafe to change lanes. On a two-direction, two-lane highway, a car or truck commits the offense if it fails to reduce speed. (House Bill 2176, effective January 1, 2004)



Long vehicle test run process set in statute

Shippers and motor carriers may make special requests that a state or county road authority determine whether a specific road can safely accommodate over-length combinations, such as a truck tractor and 53-foot semitrailer. After receiving a request, the road authority has 60 days to grant the request or complete an evaluation. It may conduct a test run on the road or refer to a previous evaluation. If approved, the combination may be required to operate under an over-dimension variance permit.

The new law outlines how a test run and evaluation will be conducted and it allows the Oregon Department of Transportation to adopt rules establishing uniform requirements and mitigation strategies that a road authority must apply as conditions for operating under an over-length variance permit.

Oregon nurserymen and Christmas tree growers urged establishment of the test run process and urged that it be followed by county road authorities. They believe it could help them and other farmers efficiently move their products to market. (Senate Bill 425, effective January 1, 2004)

State to stop issuing hardship or probationary CDL permits

Oregon law is changing to make it consistent with federal law that prohibits issuing hardship or probationary permits to commercial vehicle drivers. A hardship or probationary permit is a license with restricted driving privileges. Until now, the permits were available to a CDL holder so he or she could drive commercial vehicles while the driver's regular license was sus-

pending, if the driver's CDL was not suspended or revoked. Federal law prohibits states from granting commercial driving privileges as part of any special permits when regular driving privileges are suspended or revoked. (Senate Bill 187, effective January 1, 2004)

Trucks allowed to use amber warning lights

A commercial vehicle may use amber warning lights to warn of a traffic hazard when the vehicle is stopped or parked at a commercial site, work site, or highway work zone. Many commercial vehicles, such as garbage trucks, already use warning lights, although until now the law has not allowed it. (Senate Bill 661, effective January 1, 2004)

Tax credits offered for clean-burning engines

Oregon's new transportation funding package increases taxes and fees, but also offers up to \$80,000 per year in Oregon income tax credits for companies that buy low-emissions diesel engines during calendar years 2004 through 2007. The credit applies to trucks over 26,000 pounds with engines purchased in Oregon (model years 2003 through 2007) and certified by the Environmental Protection Agency to emit 2.5 grams or less nitrogen oxides per brake horsepower-hour.

For tax years beginning January 1, 2005, and continuing through 2007, the following credits are available to Oregon individuals or corporations:

- \$925 per engine for 1-10 trucks
- \$705 per engine for 11-50 trucks
- \$525 per engine for 51-100 trucks
- \$400 per engine for 100+ trucks (House Bill 2041)

New Oregon Truck Registration Fees Effective January 1, 2004

Truck Weight in Pounds	Old Fee	New Fee
8,000 or less	\$ 15	\$ 27
8,001 to 10,000	110	169
10,001 to 12,000	125	192
12,001 to 14,000	140	215
14,001 to 16,000	155	238
16,001 to 18,000	170	261
18,001 to 20,000	190	291
20,001 to 22,000	205	314
22,001 to 24,000	225	345
24,001 to 26,000	245	375
26,001 to 28,000	120	184
28,001 to 30,000	125	192
30,001 to 32,000	135	207
32,001 to 34,000	140	215
34,001 to 36,000	150	230
36,001 to 38,000	155	238
38,001 to 40,000	165	253
40,001 to 42,000	170	261
42,001 to 44,000	180	276
44,001 to 46,000	185	284
46,001 to 48,000	190	291
48,001 to 50,000	200	307
50,001 to 52,000	210	322
52,001 to 54,000	215	330
54,001 to 56,000	220	337
56,001 to 58,000	230	352
58,001 to 60,000	240	368
60,001 to 62,000	250	383
62,001 to 64,000	260	398
64,001 to 66,000	265	406
66,001 to 68,000	275	421
68,001 to 70,000	280	429
70,001 to 72,000	290	444
72,001 to 74,000	295	452
74,001 to 76,000	305	467
76,001 to 78,000	310	475
78,001 to 80,000	320	490
80,001 to 82,000	325	498
82,001 to 84,000	335	513
84,001 to 86,000	340	521
86,001 to 88,000	350	536
88,001 to 90,000	355	544
90,001 to 92,000	365	559
92,001 to 94,000	370	567
94,001 to 96,000	380	582
96,001 to 98,000	385	590
98,001 to 100,000	390	598
100,001 to 102,000	400	613
102,001 to 104,000	405	621
104,001 to 105,500	415	636

Visit the MCTD Web site for more about bills considered and bills passed —

www.odot.state.or.us/trucking
www.odot.state.or.us/trucking/special/session/watch03.htm

Salem store opens Truck Transponder Service Center

A Salem BATTERIES PLUS store has opened a Truck Transponder Service Center for refurbishing the Delco transponders that most truckers currently use for preclearance at Oregon Green Light weigh stations. The transponder has a unique lithium battery that is expected to last up to seven years. Since Oregon handed out many of these transponders five years ago, they're expected to start failing sometime in the next two years. When they fail, truckers will need to pay to refurbish or replace the transponders if they want to keep getting green light signals to bypass weigh stations.

According to Green Light Program Manager Randal Thomas, the Motor Carrier Transportation Division has been looking for a vendor who could help when the batteries start expiring. "This particular battery is only available to suppliers and it's not easy to install," Thomas said. "We've broken the casings on several transponders when we tried to open them. Also, the batteries need wires specially soldered to either end. The Salem BATTERIES PLUS store has stepped up with a business plan that offers an affordable solution to the problem," he said.

The Truck Transponder Service Center will stock batteries and install

new ones for less than \$15 per transponder. Truckers can mail transponders to the Service Center (3045 Lancaster Dr NE, Salem OR 97305)

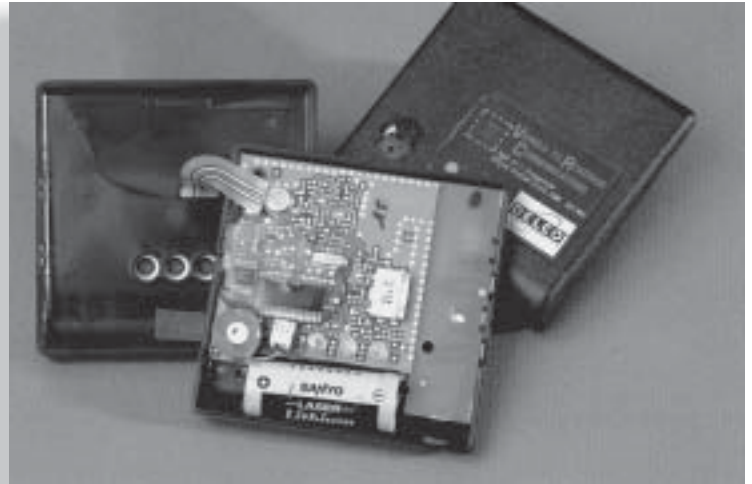
and get them back by return mail. The devices can then be used for about seven more years.

Thomas noted that companies cannot get a free replacement transponder for trucks currently enrolled in Green Light. "We're

giving companies the first transponders they need to get started," he said.

"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 recent survey of companies participating in Green Light, about one of every four said they wouldn't want to spend \$50 for a new transponder.



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. Now a Salem-based Truck Transponder Service Center is stocking the battery and offering to install them so the transponder can be used for 5-7 more years.

But most of the companies (86%) said they would be interested in spending \$10 to \$15 to have a company replace the battery in each transponder.

Questions? Contact the Green Light office at 503-378-6054, or the Service Center at 503-581-4890.

Three-millionth truck rolls past Green Light weigh station



Oregon Green Light preclearance systems, like this one at the Woodburn Port of Entry on southbound Interstate 5, have allowed trucks to avoid stopping at weigh stations more than three million times since January 1999.

The Green Light weigh station preclearance system passed another major milestone in May when it precleared its three-millionth truck. The milestone was passed on May 12 at 7:24 a.m. when a Sysco Food Services of Portland truck got a green light to keep on truckin' northbound past the Woodburn weigh station on Interstate 5.

Oregon opened the first Green Light weigh station in October 1997, but it didn't officially start keeping track of green lights until January 1999 when it had four weigh stations preclearing an average of 51 trucks a day. Now 21 stations have Green Light systems and they're preclearing 2,500 trucks a day. More than 24,000 trucks have Green Light transponders. In the past four years it's estimated that they've saved \$18.6 million in operating costs and 250,000 hours of travel time by avoiding unnecessary weigh station stops.

CDL drivers with hazardous material endorsements will undergo background checks

DMV works to implement CDL Hazmat endorsement rules

DMVs around the country are scrambling to implement new federal rules, effective November 3, 2003, requiring that truck drivers be fingerprinted and obtain a security clearance from the U.S. Transportation Security Administration before a Commercial Driver License that includes a hazardous materials endorsement is issued, renewed, upgraded, or transferred.

Meanwhile, the 3.5 million commercial drivers who currently have a hazardous materials (Hazmat) endorsement, including about 24,000 in Oregon, are learning that the Transportation Security Administration is checking names against criminal, immigration, and FBI records to see if anyone poses a security threat. States have been directed to cancel or revoke the Hazmat endorsement of drivers who fail this background check.

The rules arise from the USA PATRIOT Act (Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism Act) enacted by Congress in October 2001.

By November 3, Oregon's Driver and Motor Vehicle Services Division (DMV) plans to have staff at certain field offices trained to collect fingerprints and take security clearance background check applications. It expects that fingerprinting and background check fees will total about \$50.

The agency is currently notifying Oregon Commercial Driver License (CDL) holders with a Hazmat endorsement about the rules. A letter in the mail this month also serves as a renewal reminder for drivers with CDLs with a Hazmat endorsement expiring before April 30, 2004. Oregon's DMV is advising those drivers that if they renew before November 3, 2003, the renewal will only require passing the Hazmat knowledge test and paying test and

renewal fees. Since DMV may renew licenses up to 13 months before expiration, it will handle this group of drivers this way because collecting fingerprints and processing security clearance applications takes a minimum of 90 days and it could not complete that process before November 3.

A CDL holder with a Hazmat endorsement who renews on or after November 3, 2003, will be required to submit fingerprints and undergo a security clearance background check before DMV renews the license. If the background check is not completed before the CDL expires, the driver still has the option of renewing the license without the Hazmat endorsement so he or she can continue to transport non-hazardous cargo. After receipt of the clearance from the Transportation Security Administration, the driver could then reapply for the endorsement, but he or she would have to pay the

and federal rules require drivers to submit proof of status when applying for the endorsement, the background check will verify driver status.

Drivers failing a background check will not be able to obtain, retain, transfer, or renew a CDL Hazmat endorsement. However, the Transportation Security Administration may grant a waiver, when requested and when circumstances associated with the crime lead it to believe the driver does not pose a security threat that warrants denial of the endorsement.

CDL holders with Hazmat endorsements who could not pass the background check are required to surrender their endorsement by September 2, 2003. In Oregon, drivers can surrender the endorsement at any DMV field office.

Although an Oregon CDL may be valid for up to eight years, drivers with Hazmat endorsements will now be required to submit fingerprints and undergo a background check

**Visit the Transportation Security Administration
Web site — www.tsa.gov — for more information
about implementing the U.S. Patriot Act**

test fee, pass the Hazmat knowledge test, and pay an additional CDL issuance fee.

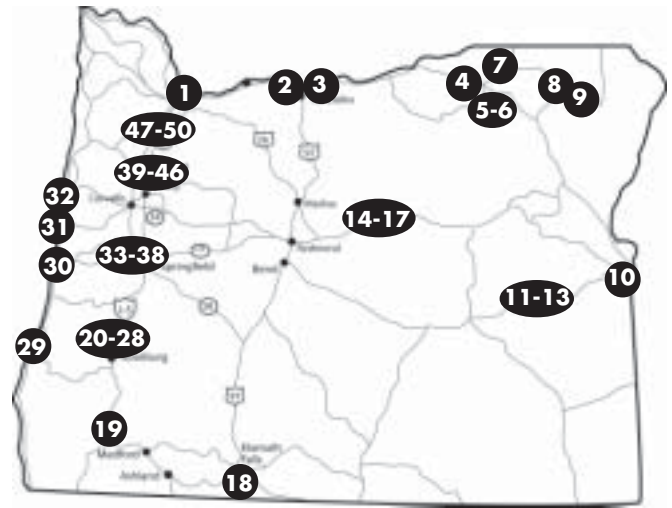
The background check seeks to confirm that a driver has not been convicted or found not guilty by reason of insanity of certain felonies, such as murder, arson, and robbery, in the past seven years, was not incarcerated for such crimes in the past five years, is not wanted or under indictment for such crimes, or has not been found to be mentally defective (as defined by the Transportation Security Administration). Also, although a Hazmat endorsement can only be issued to a U.S. citizen or lawful permanent resident,

every four years. Oregon's DMV will notify drivers 54 months before the CDL expiration date, and again six months before expiration, that a background check must be completed within six months. If the security clearance is not received within six months of the notice, all CDL driving privileges will be canceled. The driver can avoid cancellation of all CDL privileges if he or she appears at a DMV Field Office and voluntarily surrenders the Hazmat endorsement before the cancellation date.

Questions? Contact the Transportation Security Administration at 571-227-2829 or Oregon DMV Customer Service at 503-945-5400.

Weight-Restricted Bridges on Major Routes in Oregon

As of July 25, 2003, bridge inspectors had set weight restrictions on 50 bridges on major Oregon routes. There are also 44 restricted bridges on lesser routes throughout the state. Several bridges were added in the past few months, including three on I-5 near Myrtle Creek and four on US26 between Mitchell and Prineville. Questions? Contact the Motor Carrier Transportation Division at 503-373-0000.



Highway Restriction Bridge & Location

1.	OR99E SB	SR2	Martin Luther King Jr. Viaduct, Portland
2.	OR206	D	Deschutes River Bridge, MP 2.92
3.	US97	D	OR/WA Biggs Junction Bridge over the Columbia River
4.	I-84 EB	D/N	Umatilla River, MP188.43, near Umatilla
5-6.	I-84 EB / WB	D/N	Grande Ronde River, MP258.89, west of La Grande
7.	OR11	D/N	Weston Interchange, MP20.31, over OR204 and UPRR
8.	OR82	D/N	Grande Ronde River, MP17.88, Indian Creek
9.	OR82	D/N	Grande Ronde River, MP19.20, South Elgin
10.	US20 / US26	D/N	Snake River, MP266.82, Nyssa
11.	US20	D	N. Fork Malheur River, MP190.84
12.	US20	D	Gwynn Crossing Bridge, MP195.13
13.	US20	D	Sperry Bridge, MP205.58
14.	US26	D/N	Bridge Creek, MP62.54
15-16.	US26	SR1	Two Bridge Creek Bridges, MP65.63 and MP65.85
17.	Off US26	D/N	Bridge Creek, R/W Route, Mitchell Access
18.	US97	D/N	Klamath Falls bridge over Green Springs Drive, MP275.74
19.	US199	D/N	Applegate River, MP7, southwest of Grants Pass
20.	I-5 SB	D/N	Fords Bridge, MP101.54, two miles north of Canyonville
21-22.	I-5 Overpasses	SR1	Riddle Road, MP103.95, Chadwick Lane, MP104.85
23-24	I-5 NB/SB	D/N	Missouri Bottom Bridges, MP105.41, Myrtle Creek
25.	I-5 NB	D/N	Weaver Bridge, MP107.52, three miles north of Riddle
26.	I-5 NB	D/N	Booth Ranch, MP112.57, between Myrtle Creek and Roseburg
27.	I-5 NB	D/N	Shady Bridge, MP120.57, between Myrtle Creek and Roseburg
28.	I-5 NB	D/N	Umpqua River, MP128.92, Roseburg
29.	Coos River Hwy.	SR1	Isthmus Slough Bridge, Coos Bay, MP0.51, 1/2 mile off US101
30.	US 101	D/N	Siuslaw River, MP190.98, Florence
31.	US 101	D/N	Cook's Chasm, MP167.51, three miles south of Yachats
32.	US 101	D/N	Spencer Creek, MP133.86, ten miles south of Depoe Bay
33.	I-5 SB	D/N	Coast Fork Willamette River, MP179.99, north of Cottage Grove
34.	I-5 SB	D/N	Row River, MP175.40, north of Cottage Grove
35.	OR126 Bus. WB	D/N	Willamette River, MP1.34, one mile east of I-5 in Springfield
36.	I-5	D	Willamette River, MP192.75, at Eugene-Springfield Exits
37-38.	I-5 NB & SB	D	McKenzie River, MP197.38, two bridges north of Eugene
39.	Off OR22	D	First Avenue Bridge in Mill City, over Santiam River
40.	OR22	D/N	Deer Park Rd. Crossing, MP4.03, east of Salem
41.	OR22	D/N	Joseph St. Overcrossing, MP5.44, east of Salem
42.	OR22	D/N	Eastbound Beaver Creek, MP8.88, east of Salem
43.	OR22	D/N	Whitewater Creek, MP60.80, east of Salem
44.	OR22	D/N	Pamelia Creek, MP62.78, east of Salem
45.	OR22	D/N	Marion Creek, MP66.42, east of Salem
46.	OR22	D/N	North Santiam River, MP75.65, east of Salem
47.	OR18	D/N	Yamhill River, MP51.57, near Dayton
48.	OR219	D/N	Willamette River, MP23.46, south of Newberg
49-50.	OR99W N & S	D	Tualatin River Bridges, 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.

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.

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

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

Weight restrictions shown here do not supersede restrictions posted on signs at each bridge location. 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.

Enforcement

1st Quarter 2003

During the first quarter, January through March 2003, the Motor Carrier Transportation Division finalized 223 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.

Safety Violations

A total of 77 enforcement actions established violations related to failure to produce safety-related records or violations discovered during safety compliance reviews at carriers' terminals.

Action Transfer Services 2**
 Woodrow L Adams 1**
 Agra Spray 2
 Brian W Allen 1
 R P Bandy 31
 Bar Trucking, Inc. (John Day) 9
 Jere Barry 3
 Mark Beaslin Trucking 36
 Jack R Becker Trucking 16
 Big Dog Truckin (Medford) 4
 Mark Bourdeau
 Trucking, Inc. 9**
 Brooks & Son's
 Trucking (Eugene) 2
 Jesse R Brown 2
 Roger S Bruckart 1
 Olaf M Bryant 1
 Cantwell Trucking, Inc. 12***
 J Choat Trucking, Inc. 3**
 Gabe Cobian Trucking 3
 Cockburn Distributing
 Co., Inc. 20

Columbia Basin
 Spreaders, Inc. 6***
 Columbia Paving &
 Excavation, Inc. 9
 Crown B Logging, Inc. 2
 D Danielson
 Construction, Inc. 3**
 Desert Rose
 Charter Bus Co., Inc. 56**
 William E DeWitt 1
 Dice Construction, Inc. 3
 M Downer Farms 15
 FCO, Inc. 7
 G M W Logging, Inc. 3
 G T Excavation, Inc. 15
 Charles A Grabeel 1
 Great Western Corp. 11
 Michael E Gregory 1
 Harbor Truss Systems 3
 Honey Bucket 90**
 Hoss Paving, Inc. 8
 Johnny Robert Hyman 30
 Johnny Robert Hyman 22
 Barry G Jones 1
 Just Bucket Excavating, Inc. 30
 Kelley Bros., Inc. 14**
 The King of Hearts
 Transportation 36**
 Lariat Construction &
 Development, Inc. 2
 Lincoln Luxury Limo's, Inc. 11
 Donald Arthur Leahy 9
 Ronald G Martin 1
 John Meier Trucking, Inc. 16***
 Eugene A Moore 3
 Munson Trucking Co. 24
 O & M Trucking, Inc. 1
 Oregon Excavation, Inc. 15
 Ronald G Prante 1
 Pratum CO-OP Warehouse 5
 David Raines, Jr. 2
 Repinski Family Trucking 17
 Roadrunner Courier, Inc. 19
 Rogue Excavation 6**
 S&S Environmental, Inc. 11***
 Salem Sign Co., Inc. 8
 Sergey M Sasin 11**
 Seacoast Nursery
 Construction, Inc. 22
 Sessums & Sickert
 Asphalt Paving, Inc. 17
 Richard A Sippes 1
 Dean C Smart 1
 Marcial Soto-Rivas 1
 Springtime Landscape &
 Irrigation, Inc. 2
 Stettler Supply Co. 5**
 Gary D Stevens 2
 Stutzman Enterprises 3
 The Shuttle 7**
 The Sod Buster 2
 Timber West LLC (John Day) 4
 Tom's Tractor 33**
 Frederick M Van Dyke 1
 S Wagener, Inc. 8**
 Westside Rock, Inc. 9
 John D Zimmerman 1

Other Safety Violations

A total of 101 cease and desist orders and two penalty orders established a company's failure to return a Driver or Equipment Compliance Check Form after an inspection.

Other Violations

A total of 45 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 violating household goods moving regulations.

- Denotes cancellation of farm registration

A+ Always Moving, Inc. 2***
 Admiral Merchants
 Motor Freight, Inc. 1
 Affordable Movers
 (Portland) 1**
 Air-Land Forwarding, Inc. 1
 Fred Alberg Trucking 3**
 Alto Brothers Trucking, Inc. 3
 American Container
 Transport, Inc. 1
 Atlantic & Pacific
 Freightways, Inc. 1
 Atlas Van Lines, Inc. 2
 ATS, Inc. 1
 B Square Shorthorn 4 •
 Bettendorf Enterprises, Inc. 3
 C and D Moving 2**
 C R S T Van Expedited, Inc. 2**
 Charles Evans Trucking, Inc. 1
 Daybreak Express, Inc. 1
 Disposal Services 2
 Gunter Brothers, Inc. 3
 Haney Truck Line, Inc. 3
 Hollinger Construction, Inc. 1
 Hyman Refrigerated
 Transport 93***
 Interstate Distributor Co. 4**
 Interstate Van Lines, Inc. 1
 Jerry McFarland Trucking 4
 Melton Truck Lines, Inc. 3**
 Miller Brothers Express LLC 1
 Michael Alan &
 Sara J. Mooney 1 •
 Moov 2
 Mushroom Express, Inc. 3**
 Navajo Express, Inc. 2**
 Nor Cal Seafood, Inc. 2
 Overbye Transport, Inc. 1
 Pacific Business
 Connections, Inc. 1
 Quest Express (LaPuente CA) 8
 PFT Roberson, Inc. 2
 Ronald J. Postma 10

Prime, Inc. 3**
 Ruan Transport Corp. 1
 Joel Ruiz & Maria Zambrano 1 •
 S M P, Inc. 1
 Kenneth Allen &
 Donna Rae Schwabauer 1 •
 Sprinter Trucking, Inc. 2
 Stelth Trucking 6
 Stevens Transport, Inc.
 (Dallas TX) 2**
 Yellowstone Trucking 1

Other Enforcement

Following is a summary of enforcement by Motor Carrier Enforcement Officers at weigh stations in the 1st Quarter 2003:

**Trucks Weighed
 on Static Scales
 612,088**

**Trucks Precleared to
 Pass Green Light
 Weigh Stations
 220,397**

**Warnings Issued
 6,197**

**Weight-Related Citations
 4,205**

**Size-Related Citations
 442**

**Trucks Required to
 "Legalize" (Correct
 Size and/or Weight
 1,053**

**Other Citations Issued
 1,181**

**Citations for Operating
 Without Oregon Weight
 Receipt & Tax Identifier
 2,371**

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

The Motor Carrier News is a quarterly publication of the Oregon Department of Transportation
**Motor Carrier
 Transportation Division
 550 Capitol Street NE
 Salem OR 97301-2530**

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

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

OREGON DEPARTMENT OF TRANSPORTATION
MOTOR CARRIER TRANSPORTATION DIVISION
550 CAPITOL ST NE
SALEM OR 97301-2530

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



MOTOR CARRIER NEWS

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

NOTE: This issue of the quarterly Motor Carrier News arrives two months late so it can include news about the 2003 Oregon Legislative Session.

In this August 2003 issue:

- Tax and fee increases fund road and bridge work 1**
Oregon roads and bridges will be under construction in coming years as the state spends \$2.5 billion it's raising from car and truck taxes and fees.
- 2003 Legislative Wrap-Up 2-3**
- Salem store opens Transponder Service Center 4**
BATTERIES PLUS in Salem is operating a Service Center for refurbishing the Delco transponder truckers use to preclear Green Light weigh stations.
- Green Light preclears three-millionth truck 4**
- DMV works to implement new CDL rules 5**
- Oregon Bridge Restrictions 6**
Bridge inspectors have currently set weight restrictions on 50 bridges on major routes in Oregon, but they continue to look for weaknesses in other spans.

Coming in the September 2003 issue: Trucking companies operating in Oregon will soon begin the process of renewing registration or tax credentials for 2004. Everyone will notice an increase in registration fees. Oregon-based Commercial companies will notice they can complete their application and calculate fees themselves or have the Motor Carrier Transportation Division staff calculate fees for them. This and more in the September issue.