



MOTOR CARRIER NEWS

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

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Oregon Trucking Online gains momentum

Trucking Online is well into its second year of operation, but Motor Carrier Transportation Division officials believe the Internet-based transaction service is just beginning to gain traction and momentum.

Almost 1,800 trucking companies have signed up to conduct business online and they've made it easier to keep on truckin' in Oregon by using their home or office computers to complete 37,000 transactions. Transaction numbers should jump this year, mainly because companies will soon be able to file weight-mile (highway-use) tax reports online.

"Until now we haven't had many online applications that every company can use," noted Ric Listella, Salem Motor Carrier Services Manager. "New options like online tax reporting will revolutionize the way people do business with Oregon."

About 10,500 companies currently send a weight-mile tax report form and a check by mail to Salem every month. Another 12,000 companies send this form and payment by mail on a quarterly basis. "Soon they can trade the paperwork, stamps, and envelopes for the convenience of Trucking Online," Listella said.

The tax report program that is now undergoing final testing allows a person to fill in blanks onscreen to show a truck's plate and unit number, make, declared weight, number of axles if over 80,000

pounds, beginning, ending, and total odometer

readings, and total Oregon miles. The program then determines the truck's tax rate and calculates a total, adding late charges if the tax is being paid after its due date.

Companies

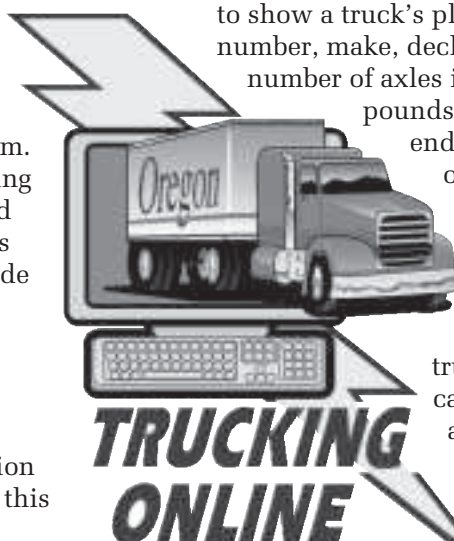
can use Visa or MasterCard to pay the tax. The program also makes it easy to meet the requirement to file a report even when an Oregon-registered truck was inactive during a month or quarter. That's as easy as checking a box indicating a truck traveled no Oregon miles and clicking a submit button.

While companies can soon save time

filing tax reports, later in 2004 they'll skip more paperwork by going online to complete the annual renewal process. Programs are now in place for Oregon motor carriers to renew Commercial-plated truck registration and out-of-state-based carriers to renew Oregon Weight Receipt and Tax Identifier credentials.

After Trucking Online opened for business in January 2003, the list of online services grew steadily so that by year-end there were 15 different transactions available, from obtaining a trip permit and temporary pass to changing an address. About one of every five Weight Receipts is now issued online.

Companies need a password (PIN) to access the private Trucking Online Web pages. Visit the public Web site for more information: www.odot.state.or.us/trucking/online



Oregon Services Now Available Online

- **Renew Commercial Plates and Tax Credentials**
- **Get an Oregon Weight Receipt and Tax Identifier, Amend or Cancel a Receipt**
- **Get a Heavy Vehicle Trip Permit**
- **Get a Temporary Pass** (*established carriers only*)
- **Look-Ups — Check status of Vehicles, Insurance, Highway-Use Tax Reports, and Surety Bonds**
- **Change Address**

Learn more —

www.odot.state.or.us/trucking/online

Apply to get started —

www.odot.state.or.us/trucking/special/PINrequest.pdf

Study of increasing speed limits moves to Round 2

The Oregon Department of Transportation (ODOT) will hold a public meeting in Salem on March 24 to conclude Round 1 of a speed limit study. At the meeting, the Oregon Transportation Commission will establish procedures and evaluation criteria for increasing interstate speed limits to 70 mph for cars and 65 mph for trucks and buses. Legislation passed in the 2003 Session allows ODOT to conduct engineering and traffic

investigations, take public comments, and let the Transportation Commission decide if speed limits should be increased.

Since January, ODOT staff has been looking at all segments of the interstate system to gather information, such as vehicle mix, accident history, problem bridges, road geometry,

pavement condition, and the availability of law enforcement resources. ODOT and the Commission may consider those factors in determining the recommended speed for a particular area, as well as factors such as the proximity of emergency services, commercial trucking recommendations and restrictions, and the type and frequency of weather-related adverse road conditions.

Meanwhile, ODOT held five meetings in February in Eugene, Grants Pass, La Grande, The Dalles, and Portland so the public could submit comments to the Speed Zone Review Panel, a five-member state panel that normally conducts hearings for the state's contested speed zone cases.

Round 2 of the process, which gets underway next, involves considering proposals to change speed limits on specific sections of the interstate. ODOT has scheduled five more public meetings in May:

May 17, Davincy Middle School, 2508 NE Everett, Portland (Call 503-916-3268 for more information)

May 18, The Dalles Civic Auditorium, 323 East 4th St., The Dalles (Call 541-298-8533 for more information)

May 19, Blue Mountain Conference Center
404 Twelfth Street, La Grande (Call 541-963-2949)

May 24, Riverside Inn & Conference Center
971 SE 6th Street, Grants Pass (Call 800-334-4567)

May 25, Harris Hall, Lane County Public Service Bldg.,
125 E 8th Avenue, Eugene (Call 541-682-4203)

Comments can also be sent by mail to ODOT Rules Coordinator, 1905 Lana Avenue NE, Salem, OR 97314, or by fax to (503) 945-0893.

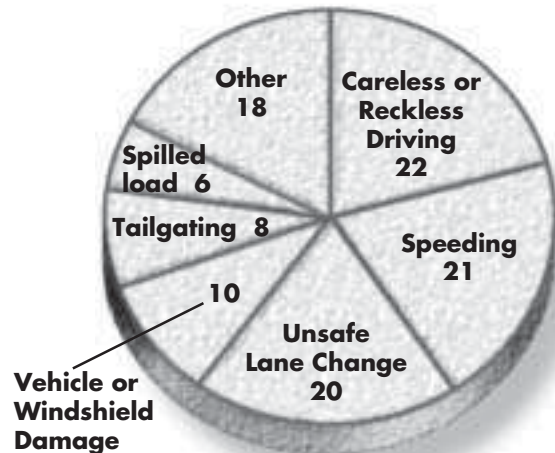
Based on all information received, the Speed Zone Review Panel will make recommendations to the Transportation Commission, which could adopt any speed limit changes at an August 19 meeting. According to the plan, the Commission could take action on all segments of the Oregon interstate system, rather than segment by segment. Under the enabling legislation, the Commission can treat urban and rural areas the same when it comes to setting speed limits. Specifically, it can decide if it's necessary to set interstate speed limits at 55 mph in the urban areas of Portland, Salem, Eugene, and Medford.

The National Highway System Designation Act of 1995 repealed the federal maximum speed limit and allowed states to set their own limits. Oregon was the only western state, other than Hawaii and Alaska, to keep its 65 mph speed limit on rural interstates.

For more information about the speed study and rule-makings, contact ODOT Public Affairs at 503-986-4180.



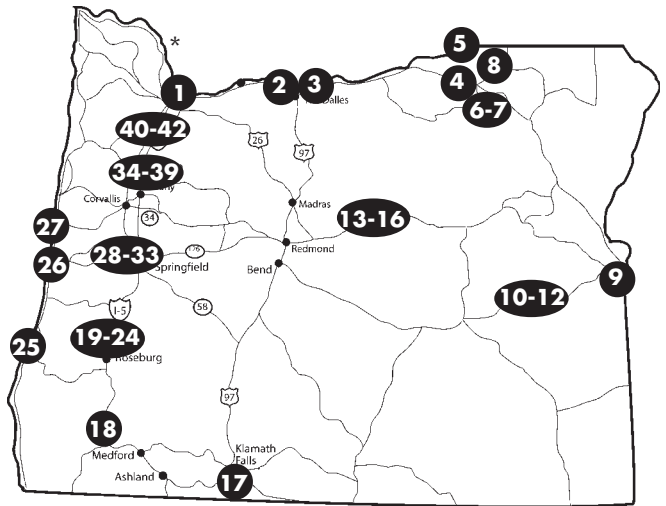
Truck Safety Hotline Calls — 2003



Oregon's Truck Safety Hotline (800-248-6782) received 105 calls or reports submitted online in 2003 from motorists who observed some kind of truck-related problem and relayed enough information to clearly identify the truck involved. The Motor Carrier Transportation Division sent letters to each of the 105 trucking companies responsible asking them to look into the complaint, 43 of which involved reports of speeding or careless/reckless driving. Those two bad driving habits are among the most common causes of truck-at-fault accidents. In response to the safety letters, most companies said they counseled or reprimanded the driver and often placed a letter in the driver's file. Five letters led to drivers being fired. In response to 33 letters, companies either denied the allegation, reported that certain information was simply inaccurate, or offered a satisfactory explanation. Report an incident online at: www.odot.state.or.us/cf/mchotform/hotform.cfm

Weight-Restricted Bridges on Major Routes in Oregon

As of March 1, 2004, bridge inspectors had set weight restrictions on 42 bridges on major Oregon routes. There are also many restricted bridges on lesser routes throughout the state. 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	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
6-7. I-84 EB / WB	D/N	Grande Ronde River, MP258.89, west of La Grande
8. OR11	D/N	Weston Interchange, MP20.31, over OR204 and Blue Mtn. RR
9. US20 / US26	D/N	Snake River, MP266.82, Nyssa
10. US20	D	N. Fork Malheur River, MP190.84
11. US20	D	Gwynn Crossing Bridge, MP195.13
12. US20	D	Sperry Bridge, MP205.58
13. US26	D/N	Bridge Creek, MP62.54
14-15. US26	D/N	Two Bridge Creek Bridges, MP65.63 and MP65.85
16. Off US26	D/N	Bridge Creek, R/W Route, Mitchell Access
17. US97	D/N	Klamath Falls bridge over Green Springs Drive, MP275.74
18. US199	D/N	Applegate River, MP7, southwest of Grants Pass
19-20. I-5 Overpasses	SR1	Riddle Road, MP103.95, Chadwick Lane, MP104.85
21. I-5 NB	D/N	Booth Ranch, MP112.57, between Myrtle Creek and Roseburg
22. OR42	D/N	I-5 Overpass, MP119.51, four miles south of Roseburg
23. I-5 NB	D/N	Shady Bridge, MP120.57, between Myrtle Creek and Roseburg
24. I-5 NB	D/N	Umpqua River, MP128.92, Roseburg
25. Coos River Hwy.	SR1	Isthmus Slough Bridge, Coos Bay, MP0.51, 1/2 mile off US101
26. US 101	D/N	Siuslaw River, MP190.98, Florence
27. US 101	D/N	Spencer Creek, MP133.86, ten miles south of Depoe Bay
28. I-5 SB	D/N	Coast Fork Willamette River, MP179.99, north of Cottage Grove
29. I-5 SB	D/N	Row River, MP175.40, north of Cottage Grove
30. OR126 Bus. WB	D/N	Willamette River, MP1.34, one mile east of I-5 in Springfield
31. I-5	D	Willamette River, MP192.75, at Eugene-Springfield Exits
32-33. I-5 NB and SB	D	McKenzie River, MP197.38, two bridges north of Eugene
34. Off OR22	D	First Avenue Bridge in Mill City, over Santiam River
35. OR22	D/N	Deer Park Rd. Crossing, MP4.03, east of Salem
36. OR22	D/N	Whitewater Creek, MP60.80, east of Salem
37. OR22	D/N	Pamelia Creek, MP62.78, east of Salem
38. OR22	D/N	Marion Creek, MP66.42, east of Salem
39. OR22	D/N	North Santiam River, MP75.65, east of Salem
40. OR18	D/N	Yamhill River, MP51.57, near Dayton
41. OR219	D/N	Willamette River, MP23.46, south of Newberg
42. OR99W S	D	Tualatin River Bridge, MP12.18, Tualatin

*** SPECIAL NOTE:** The Lewis & Clark Bridge in Washington, off US30, is restricted to 19,500 pounds per axle, with no limit on gross vehicle weight.

Restriction Legend

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

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

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

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

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.

Truck accidents decline in Safety Corridors and on major Oregon routes

Oregon safety officials hope that new accident numbers indicate a lasting positive trend for truck safety in the state. Truck accidents and truck-at-fault accidents are down in many of the stretches of highways so plagued with accidents that they're designated as Truck Safety Corridors. Accidents are also down on Oregon's major truck routes — Interstate 5, Interstate 84, and US97.

Comparing Federal Fiscal Year 2003 with 2002:

- Total truck accidents in Truck Safety Corridors went down 13%, from 131 to 114.
- Total truck accidents on I-5, I-84, and US97 went down 14%, from 410 to 351.
- Truck-at-fault accidents in Truck Safety Corridors went down 14%, from 77 to 66.
- Truck-at-fault accidents on I-5, I-84, and US97 went down 21%, from 220 to 174, the lowest number of mishaps in the past three years.
- Speed-related truck-at-fault accidents on I-5, I-84, and US97 went down 25%, from 87 to 65.

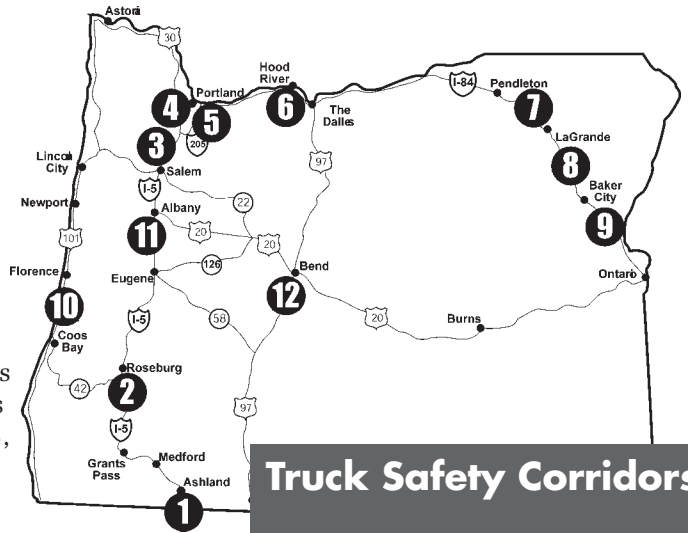
Federal Fiscal Year 2003 extended from October 1, 2002, through September 30, 2003

Numbers include all federal recordable accidents — those involving a fatality, injury, or disabling damage requiring a vehicle be towed from the scene. Safety Corridor numbers include accidents occurring in certain sections of highways (see sidebar), some marked by signs, but also accidents within an extended Lane County area that includes I-5 Mileposts 168-208 and OR58 Mileposts 1-62, and an extended Deschutes County area that includes 10 miles of US20 east of Bend.

At the ODOT Motor Carrier Transportation Division (MCTD), Safety Program Manager David McKane attributes part of the decline in accidents to an increasing emphasis on driver inspections after police make probable cause stops for traffic violations. "Checking the behavior and fitness of truck drivers is the most effective way to reduce accidents," McKane said. "Most truck-at-fault accidents are caused by drivers speeding, tailgating, or changing lanes unsafely. Of the approximate 500 truck-at-fault accidents that occur throughout the state each year, only about three dozen are attributed to a mechanical problem."

Truck drivers are now seeing a heightened presence of Oregon State Police in Safety Corridors. When legislators approved the ODOT budget in 2003, they directed that about \$1.6 million a year be allocated from the Motor Carrier Safety Assistance Program to State Police for enforcement activities. Until this increase in federal fund allocation, OSP received about \$600,000 a year. Now 13 Senior OSP Troopers and 2 Sergeants are assigned to commercial vehicle enforcement, in addition to the part-time involvement of most other troopers.

Legislators also directed MCTD to widely distribute its annual Commercial Vehicle Safety Plan and require all state inspectors to follow specific performance-based strategies to reduce accidents, injuries, and fatalities. The current plan, for example, calls for police to focus on Oregon's major truck routes and the Truck Safety Corridors, particularly #11 near Eugene, make more probable cause stops for speeding, and conduct more truck driver inspections.



Truck Safety Corridors

1. I-5
Siskiyou Summit
Mileposts 2 - 9
2. I-5
Weaver to Roberts Mountain
Mileposts 108 - 117
3. I-5
Salem area
Mileposts 252 - 260
4. I-5
Tualatin to Portland
Mileposts 289 - 300
5. I-205
West Linn to Clackamas
Mileposts 8 - 14
6. I-84
Hood River to Mosier
Mileposts 63 - 73
7. I-84, Cabbage Hill
Mileposts 219 - 228
8. I-84, Ladd Canyon
Mileposts 270 - 278
9. I-84
Nelson Point to Weatherby
Mileposts 331 - 340
10. US101
North Bend to Coos Bay
Mileposts 233 - 243
11. I-5
Eugene area
Mileposts 191 - 202
12. US97, Terrebonne to LaPine
and US20, Sisters to Bend

Truck Safety Inspection Statistics — 2003

Number of truck safety inspections conducted in Oregon in calendar year 2003: 45,132

Compared to 2002, percentage change in inspection totals: down 15%

Of the total inspections, number done by ODOT Motor Carrier Division: 23,333

Rate at which inspections occur: 1 every 12 minutes

Most inspections in a single day: 404

Average minutes needed to conduct a complete Level 1 inspection: 27

Hours spent inspecting trucks: 18,351

Miles all trucks inspected, parked end to end, would extend: 513

Distance in miles from Salem to Sacramento: 535

Percent of inspections conducted using laptop computers: 59%

Average violations per inspection of Oregon-based trucks: 2.24

Average violations per inspection of trucks based elsewhere: 1.72

Most violations found in one inspection: 30

Percent of vehicles placed out-of-service for a critical safety violation: 18.71%

Current national percent of vehicles placed out-of-service: 22.9%

Percent of drivers placed out-of-service for a critical safety violation: 8.4%

Current national percent of drivers placed out-of-service: 7.2%

Actual number of drivers placed out-of-service in Oregon: 3,697

Number of truck drivers caught falsifying log books: 4,628

Number of drivers caught using radar detectors: 150

Number of drivers caught using alcohol or drugs: 82

New Bend weigh station will feature Green Light system



Contractors are wrapping up work on a new weigh station on US97 near Bend and they're preparing plans to add a Green Light weigh station preclearance system later this year. Bend has not had a weigh station since 1994 when construction of a highway interchange forced removal of scales that had checked both northbound and southbound traffic.

The new station, which will check northbound traffic only, could be busy in coming years as bridges are repaired and replaced on Interstate 5 and truck traffic is diverted to US97 through Central Oregon.

The station office has a fire-resistant metal composite roof stamped to resemble shingles. The area, located 2-1/2 miles north of Lava Butte, is decorated with artificial rock to blend with the surroundings and address visual sensitivity concerns associated with the nearby Newberry Crater National Volcanic Monument.

Oregon currently has 21 Green Light weigh stations that precleared trucks 1,029,621 times in 2003. If bypassing a weigh station at highway speed saves five minutes, Green Light saved truckers 85,800 hours of travel time last year. More than 2,800 trucking companies now participate in the program and they've

put Green Light transponders in 26,500 trucks.

The ODOT Motor Carrier Transportation Division is distributing free transponders that can be used in Oregon and enrolled in any other preclearance system in the country. Truckers who want to avoid stopping at weigh stations like the new Bend station should call ODOT at 503-378-6054 to order a free transponder.

Temporary weigh station to open on I-84

Truckers eastbound on Interstate 84 will soon be stopping at a new weigh station opening near La Grande. As work on the Quarry Bridge over the Grande Ronde River resumes in Spring 2004, the La Grande weigh station at milepost #259 will be forced to close. In its place, Oregon Motor Carrier Enforcement Officers will periodically staff a temporary weigh station at the Spring Creek Interchange, Exit #248. This Spring Creek weigh station will be used to check eastbound truck traffic through Fall 2004.



Hay haulers question new load securement rules

Oregon hay and straw haulers are raising legitimate questions about new federal truck load securement rules that took effect January 1, 2004. Under a strict interpretation of the new rules, it's no longer enough for the haulers to secure a load of hay or straw with two longitudinal tiedowns with v-boards from front to back. Now they must have tiedowns and v-boards securing the side of the load. For the haulers, the extra requirements mean extra time, expense, and even danger as they climb up and down loads to set v-boards and tiedowns.

In response to these concerns, Oregon Department of Transportation officials are asking the U.S. DOT to approve a rule interpretation so each interlocked group of hay bales, called a hay squeeze or hay stack, could be considered one article of cargo. This would eliminate the need for both v-board on the side and either a headerboard or extra penalty strap.

The Problem

New load securement rules require that "cargo must be firmly immobilized or secured on or within a vehicle by structures of adequate strength, dunnage or dunnage bags, shoring bars, tiedowns or a combination of these."

The root of hay haulers' problem is that under the rules each hay or straw bale could be considered one "article of cargo." At least that's how enforcement officials initially viewed hay bales because even a hay squeeze is not usually grouped into a unit by special wrapping, strapping, banding, or edge protection devices.

If each hay or straw bale were considered one article of cargo, the following rules apply to securing the entire load:

- When an article is not blocked or positioned by a front headerboard, it must be secured by at least two tiedowns when it's more than five feet but less than or equal to ten feet long, irrespective of weight (or

five feet or less long and weighing more than 1,100 pounds)

- The article must have one additional tiedown for every ten feet of length or fraction thereof beyond the first ten feet
- V-boards must be used on the sides of the load

A Solution?

Except for liquid, gas, and loose cargo like grain or gravel, the load securement rules define an "article of cargo" as a unit that includes articles grouped together so they can be handled as a single unit, or unitized by wrapping, strapping, banding, or edge protection devices.

A hay squeeze is arguably hay bales grouped together so they can be handled as a single unit. Commonly, interlocked bales eight to a layer are piled seven or eight layers high, picked up, and put on the truck as a unit. According to ODOT Motor Carrier Transportation Division Administrator Gregg Dal Ponte, securement rules are less troublesome if a hay squeeze can be viewed as a single unit.

"Farmers tell me the side v-boards are the real problem with the new rules," Dal Ponte said. "Under the definition of an article of cargo, side v-boards are not needed if cargo is grouped to be handled as a unit.

I think a hay squeeze or hay stack is arguably one article of cargo."

Dal Ponte noted that the rules still call for side to side straps across each article of cargo. Since a

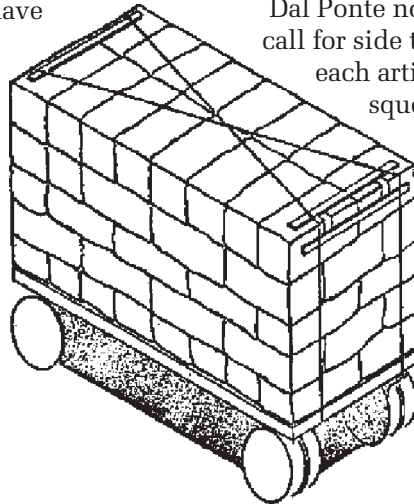
squeeze of hay weighs about 3-1/2 tons, or 7,000 pounds, and tiedowns must have a working load rating of at least half the total weight of the article of cargo, each hay squeeze could be secured with a 4" nylon strap with 4,000-pound rating. As to the requirement that cargo must be "firmly immobilized or secured," Dal Ponte believes the two longitudinal tiedowns with v-boards that hay haulers traditionally use will serve the same purpose as side v-boards.

"I have asked the U.S. DOT to accept the view that a load of hay can be secured with two longitudinal tiedowns with

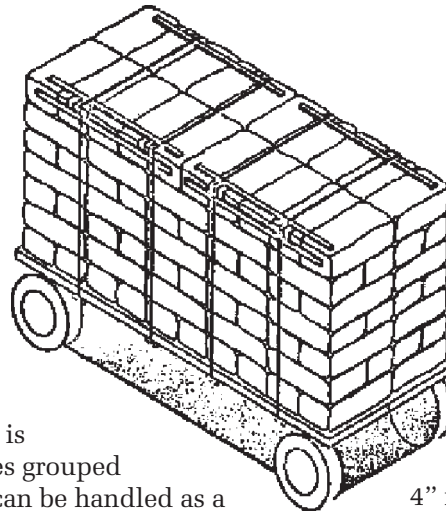
v-boards and one 4" nylon strap side to side per unit of hay," Dal Ponte said.

"That should eliminate both the need for v-board on the side and also for either a headerboard or extra penalty strap."

While that's a short-term solution to securement concerns, Dal Ponte is also proposing a long-term solution: "If someone hired an engineer to test the securement characteristics of a load of baled hay and determined that securing hay the old way is at least as secure as the new way, then we could petition the U.S. DOT to amend the load securement rules."



Hay haulers have traditionally secured their load with two longitudinal tiedowns and v-boards. But new federal rules require that loads like hay bales be secured with v-boards and side to side tiedowns every ten feet.



Enforcement 4th Quarter 2003

In the 4th quarter, October through December 2003, the Motor Carrier Transportation Division finalized 168 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 84 enforcement actions established violations related to failure to produce safety records or violations discovered during safety compliance reviews.

Action Drain and
Rooter Service 7**
Alina K Transportation 33
Americopter
Aviation Services 18
Loren C Anderson 1
Dwayne K Baker Trucking, Inc. 20
Benton Electric, Inc. 8
Blades Trucking 28
Breedon Log Co. 5
Brzrk Trucking 13
Central Oregon Building Supply 1
Marion Dean Chaplin 1
(driver out-of-service)
Chappell Enterprises, Inc. 20
Philip Christiana 1
Coast Sweeping Service, Inc. 16
Container Care Portland 4
Continental Express LLC 17
Stanley J Davis 1
Decorative Bark
Products, Inc. 18***
Desantis Directional Drilling, Inc. 7
Dilworth & Sons LLC 6

E D Dirksen & Sons, Inc. 5**
Doc's House Renovations 29**
Enoch Skirvin & Sons, Inc. 10
Eric Dodge Trucking 10
Eagle Valley Enterprises
(Yoncalla OR) 14
Esly's Trucking 10
Terry O Farness 12
First Class
Transportation LLC 13
Aurel Florean Excavation 8
Wendall Glaze 1
H&D Farms 29
Harco Enterprises LLC 11**
Jerry D Harper 1**
Michael Heath 2**
Paul B Hewitt 1
Donald Hoagland Jr. 1
J I M & Associates, Inc. 3***
Jefferson State Trucking 26
Evans Jewell 1
Johnson Crushers
International, Inc. 11
Juanita's Fine Foods 12**
K&K Custom Land
Development, Inc. 4
Dick Kriege Trucking 3
Lantz Electric, Inc. 9
Larry Eaton Trucking
& Excavation, Inc. 3
B L Lathrop Ranch 68
Lil Joe's Transport 7
Calvin Litzsinger Trucking 5
Lopez Trucking LLC 1
Michael McGriff 1**
Mobile Mix, Inc. 4**
Mountain View Paving, Inc. 2**
Ilya N Muntyan 1
Nationsbest Transportation
Co., Inc. 28**
Michael E Noonan 1
Online Excavating 17
Oregon Fruit Products Co. 1
Owens Freight Lines, Inc. 7**
Perotti Enterprises LTD 13
Pine Rock LLC 6
Alex Plantenga 1
R L C Transport 4**
Cory Resh 1
Rickreall Farm Supply, Inc. 5
River Roofing, Inc. 2
Robinson Farms
Transport, Inc. 15
Schurter Trucking 14
SGT Gator's Post
Exchange (PDX) 6
Jim T Simonis Trucking 7**
J R Simplot & Co. 1
Wilbur Sims III 3
Don Michael Taylor 3**
Tazz Trucking 39
Mark Terrill 1
Marion A Thomas 1
Tri-Pod Trucking 15
V&Z, Inc. 18
Vasquez Trucking
(Portland OR) 16
Walgreen Co. 1
Robert Warren
(Cloverdale OR) 14

Other Safety Violations — 4th Quarter 2003

A total of 54 cease and desist orders and 6 penalty orders established a company's failure to return a Driver or Equipment Compliance Check Form after an inspection. Following every safety inspection performed by state transportation officials or law enforcement officers, the driver receives a copy of the inspection form. If the inspection found violations, the motor carrier involved is required to sign and return that form to the state where the inspection occurred and confirm that the violations were addressed (Federal Safety Regulations, Part 396.9). When the inspection occurs in Oregon, the inspection form given to the driver must be signed by a company official and returned to the Oregon Department of Transportation within 15 days. The company must certify that any vehicle-related problems were repaired and/or driver-related problems were addressed through action that ensures future compliance with regulations.

Water Truck Service, Inc. 25
Western Water
Development Corp. 5
Douglas Wise 1
Bruce Young Logging
(Heppner OR) 9**

Other Violations

A total of 24 enforcement actions established violations related to operating without valid registration credentials, operating in excess of size and/or weight limits, or operating in violation of farm registration laws and rules.

- Denotes cancellation of farm registration

Allied Van Lines Inc. 3
All About Moving 2
Andrus Transportation
Services Inc. 2
Atlantic & Pacific
Freightways Inc. 2
Bennett Express Inc. 2
Blaine Crab Inc. 1
Mike Campbell
& Associates LTD 1
Caribbean Transport 7
Central Refrigerated
Service Inc. 2
Delta N Nile Construction Co. 4
Mark Hess Farms 1•
Marvin L Hopkins 1•
J B Trucking, Inc.
(Tumwater WA) 1
Knight Transportation, Inc. 5**
Mayflower Transit LLC 4
McMaster Trucking 1
Mercer Transportation Co., Inc. 2
Morse Bros., Inc. 1
N P E Inc. 2
Pozzi Ranch 1•
Two B's Delivery Service 3
United Van Lines LLC 2
Larry VanHoy Trucking 1
Jerold C Willey 1•

Other Enforcement

Following is a summary of enforcement by Motor Carrier Enforcement Officers at weigh stations in the 4th Quarter 2003:

**Trucks Weighed
on Static Scales
543,978**

**Trucks Precleared to
Pass Green Light
Weigh Stations
287,963**

**Warnings Issued
5,541**

**Weight-Related
Citations
4,278**

**Size-Related Citations
438**

**Trucks Required to
"Legalize" (Correct)
Size and/or Weight
968**

**Other Citations Issued
1,429**

**Citations for Operating
Without Oregon
Weight Receipt & Tax
Identifier
1,822**

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

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- Oregon Trucking Online gains momentum 1**
Trucking Online is well into its second year of operation, but the Internet-based transaction service is just beginning to gain traction and momentum.
- Interstate speed limit study moves to Round 2..... 2**
ODOT plans more public meetings in May to discuss changing speed limits.
- Truck Safety Hotline calls in 2003 2**
- Oregon Weight Restricted Bridges 3**
Inspectors have currently set weight restrictions on 42 bridges on major routes in Oregon. There are 49 other restricted bridges on lesser routes.
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- New Bend weigh station will feature Green Light 5**
A new station on US97 will have weigh-in-motion and transponder systems.
- Temporary weigh station to open on I-84..... 5**
- Hay haulers question new load securement rules 6**
Haulers doubt they need v-boards and side-to-side tiedowns to secure loads.