



MOTOR CARRIER NEWS

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In this March 2014 issue:

Salem Motor Carrier Services

<i>Oregon's display grace period end March 15, 2014.....</i>	<i>page 2</i>
<i>Truck taxpayers save as Direct Payments increase.....</i>	<i>page 2</i>
<i>Full Reciprocity Plan Implementation.....</i>	<i>page 3</i>
<i>In Memoriam, Weighmaster Grady Waxenfelter.....</i>	<i>page 4</i>
<i>Kamela Interchange Project</i>	<i>page 4</i>
<i>OR38 Scottsburg Bridge repairs.....</i>	<i>page 4</i>
<i>Triple trailers, mobile/modular homes, towed units, long logs, poles, and piling, and non-divisible overwidth loads are subject to special restrictions on Memorial Day.....</i>	<i>page 5</i>
<i>Weight-restricted bridges on major and lesser routes.....</i>	<i>page 6-7</i>
<i>Single-Trip, Over-Dimension Permits available through OregonTruckingOnline.com</i>	<i>page 6</i>

Complaint Resolution and Enforcement

<i>MCTD finalized 264 civil enforcement actions from October through December 2013.....</i>	<i>page 8</i>
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Oregon's display grace period for Vehicle Renewal Ends March 15, 2014

Oregon honors a display grace period, until March 15, 2014, for Oregon based carriers who have completed forms and sent payment for Commercial and Apportioned renewal, but haven't received 2014 stickers for their plates or haven't placed a 2014 Weight Receipt in each truck cab.

Carriers who do not renew timely and operate during the display grace

period are subject to monetary penalties and could be assessed fees for operating illegally.

For carriers who participate in the International Fuel Tax Agreement (IFTA), there is a grace period until March 1, 2014 to display the 2014 IFTA decals and carry IFTA license.

If an Oregon motor carrier has an Oregon IFTA license, but is not going to renew for 2014, the carrier must cancel the license in writing prior to January 1, 2014. Otherwise, the carrier must file a 1st Quarter 2014 IFTA Tax Return to show there were no operations during the grace period.

Similarly, carriers who do not

intend to renew the Oregon Weight Receipt and Tax Identifier for a particular truck must cancel the credential in writing, or use Trucking Online to cancel it, by December 31, 2013, otherwise the carrier will be required to file Weight-Mile Tax Reports showing no operations for January, February, and perhaps even for the 1st quarter 2014, depending on the date of cancellation.

Contact MCTD Registration at 503-378-6699 if you sent in your renewal application and payment and have not received your 2014 credentials to avoid delays at the scales and possible enforcement.

Truck taxpayers save as Direct Payments increase

Since the Motor Carrier Transportation Division (MCTD) began offering Direct Payment in March 2009, over 1638 Trucking Online users have signed up for it and chose that method for nearly 31,146 online payments totaling over \$42 million. As a result, they've saved \$896,000 that MCTD would otherwise have spent on banking fees if they had used credit cards.

MCTD's goal is to make Direct Payment the preferred way to pay for online transactions, replacing costly credit card transaction fees. Just like any other regular business, MCTD pays a banking fee of about 2.0% of each payment when a customer uses a credit card for transactions by phone, over the counter, or online. That means it costs \$2.00 for every \$100 in truck-related transactions charged to a card. It costs \$20 for every \$1,000 charged, \$200 for every \$10,000 charged, \$2000 for every \$100,000 charged, and so on.

Credit card transaction fees have risen dramatically, partly because some companies make substantial weight-mile tax payments by credit card. Motor Carrier paid \$1.81 million in transaction fees in 2013.

MCTD managers are asking motor carriers to sign up for Direct Payment so they'll stop paying those banking fees and, instead, keep taxpayer dollars in the Highway Fund where it can be spent on roads and bridges.

Direct Payment allows for electronic payments directly from a checking or savings account. It's simply the electronic way to write a check. When a customer completes a transaction and authorizes payment, the customer's bank transfers the approved amount directly from the customer's account. Dramatic savings are within reach for motor carrier taxpayers because it's an extremely low cost alternative to credit cards. Regardless of the transaction amount, MCTD pays just \$0.06 for each Direct Payment. For example, instead of paying \$8,000 in fees for a \$400,000 credit card payment, MCTD pays 6 cents!

Any carrier with an established MCTD account and a Trucking Online PIN can sign up for Direct Payment by providing their checking or

savings account and routing number for an account in any bank registered in the United States. Banks need 7-10 days to complete their verification process the first time an account is established. After that Direct Payment is available 24 hours a day, 7 days a week, just like all Trucking Online services.

Usage of both Direct Payment and Direct Deposit has grown substantially in recent years. One of three American workers (68%) now use Direct Deposit to receive their paychecks. More than half of households use Direct Payment for one or more recurring payments.

In the banking industry, Direct Payment and Direct Deposit are known as Automated Clearing House (ACH) products. According to the Electronic Payments Association, a not-for-profit association that oversees the ACH Network, 21.0 billion ACH payments were made in 2012.

That activity includes Internet debit, e-checks, business-to-business and federal government payments.



Full Reciprocity Plan Implementation

- Q & A -

Implementation of the IRP Full Reciprocity Plan

The Full Reciprocity Plan (FRP) will change the current International Registration Plan (Plan) to make the Plan more efficient to administer, more equitable and more flexible for its member jurisdictions and registrants by granting full reciprocity for all apportioned vehicles in all member IRP jurisdictions and removing from the Plan any provisions related to estimated distance.

The FRP follows the true intent of the Plan, which is to “grant reciprocity to apportioned fleets of vehicles” and to “promote and encourage the fullest possible use of the highway system”, As noted in the Foreword of the Plan.

Here are some questions and answers from the IRP FRP Task Force about implementation:

What is the effective date of the FRP?

January 1, 2015.

How are early renewals to be handled? Example for a January 1, 2015 renewal that is processed prior to January 1, do they come under full reciprocity?

Yes. Any registrant whose registration begins on or after January 1, 2015, would be subject to FRP provisions, regardless of when the renewal application was processed.

Are all existing IRP carriers going to be subject to the average per vehicle distance chart calculations for all member jurisdictions the first year under full reciprocity?

No. Existing carriers renewing their fleets for registration years beginning on or after January 1, 2015, will report actual distance accumulated during the

distance reporting period.

When is actual distance to be used?

Under FRP, actual distance should be used when the registrant’s fleet



accumulated any actual distance during the distance reporting period.

When should fees be based on the jurisdictional average per vehicle distance chart?

When a registrant’s fleet is considered new under Section 420 of the Plan, or the fleet did not accumulate any actual distance during the distance reporting period, fees will be calculated using the base jurisdiction’s average per vehicle distance chart.

For a new fleet, can a combination of actual and average per vehicle distance be used?

No. A new fleet has no actual distance. Under FRP, the jurisdictions’s average per vehicle distance chart must be used to determine fees for all IRP jurisdictions. A combination of actual distance and average per vehicle distance should never be used under FRP.

When are jurisdictions required to update the average per vehicle distance chart?

In accordance with Section 320(c) of the Plan, the average per vehicle distance chart is to be updated by March 31 of each year. Jurisdictions will be asked to provide proof of the updated chart each year.

Does the 90 days of actual distance operations in the distance reporting period apply under full reciprocity?

No. The 90 day rule was removed by the FRP ballot.

Under full reciprocity what weight should be displayed on the IRP cab card.?

Under FRP, the gross vehicle weight should be displayed on the cab card for every IRP jurisdiction. The

registrant should indicate registration weight in each jurisdiction. If not indicated, the same or closest weight to the base jurisdiction will be reflected.

How are weights over 80,000 pounds to be handled?

Registered weights over 80,000 pounds will be based on the weight requested by the registrant and the maximum weight allowed by each jurisdiction.

What would the process be for incorrect reporting? E.g.: Client provides the incorrect distance or wrongly uses the chart but reports as actual.

If the registration was issued under FRP, the auditor should correct the actual distance...either omitted or incorrect actual distance. The average per vehicle distance chart should only be used if the carrier did not accumulate actual distance and cannot be used in combination with actual distance.

More information is available on the IRP web site. <http://www.irponline.org/>.

In Memoriam

The Clackamas County Department of Transportation, and all of Oregon mourn the loss of County Weighmaster Grady Waxenfelter. Weighmaster Waxenfelter was shot and killed while making a traffic stop on February 6, 2014. He was 47 years old. After serving his country in the United States Army, he joined Clackamas County in 1997 as a mechanic. In 2005 Waxenfelter began his duties as a weighmaster, which included enforcing motor carrier safety regulations.

Weighmaster Grady Waxenfelter is survived by his wife of over 20 years, two daughters, a son, and two brothers.



Width Restrictions for I-84 in Eastern Oregon: Meacham to La Grande

Beginning March 31, 2014 the second construction season of a three-year project along I-84 between MP 248 and MP 260.7 will begin, restricting loads to the following widths:

- 12 feet 00 inches overall width in the East-bound direction.
- 14 feet 00 inches overall width in the West-bound direction (including the eaves on mobile homes).
- In addition, due to multiple 6 degree curves within the project area, there will also be length restrictions for certain combinations operating under a single trip permit.

These restrictions will be in effect at all hours, seven days a week, and are estimated to last until November 1, 2014.

The I-84 Kamela Interchange - 2nd Street Xing (La Grande) Project involves resurfacing the freeway, adding and enhancing chain-up areas, upgrading median barriers, performing corrective work for rock fall areas, and adding a truck climbing lane for westbound traffic along the Spring Creek grade near MP 247.

There is no local detour available. Carriers transporting loads exceeding these dimensions will need to take authorized alternate routes, such as US20 and US97.

For questions or assistance with determining authorized alternate routes, please contact the Over-Dimension Permit Unit at (503) 373-0000.

New Weight Restriction for OR38 east of Reedsport

Effective March 17, 2014, the Umpqua River (Scottsburg) Bridge on OR38 at MP 16.43 will be restricted (and posted) for the following weights:

- 20,000 lbs. on a sing axle
- 34,000 lbs. on a tandem axle
- 80,000 lbs. GVW, Permit Weight Table 1

Motor carriers operating under an annual continuous

trip permit will be allowed through March 16th. However, effective immediately, no more single trip permits will be issued above 80,000 lbs. GVW, Weight Table 1 to cross this bridge.

This weight restriction is necessary after a recent bridge inspection and load rating was completed. The bridge, built in 1929, will require repairs before it can be opened back up to heavier loads. Repairs will begin in April and are estimated to be complete by June 1, 2014. During this time, motor carriers hauling loads exceeding these weights will need to use authorized alternate routes (such as OR42).

Oversize load restrictions – Memorial Day 2014

May 2014						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

**Memorial Day - Observed
Monday, May 26, 2014**

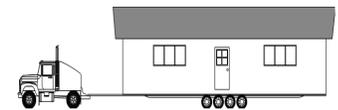
From Memorial Day to Labor Day, over-width loads can't move in Oregon during the daytime after Noon on Saturdays and all day Sunday. Exception: If overall width is 14' or less, then weekend daytime travel is allowed on Interstate routes or on permitted routes east of the summit of the Cascade mountains. Also, triple trailers, mobile/modular homes, towed units, long logs, poles, and piling, and non-divisible overwidth loads are subject to special restrictions on major holidays. Here are the restrictions this year during Memorial Day.



Triple trailer combinations cannot operate on those routes shown as Holiday or Holiday & Weekend restricted on Route Map 5 during the Memorial Day period from 4 p.m. Friday, May 23 until Sunrise Tuesday, May 27.



Mobile / modular homes cannot be moved if over 8'6" in width during the Memorial Day period from Noon Friday, May 23 until 1/2 hour before Sunrise Tuesday, May 27.



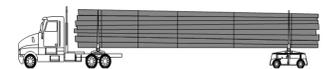
Exceptions: Operations may recommence on Interstates at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 10' AND the outermost extremities are illuminated by lamps or markers as required by ORS Chapter 816.

Towed units cannot be moved if over 8'6" in width or towing a combination of vehicles during the Memorial Day period from 2 p.m. Friday, May 23 until 1/2 hour before Sunrise Tuesday, May 27.



Exception: The rule does not apply when the tow vehicle is performing the initial emergency removal of a disabled unit from the highway or when the disabled vehicle or combination of vehicles is operating under a rule or variance permit allowing movement prior to the emergency. See Permit Attachment H for specific hauling hours and days for overwidth movements.

Long logs, poles, and piling cannot be moved if over 105' in overall combination length during the Memorial Day period from 2 p.m. Friday, May 23 until Sunrise Tuesday, May 27.



Non-divisible loads cannot be moved if over 8'6" in width during the Memorial Day period from Noon Friday, May 23 until 1/2 hour before Sunrise Tuesday, May 27.



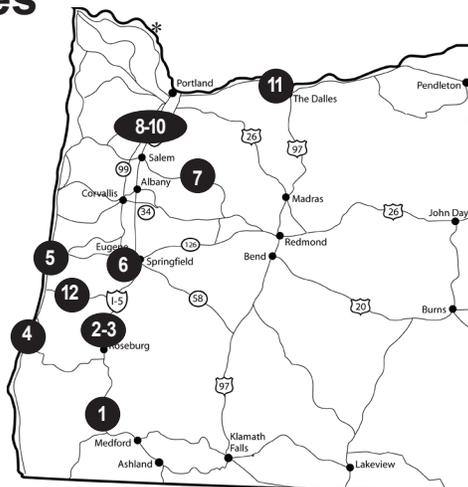
Exceptions: Operations may recommence on Interstates at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 12' AND the outermost extremities are illuminated by lamps or markers as required by ORS Chapter 816. Operations may recommence on Green Routes on Route Map 2 at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 10' AND the outermost extremities are illuminated by lamps or markers as required by ORS Chapter 816.

Oversize Load Restriction — www.oregon.gov/ODOT/MCT/Pages/OD.aspx#Holiday_Restrictions
Permit Attachment H — www.oregon.gov/ODOT/MCT/Pages/OD.aspx#Permit_Attachments
Route Map — www.oregon.gov/ODOT/MCT/Pages/OD.aspx#Route_Maps

Weight-Restricted Bridges on Major State Routes in Oregon

As of March 1, 2014, bridge engineers have set weight restrictions on 12 bridges on major Oregon routes.

Questions? Contact the Oregon Motor Carrier Over-Dimension Permit Unit at 503-373-0000 or check the complete lists of road and bridge restrictions on the Web here: www.oregon.gov/ODOT/MCT/Pages/OD.aspx



See separate list of restricted bridges on lesser state routes on the next page and on the Web here: http://www.oregon.gov/ODOT/MCT/Pages/OD.aspx#Road_and_Bridge_Restrictions

Highway	Restriction Bridge & Location
1. I-5 Overpass	SR1 Tolo Road, MP36.64
2. I-5 Overpass	D/N Wilson Road, MP151.81
3. I-5 Overpass	SR1 Chadwick Lane, MP104.85
4. Coos River Hwy.	SR1 Isthmus Slough Bridge, Coos Bay, MP0.51, 1/2 mile off US101
5. US101	D/N Siuslaw River, MP190.98, Florence
6. OR126 Business WB	D/N Willamette River, MP1.34, one mile east of I-5 in Springfield
7. Off OR22	D First Avenue Bridge in Mill City, over Santiam River
8. OR18	D/N Yamhill River, MP51.57, near Dayton
9. OR219	D/N Willamette River, MP23.46, south of Newberg
10. OR99W S	D Tualatin River Bridge, MP12.18, Tualatin
11. I-84 Overpass	SR7 Mosier, MP69.79
12. OR38	SR1 Effective March 17, 2014 Umpqua River (Scottsburg) Bridge, MP16.43, east of Reedsport

* **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.

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 1	
Single Axle - 20,000 lbs.	
Tandem Axle - 34,000 lbs.	
Max. Wgt. - 80,000 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.	

Single-Trip, Over-Dimension Permits through Trucking Online



Beginning March 3, 2014, Motor Carriers with access to Oregon Trucking Online can now apply for single-trip, over-dimension permits online! After logging in with your PIN, go to the Over-Dimension Permits Menu, and click on OD Single-Trip Permit Application.

Why is this a good thing?

- Motor Carriers can order each permit at your own convenience - any time of the day or night.
- Motor Carriers will be notified via e-mail of the progress of the permit: date and time submitted,

assigned to which analyst, and date and time completed.

Not signed up for Oregon Trucking Online? Go to www.oregontruckingonline.com. Click on "Sign up for a PIN" and follow the directions to get started.

Oregon Trucking Online System Requirements:

- Windows XP Operating System or higher
- MS Internet Explorer 6.0 or higher, or Chrome, Firefox, or Safari
- Valid E-mail address
- Adobe Acrobat Reader 4.0 or higher

If you have questions regarding the new program, please contact the Over-Dimension Permit Unit at 503-373-0000. For general Oregon Trucking Online questions, please contact the Registration Unit at 503-378-6699.

Weight-Restricted Oregon Bridges on Lesser Routes

In addition to the 11 weight-restricted bridges on major routes, the Oregon Department of Transportation has restricted the following bridges on lesser state routes.

Weight restrictions shown here do not supersede restrictions posted on signs at each bridge location. Questions? Contact the Oregon Over-Dimension Permit Unit at 503-373-0000.

Highway	Restriction	Bridge & Location
NORTHWESTERN OREGON AND NORTHERN OREGON COAST		
US101	D	Neahkahnie Mtn. Chasm Bridge, MP40.71, near Manzanita
US 101 Business	SR1	Lewis & Clark River, 2.5 miles SE of Astoria, MP4.78
US 101 Business	D	Old Youngs Bay Bridge, Astoria, MP6.89
OR43	SR1	Arch Bridge, MP11.43
OR 53	SR2	Jack Horner Creek, 5.98 miles S of US 26, MP5.98
OR104 Spur	SR9	Skipanon River Bridge, MP 4.62 on Fort Stevens Spur
OR120	D	Portland, N Portland Road — Columbia Slough, MP0.38
CENTRAL COAST		
Little Nestucca Hwy	D	Panther Creek, Kellow Creek, MP3.23, E of US101
Little Nestucca Hwy	D	Squaw Creek and Austin Creek, MP3.6, 3.82, E of US101
Little Nestucca Hwy	D	Little Nestucca River, MP4.15, E of US101
Little Nestucca Hwy	D	Bear Creek, MP4.76, E of US101
OR22	D/N	Louie Creek, S of Hebo, MP10.49
OR22	D/N	Louie Creek, S of Hebo at Dolph, MP10.66
OR36	SR5	Steinhauer Creek, 1.48 miles E of Greenleaf, MP19.69
US20	SR6	Yaquina River, 0.1 miles W of Eddyville, MP23.38
WILLAMETTE VALLEY		
Corvallis-Lebanon Hwy	SR1	Willamette River, Van Buren Street, Corvallis, MP0.13
OR164	D/N	Santiam River, Jefferson, MP 6.24
SOUTHERN OREGON		
OR234	D/N	Rogue River, MP0.09, two miles west of Gold Hill
Old OR99	D/N	N Umpqua River (Old Winchester), Roseburg, Hwy 234, MP12.21
COLUMBIA RIVER GORGE		
Columbia River Hwy	SR4	Sandy River, Troutdale, MP0.03
Columbia River Hwy	SR1	Youngs Creek (Shepperds Dell), MP13.14
Columbia River Hwy	SR8	West Multnomah Falls Viaduct, MP17.68
Columbia River Hwy	SR1	Horsetail Creek, MP20.39
OR/WA Border	SR1	Bridge of the Gods, MP30.42
OR/WA Border	SR1	White Salmon Bridge, Hood River, MP64.62
CENTRAL OREGON		
OR27	SR5	Irrigation Canal Bridges, S of Prineville, MP1.90, 2.88, 4.59
OR27	D	Bear Creek, 27 miles S of Prineville, MP27.23
NORTHEASTERN OREGON		
I-84 Overcrossing	D/N	Upper Perry Interchange, connector over Hwy 6
OR207	D/N	Hinkle Bridge, Umatilla River, MP11.86
Freewater Hwy	SR5	West Crockett, S of OR/WA border, MP2.76
Freewater Hwy	SR5	E & W Fork, Little Walla Walla, WA border, MP3.16, MP3.31
EASTERN OREGON		
Old US30	D/N	Burnt River Bridge, MP0.46

Restriction Legend

D/N - Restricted to Divisible & Non-Divisible Load Limits

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

Non-Divisible Heavy Haul
 Single Axle 21,500 lbs.
 Tandem Axle 43,000 lbs.
 Maximum Wgt. 98,000 lbs.

D - Restricted to Divisible Load Limits (no heavy haul)

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

SR = Special Restrictions

SR1 -
 Single Axle 20,000 lbs.
 Tandem Axle 34,000 lbs.
 Maximum Wgt. 80,000 lbs.

SR2 -
 Single Axle 20,000 lbs.
 Tandem Axle 40,000 lbs.
 Gross Wgt. - Weight Table 3

SR4 - 30 Tons Gross Wgt.

SR5 - Divisible / Non-Divisible Loads under Annual Permits, Single Trip Permits up to Weight Table 4 Limits, maximum 60,000 lbs. on tridem axle

SR6 - Single Trip Permits above Continuous Trip Permits allowed, center of bridge, permit vehicle only, certified flaggers.

SR7 -
 Solo Truck 44,000 lbs.
 Combination 68,000 lbs.

SR8 -
 Single Truck 28,000 lbs.
 3-2 axle combos 44,000 lbs.
 3-3 axle combos 56,000 lbs.

SR9 -
 Single Truck 38,000 lbs.
 3-2 axle combos 56,000 lbs.
 3-3 axle combos 64,000 lbs.

Enforcement 4th Quarter 2013

From October through December 2013, the Motor Carrier Division finalized 264 civil enforcement actions, in addition to 14 actions related to inspection follow-up violations. The number next to each name indicates violations confirmed in the process.

** Denotes second complaint within five years.

*** Denotes third complaint within one year of second.

**** Denotes fourth complaint within one year of third.

***** Denotes fifth complaint within one year of fourth.

• Denotes failure to produce records.

Safety Violations

A total of 108 enforcement actions related to violations found during safety compliance reviews or resulting from truck drivers violating an out-of-service order.

A & B Asphalt Inc 9*
 St Helens Scappoose Septic Tank Service 6*
 A V Transport LLC 1*
 Albina Express Inc 3*
 All Oregon Excavating & Trucking LLC 2*
 Alpha Omega Trucking LLC 7*
 Alvarado Trucking Inc 7***
 Anderson Excavating LLC 3**
 Arenas Trucking LLC 3*
 Banzer Construction Co 3*
 BCA Directional Drilling LLC 4**
 BF Transport LLC 7*
 New Star Auto Transport 5*
 Duane L Bellows Construction Inc 3*
 Bend Water Hauling LLC 6*
 Fillups Trucking 5*
 Big Star Transportation LLC 3*
 Matt Bixby Trucking 1*
 Kevin Black Logging LLC 9*
 Bowman Trucking Inc 44**
 Chuck Bracelin Trucking Inc 13**
 J Brooks Trucking 3*
 Darrell Brown Jr Trucking Co 1*
 Bruers Contract Cutting 6*
 Burlaku Transport 2*
 Bybee Transport Inc 14**
 Blacker Express 2***
 Camps Custom Excavating 2**
 Carpenter Express 20***

Case Ridge LLC 2**
 Catwagon Transportation Inc 3***
 Kaina Transport 4*
 Coastal Journeys Unlimited Inc 6**
 C C T A 8*
 D R S Trucking LLC 2*
 Dean Logging Inc 7**
 Downing Construction Inc 10**
 Gary N Duffy 1*
 Echanis Distributing Co 29**
 Charlie Every Trucking 3*
 Virgil Fillmore 48**
 Freight Commander LLC 2*
 Full Ahead Transport Inc 2*
 Great Western Corporation 1**
 West Coast Express 5*
 Guardian Express LLC 3*
 Gutridge&Sons Trucking Inc 6*
 The Palm Trucking 5*
 H & J Construction Inc 9*
 Hal's Construction Inc 8**
 Rogers Asphalt Paving Company 4*
 Jay Hartley Excavation 3**
 Dale Hayes Trucking 2*
 Jimmy Hill Jr Trucking 3***
 Hope Transport LLC 6*
 Ted Hufford 3***
 J A M Express LLC 1*
 J K Farms & Trucking Inc 16**
 Stacy Jansik Excavation 2**
 K&K Orchard LLC 5*
 K&R Plumbing Construction Co Inc 5**
 King Trucking Inc 3**
 Klamath Fruit & Produce Inc 4*
 John R Kroo Construction Inc 3*
 L G C Trucking Inc 4*
 L&K Trucking LLC 3*
 M A G Transport LLC 5*
 M G Express Inc 5*
 M O P T I LLC 2*
 Bucio Trucking 2*
 G Mason Trucking LLC 1*
 K&M McFarlane Contracting 2*
 Mt Hood Summer Ski Camp Inc 10***
 Obrist, Loren Excavating Inc 20****
 Mike O'Neill Trucking Inc 6**
 VladTransport 1*
 Nichola J Perkins Trucking 3*
 Hodgen Distributing Company 6*
 McMinnville Auto Wreckers 3*
 H B Roberts & Sons 5*
 Rogue Biofuels Corp 20**
 S O S Plumbing & Drain Service Inc 3**
 Salmon River Contractors Inc 4****
 Shreg Trucking LLC 2*
 Silva Transportation 2*
 Gary N Smith Trucking Inc 2*
 Lee Smith Logging Co Inc 1*

WM H Smith Trucking LLC 3*
 Snowcrest Trucking 2*
 Stephen Stark Excavation LLC 15**
 Stokes Construction Company Inc 5**
 Tewart & Sons Inc 3**
 TFT Construction Inc 1*
 The Saunders Company Inc 2*
 Treasure Valley Steel, Inc 2*
 Triangle Star Transport LLC 1*
 M&S Timber Management Services 4*
 Vanderbeck Trucking&Excavating Inc 1*
 J & W Walker Farms Inc 2**
 Canyon Country Wholesale 2*
 We R Trucking LLC 7*
 West Coast Carriers LLC 1*
 West Coast Logistics LLC 3*
 Western Interlock Inc 4*
 Western Pallet&Recycling 5*
 Wesley Wise Excavation 23***
 Woolley Equipment LLC 148*****
 Work Or Play Trucking LLC 6*

Other Safety Violations

A total of 66 cease and desist orders and 90 penalty orders were related to failure to return a Driver or Equipment Compliance Check Form within 15 days after a truck and/or driver safety inspection.

Other Violations

A total of 14 actions related to other violations, such as operating in excess of size or weight limits, operating without valid registration credentials, illegally bypassing a weigh station, offering or providing unauthorized household goods moving services, charging rates for household goods moving other than the rates in an approved tariff, or operating in violation of farm registration laws and rules.

Finlay Cattle Co 12*
 Brennan Hopkins 2*
 JSM Logistics 10*
 Navajo Express Inc 1*
 PJ's Asphalt 9*
 Oregon Home Care Services 6*
 Portland Family Movers LLC 5*
 Portland Transport Service LLC 1*
 KP Trucking 10*
 Reliable Household & Office Moving 8*
 Humberto Reyes-Ortiz 5**
 SS Skikos Enterprises LLC 10*
 Triple J's Express LLC 10*
 Velox Transport 1*

Other Enforcement

Summary of work by Motor Carrier Enforcement Officers in the 4th Quarter 2013:

Trucks Weighed
on Static Scales
499,434

Trucks Precleared to Pass
Green Light Weigh Stations
351,416

Weight-Related Citations
2,261

Weight-Related Warnings
1,569

Size-Related Citations
146

Size-Related Warnings
79

Trucks Required to "Legalize"
and Correct
Size and/or Weight
327

Other Citations, including
safety-related citations
918

Other Warnings, including
safety-related warnings
1,247

Citations for Operating
Without Oregon Weight Re-
ceipt & Tax Identifier
or No Vehicle Registration
1,707

Warnings for Operating With-
out Oregon Weight Receipt &
Tax Identifier
or No Vehicle Registration
1,411

Totals do not include enforce-
ment actions by Oregon State
Police or city and county
officers.



MOTOR CARRIER NEWS

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the mission of
ODOT Motor Carrier
TRANSPORTATION DIVISION

PROMOTE a safe, efficient, and responsible transportation industry by:

- Simplifying compliance
- Reducing regulatory requirements when appropriate
- Preserving the infrastructure
- Enhancing private/public partnerships
- Fostering effective two-way communication

DELIVER superior customer service while recognizing the vital economic interests of the commercial transportation industry.



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