



MOTOR CARRIER NEWS

Quarterly Newsletter of the Oregon Department of Transportation • Motor Carrier Transportation Division • December 2000

Legislators may consider weight-mile tax simplification

Oregon legislators return to Salem on January 8, 2001, and among the thousands of bills that may be introduced in the 71st Legislative Assembly is one proposing changes to the weight-mile tax system. A task force of Oregon Department of Transportation staff and trucking industry representatives met several times in 2000 to discuss changes. Even though they didn't reach agreement on most ideas, ODOT has prepared a package of legislative concepts that include letting all carriers report and pay weight-mile taxes on a quarterly basis, combining Tax Tables A and B to extend lower, axle-based rates to all trucks over 26,000 pounds, and eliminating the "tax" plate that is issued to out-of-state-based carriers.

Quarterly Reporting — Most carriers currently report and pay weight-mile taxes on a monthly basis. Under one proposal that didn't have

support of industry reps on the task force, all carriers could file reports and pay taxes on a quarterly basis. Besides reducing paperwork, carriers who currently pay taxes every month could keep their money longer. They would, however, have to get used to sending one large check every quarter.

Tax Tables — Combining Tax Tables A and B would make all weight-mile tax rates dependant on the number of truck axles. Trucks weighing between 26,001 and 80,000 pounds could pay a lower tax if they added extra axles. Currently, only trucks over 80,000 pounds pay the axle-based rates in Table B. This proposal also did not have industry support.

Tax Plates — Oregon's weight-mile tax dates back to 1947 and the

state has been issuing a license plate for tax purposes since at least that time. Carriers based out-of-state put these plates on their trucks so they don't have to obtain a temporary

pass and pay weight-mile taxes in advance every time they operate in Oregon. About 15,000 trucking companies have tax plates on 250,000+ trucks. If Oregon eliminates the plate, it would have to change its computer systems to organize

carrier and vehicle records according to the number on plates issued by states and provinces participating in the International Registration Plan (IRP).



Legislators may consider a bill to eliminate the Oregon "tax" license plate issued to out-of-state carriers.

See pages 3 and 4 for more about legislative concepts.

Interstate 5 rehabilitation work will hinder Portland traffic through 2002



Truckers can expect more than the usual hassle traveling I-5 through Portland in the next two years. In January the Oregon Department of Transportation starts a \$29 million Preservation Project to construct soundwalls, raise five overcrossings, and repair and repave roadway that is cracked and badly rutted from 30 years of use by heavy traffic. The work zone stretches from the Columbia River to Oregon Street, near the Rose Quarter. Because traffic volumes in the area range from 119,500 to 143,700 vehicles a day, much of the construction work will be done at night. But ODOT warns there will be lane and ramp closures along the route for days and weeks at a time. This portion of I-5 will be completely closed for at least 12 weekends in Summer 2001, with traffic rerouted to I-405. For more information, visit the ODOT Region 1 web site: www.odot.state.or.us/region1

Bridge repairs disrupt I-5 Southern Oregon traffic

Inspections of three 1950s-era bridges on Interstate 5, two southbound near Cottage Grove and one northbound at Winchester, have identified structural problems that seriously affect the bridges' load-carrying capacity. As a result, the Oregon Department of Transportation (ODOT) has posted weight restrictions on the southbound bridges and it plans to divert traffic from the northbound bridge until emergency repairs are made.

The bridges affected are: I-5 S at milepost 180, Coast Fork Willamette River, north of Cottage Grove; I-5 S at milepost 175, Row River, north of Cottage Grove; and I-5 N at milepost 129, North Umpqua River, at Winchester.

Restrictions on the two southbound bridges near Cottage Grove limit truck traffic to combinations with axle weights at or below the legal limit up to 105,500 pounds gross weight. A detour route is available using pilot cars on OR99 through Creswell and

Cottage Grove for trucks with axle weights over the legal limit. ODOT expects to finish emergency repairs on these bridges by mid-January.

ODOT engineers expect to allow traffic to continue to use the northbound bridge at Winchester through the month of December, with speed limited to 45 mph and trucks restricted to using the right lane only. On January 2, engineers plan to open a crossover that will send traffic to share the southbound bridge. They would then close the northbound bridge until temporary repairs are finished in Spring 2001.

There will not be any weight restrictions on traffic that is allowed to

crossover and share the southbound bridge at the Winchester. There will, however, be a width restriction of 12 feet in both directions as traffic shares the bridge using lanes more narrow than normal. Vehicles over 12 feet wide and under 80,000 pounds gross weight will be detoured to Old Highway 99. Vehicles over 12 feet wide and over 80,000 pounds gross weight will be detoured to Garden Valley / Del Rio Road. Both detour routes will require the use of pilot cars.

For more information, call MCTD Over-Dimension Permits at 503-373-0000, or check the ODOT Motor Carrier web site at www.odot.state.or.us/trucking

Green Light usage up, transponders available

Green Light systems at 19 Oregon weigh stations are weighing in-motion, identifying, and preclearing more than 70,000 trucks a month that don't need to waste time stopping. By January 2001, a total of 21 stations will have the system, including the Cascade Locks Port of Entry.

MCTD has received a shipment of transponders and it's distributing them at no cost to carriers. Call 503-378-6054 for more information.

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IFTA tax help stops short of calculations

The Motor Carrier Transportation Division (MCTD) is cutting back on the degree of tax help it gives carriers participating in the International Fuel Tax Agreement (IFTA). Beginning in November, MCTD staff stopped making detailed tax calculations for carriers who cannot complete their tax returns.

MCTD has three persons assigned to processing IFTA returns. According to Owen Herzberg, IFTA Program Manager, staff has been almost too helpful in the past. "We've been inundated with requests from carriers that need help with IFTA returns and most want us to calculate the tax due," Herzberg said. "We're committed to providing great customer service, but from a practical standpoint we can't continue to complete tax returns for carriers." MCTD is advising the more than 4,000 Oregon companies that file IFTA returns to seek professional tax and accounting services if they need help completing their returns.

It's crunch time for registration renewal

It's crunch time at MCTD as staff hurries to process all the late requests to renew truck registration. Due to the volume of work yet to be done, MCTD is warning carriers to expect service delays from December through January 2001.

The renewal process began in September with mailings to more than 25,000 trucking companies with more than 300,000 trucks registered to operate in Oregon. Carriers were asked to return the material by October 31 to allow enough time for MCTD to process renewals and mail back the new, silver Year 2001 stickers for each ODOT license plate before the first of the year.

MCTD is reminding carriers there is no grace period for renewing truck registration. Beginning January 1, 2001, any carrier who hasn't submitted renewal forms with payment, and continues to operate in Oregon, is in violation of the law and subject to civil monetary penalties. A sticker display grace period is available to carriers who submit renewal forms with payment by December 31. They then have until March 15, 2001, to display the new 2001 sticker.

A shorter grace period is available to motor carriers who are renewing their registration for the International Fuel Tax Agreement (IFTA). Carriers are allowed a two-month grace period, through February 28, 2001, to display the 2001 IFTA license and decal.

DMV office closures force changes in service

Some motorists and truckers who had come to rely on local licensing and permit services are adjusting to change as a result of the closure of several DMV offices. Budget adjustments have forced ODOT's Driver and Motor Vehicle Services Division (DMV) to close, or plan to close, offices in the following locations:

- Salem Lancaster Mall
- Oakridge
- Sutherlin
- Coquille
- Portland Mall 205 (Dec. 9)
- Beaverton Express (Dec. 9)
- Milton-Freewater (Dec. 15)
- Rogue Valley Mall (*closing Spring 2001, consolidated with the relocation of Medford DMV office*)

Problems with most of the closures are mitigated by the fact that there are other DMV offices in nearby cities. Customers of the former Coquille DMV, for example, can go to the Coos Bay office (1155 S. Fifth, Phone 541-269-9717).

Motor carriers may be most inconvenienced by closure of the Milton-Freewater office. Motor Carrier Transportation Division (MCTD) records show that 422 over-dimension permits and attachments were handled by that DMV office in 1999. It also issued 226 temporary passes and 112 plates and markers.

MCTD has made arrangements with one area business, open 24/7, that can help with at least some services provided by fax machine — Zip Trip, 1121 S. Main (OR11), Milton-Freewater (Phone 541-938-6323, Fax 541-938-0768). Talks are underway with the Walla Walla Farmer's Co-op Cenex Station to see if they can also help.

Any carrier who needs service in the area should first contact an MCTD Permit Analyst at 503-378-6699, or Over-Dimension Permit Analyst at 503-373-0000, to see if service can be provided direct to the carrier.

Legislation could remove safety exemption for farm trucks Safety on the agenda for next Session

Legislators returning to Salem next month for the 71st Oregon Legislative Assembly will be asked to consider a number of legislative concepts introduced by the Motor Carrier Transportation Division — MCTD, including the following:

- A bill to make farm trucks over 10,000 lbs. subject to commercial vehicle and driver safety regulations.
- A bill to make three other operations subject to safety regulation — (1) trucks owned or operated by a person prior to the time they are placed in commercial operation, (2) trucks transporting a commercial fishing boat, and (3) trucks used for purposes of forest protection and fire suppression.
- A bill to make truck drivers of privately-owned commercial vehicles over 8,000 lbs. subject to seat belt requirements when operating interstate.
- A bill to give enforcement officers authority to issue citations for failure to pay registration fees, driving a commercial vehicle without a commercial driver license or with a suspended license, and failure to use traction tires or chains.
- A bill to give enforcement officers authority to issue citations for failure to meet other regulatory requirements unrelated to safety or insurance. This would include failure to report and pay highway-use taxes, failure to file a cash deposit or surety bond, and failure to attend a New Carrier Education seminar.
- A bill to make the motor carrier (the vehicle owner or lessee) a co-defendant in citations for operating in Oregon without an ODOT tax license — plate, pass, or marker.

The bill to make farm trucks subject to safety regulation stems

from concern raised by the Federal Motor Carrier Safety Administration (FMCSA), which oversees multi-million dollar federal grants states use to enforce safety regulations.

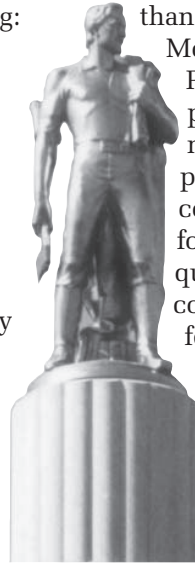
Oregon currently receives more than \$2 million a year in federal Motor Carrier Safety Assistance Program (MCSAP) funds that pay for truck safety enforcement work by State Police, city police, county sheriffs, and county weighmasters. To qualify for such funds, states are required to adopt laws that are consistent and compatible with federal safety regulations.

A problem with Oregon law surfaced when FMCSA officials conducted their annual review of Oregon's Safety Assistance Program. In what should have been a routine check of state statutes

and administrative rules, they noticed that ORS 825.024 is so broadly worded that it essentially exempts both intrastate and interstate farm operations. A check with MCTD confirmed that its safety inspectors have long assumed they didn't have authority over farmers. Based on the broad exemption statute, they thought FMCSA inspectors and other state law officers were the only ones who could stop interstate farm operators for safety enforcement purposes.

Now unless legislators agree to clarify the exemption so all state regulators enforce the law, Oregon could lose its MCSAP funding.

"Some farm operators might have trouble at first meeting requirements like those related to CDLs, drug and alcohol testing, and hazardous material shipping, not to mention trouble getting used to having their trucks regularly inspected," Gregg Dal Ponte, MCTD Deputy Director, said. "But we'll lose federal funds if we don't change our law exempting farm trucks from safety regulation."



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Any carrier with Unsatisfactory safety rating faces shutdown

New federal regulations take a no tolerance approach to all motor carriers with an Unsatisfactory safety rating. Carriers who receive this rating have 60 days to clean up their act or face shutdown on the 61st day. If they transport hazardous materials or passengers, they've got just 45 days to address the problem.

A federal rulemaking completed in August 2000 changed the regulation (49 CFR, Part 385.13) to make it apply to all carriers. The threat of shutdown previously applied only to carriers transporting hazardous materials in quantities that require placards, or passenger carriers using vehicles that seat more than 15 including the driver.

The Motor Carrier Transportation Division (MCTD) annually readopts federal safety regulations in order to implement any changes made in the previous year.

Federal regulations, which are directed at carriers operating in interstate commerce, are by administrative rule made to pertain to Oregon intrastate commerce.

The threatened shutdown of carriers with an Unsatisfactory rating could affect about 50 Oregon intrastate operators every year. That's approximately the number of carriers who get an Unsatisfactory rating after a comprehensive Safety Compliance Review by MCTD safety specialists.

Whether a Review is done by state or federal inspectors, carriers receive one of three ratings: Satisfactory, Conditional, or Unsatisfactory.

Information about carriers, including their most current safety rating, is available to the public on the Internet at www.safersys.org, or by phone at 800-832-5660.

Concepts address enforcement issues

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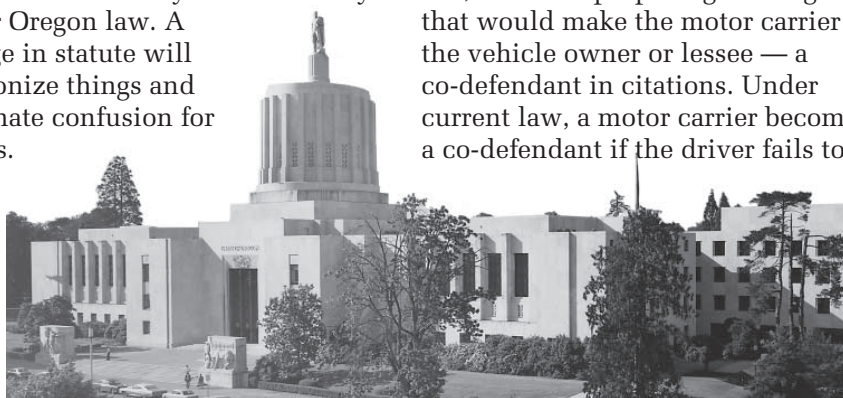
Legislative concepts that will be introduced by the Motor Carrier Transportation Division (MCTD) include several related to citations issued by its enforcement officers.

In one bill, legislators will be asked to change ORS 810.530 so MCTD's officers have authority to issue citations for several offenses, including: (1) Failure to pay registration fees, (2) Driving a commercial motor vehicle without a commercial driver license or when a license is suspended, (3) Failure to use traction tires or chains, and (4) Failure to meet a regulatory requirement unrelated to safety or insurance.

One reason for giving the enforcement officers authority to issue citations for failing to pay truck registration fees is to address a problem with carriers operating at weights higher than their registered weight. In Oregon, carriers can operate at a number of different declared weights, for purposes of paying weight-mile tax rates for a month or quarter, but they register their trucks at the highest weight the

truck and/or trailer combination will operate during the year. It's estimated that as many as 500 citations could be issued each year for failing to pay registration fees, a Class D violation with a \$77 fine.

Officers currently issue citations for CDL violations and for traction device violations, but they cite federal safety regulations because they don't have authority to cite state statutes. Other law enforcement officers, on the other hand, cite state statutes because they have authority under Oregon law. A change in statute will harmonize things and eliminate confusion for judges.



Giving the officers authority to issue citations for failing to meet regulatory requirements, other than safety and insurance requirements, is needed as a replacement for the threat of suspension or cancellation of operating authority. Oregon's ability to suspend or cancel an

interstate carrier's authority to operate has been challenged on the basis that it impedes interstate commerce when it's done for failing to comply with regulations unrelated to safety and insurance. If officers could issue citations for failing to pay taxes and fees or failing to file a surety bond, for example, it would spur carriers to fix their problem while still letting them continue to operate.

In another enforcement-related bill, MCTD is proposing a change that would make the motor carrier — the vehicle owner or lessee — a co-defendant in citations. Under current law, a motor carrier becomes a co-defendant if the driver fails to

appear in court within 15 days of the date he or she was cited to appear. Making the vehicle owner or lessee a co-defendant makes citations a more effective tool for enforcing all requirements. With the carrier as a co-defendant in citations, any regulatory problem is more likely to be corrected.

Visit MCTD on the World Wide Web to follow the progress of bills introduced during the 71st Legislative Session that affect trucking companies doing business in Oregon —

www.odot.state.or.us/trucking/special/session/watch01.htm

Oregon Department of Administrative Services unveils internet-based system in March MCTD readies its computer systems for E-Government

Although we've entered a new millennium, today there's nothing futuristic about the way the trucking industry does business with ODOT's Motor Carrier Transportation Division (MCTD). Whether registering a truck, getting a permit, or paying road-use taxes, truckers still face a paper-based process with a "snail-mail" connection to MCTD.

So you say you want a revolution? You want computerized, automated forms and processes available on a 24/7 basis? Well that kind of radical change is coming to Oregon and it's being called E-Government. Next year it will at least be possible for motor carriers to have direct internet access to MCTD and many other Oregon state programs and services. Groundwork is in place for a system that would serve all of state government. Implementation plans pick up speed if legislators approve a proposed \$10 million start-up fund to build infrastructure, hire staff, and ready state agencies for change.

The Oregon E-Government Approach

The State of Oregon is taking an enterprise-wide approach to its plans for E-Government. The Department of Administrative Services (DAS) is currently testing internet systems for transacting business. In March 2001 it will unveil how that works. Then DAS will go before legislators to request start-up funds and recommend that it be allowed to lead the development of a web site that offers all state government products and services. State agencies would control and be responsible for their business processes, but there would be a secure, centrally-managed point for handling all online financial transactions. In the 2001 legislative session, DAS will introduce several legislative concepts it believes are needed to support Oregon E-Government:

- Measures related to electronic transaction and payment law to address state agency acceptance

of electronic filings, payments, and transactions.

- Measures to address issues surrounding state agency use of digital signatures.
- Measures related to public records law to address privacy and confidentiality of personal information and other information, such as credit card and bank account numbers disclosed in financial transactions.

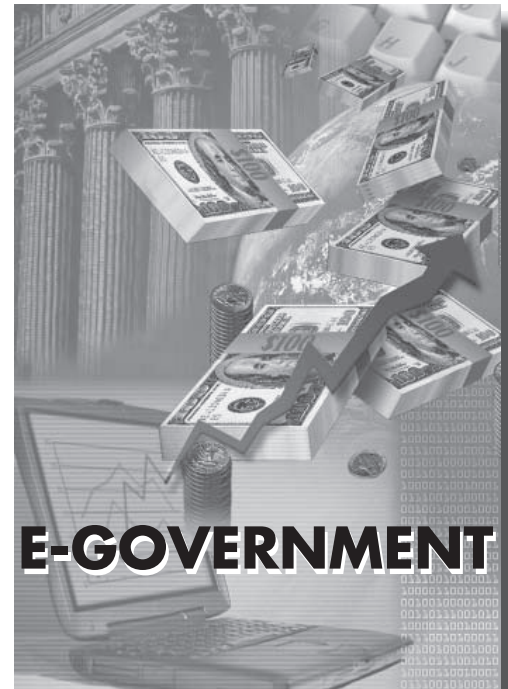
MCTD's Approach

Because the stage is set for a centralized infrastructure for Oregon E-Government, MCTD is not developing its own separate business solutions. The agency is, however, upgrading computer systems and planning for the day when it can offer online business services. It has also conducted a survey of big and small trucking companies to gauge the level of interest in the computerization of business transactions. In the March 2000 survey, it found 70-80% of the largest companies operating in Oregon, and 40-50% of predominantly smaller Oregon-based companies, either definitely would or probably would conduct their trucking related business online if they could.

- Commercial Vehicle Registration, IRP, and IFTA -

One of MCTD's largest computer systems maintains accounts for more than 9,000 Oregon trucking companies and 16,000 out-of-state-based companies, all of which have more than 300,000 trucks registered to operate in the state. MCTD also helps 4,000 of the Oregon companies operate throughout North America under the International Registration Plan (IRP) and International Fuel Tax Agreement (IFTA). MCTD collects about \$55 million in registration fees and fuel taxes from these carriers and then distributes that to states and provinces on their behalf.

MCTD has a three-phase plan for upgrading the computer systems that handle this business. In 1997, it



acquired COVERSft, a software solution for IFTA transactions. In 2001, it will acquire another product called COVERS for commercial registration and IRP transactions. With these two systems in place, a third companion product called COVERSnet will make it possible to conduct IRP and IFTA business directly with motor carrier customers via a web browser on their home or office computer. The MCTD budget for the 2001-2003 biennium includes \$250,000 for acquiring COVERSnet and implementing a "Carrier Automated Transaction" system. In a recent Oregon Internet Commission report, this system is mentioned as an example of an E-Government project that deserves funding priority because it represents one of many "opportunities to provide prompt, cost-effective services to citizens and businesses."

MCTD also originally budgeted \$150,000 for a system that would transfer registration and fuel tax payments electronically to national IRP and IFTA clearinghouses. As a result of budget cuts, however, staff will continue to manually transfer these funds to individual states.

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E-Government

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- Over-Dimension Permits -

Another MCTD computer system manages the business of issuing permits and routing instructions to companies operating truck combinations that exceed certain size and weight limits. Last year MCTD issued more than 105,000 single-trip, and 30,000 continuous operation, permits. It also contracted with third-party agents who issued another 27,000 continuous operation permits.

Over-dimension permitting could be a very challenging service to offer online because it's so paper-intensive. Permits are often accompanied by attachments, including some that describe special permit conditions and others with maps showing drivers which highways they're authorized to use.

The existing system needs improvements before it is ready for online permitting services. And as a result of recent budget cuts, MCTD will not invest \$400,000 it had identified for upgrades that include the incorporation of a Geographic Information System (GIS) for selecting truck routes.

Next year MCTD will provide its third-party permitting agents with direct internet access to the Salem database. This could be done using technology called Virtual Private Network (VPN) that gives remote computer users a relatively secure, direct connection. Because VPN technology can mitigate the risk of conducting business over the internet, more online services may be designed around it.

- Weight-Mile Tax Reports and Payments -

MCTD computers process information from hundreds of thousands of weight-mile tax reports that are filed each year along with the payment of more than \$200 million in taxes and related fees. Mileage figures from the reports provide a basis for calculations in the periodic Oregon Highway Cost Allocation Study. Many proposed

improvements to this system have been postponed in recent years because of the possibility that Oregon's weight-mile tax system would be repealed and replaced with a fuel tax system.

In 1997, MCTD created a way for carriers to file weight-mile tax reports using Electronic Data Interchange (EDI), and pay taxes using an Automated Clearinghouse (ACH) debit process. It created software that allows a carrier to use a home or office computer to prepare a tax report that looks just like the standard paper form and send it electronically.



To transmit the report and payment, however, carriers had to subscribe to a Value Added Network (VAN). MCTD found that many carriers were reluctant to pay the VAN subscription charges. Others were very reluctant to agree to automatic debits from their bank account. For a time, the system was used by one reporting service that was filing reports for about a dozen carriers. The system could be used today, although EDI/ACH technology is now considered outdated. The tax reporting software MCTD created is available on CD-ROM (call 503-373-1029 to order a copy). If enough carriers want it, MCTD could repro-

gram it to send printed reports by e-mail or File Transfer Protocol. A tax report is not considered filed, however, until the reported tax is paid.

One Stumbling Block — Payments

With the advent of digital signatures it becomes relatively easy to put forms on the internet so they can be completed and submitted online. MCTD has identified 11 of its most frequently used forms that it could put online. All but two of these forms, however, need to be sent with payment attached. A weight-mile tax report, for example, has technically not been timely filed until payment of the reported taxes is received.

One of the biggest problems MCTD faces in offering online business services involves finding a way for carriers to pay taxes and fees. It would seem easy to just take credit card payments, but who should pay the 3% fee for each transaction? MCTD currently takes credits cards for amounts up to \$2,500 and pays the transaction fee, considering it a cost of doing business. But it could not afford to do that if credit card use became widespread or was allowed for amounts greater than \$2,500.

One solution: Adopt a system similar to that used by the IRS. Today, people use plastic to pay federal income taxes by calling 1-800-2PAY-TAX. The Official Payments Corporation processes the payment and charges each person a fee based on payment size.

A Bottom Line Caveat

While DAS and legislators can address some issues surrounding Oregon's plans for E-Government, it could take years to solve problems protecting data from hackers. Cryptographers agree that databases connected to the internet are not secure and probably can't be secured with current technology. The State can provide a high level of security for E-Government systems, but users will still have to understand that there remains an element of risk.

Enforcement

3rd Quarter 2000

During the third quarter, July through September 2000, Motor Carrier Transportation Division staff completed a total of 126 formal, civil enforcement actions. The number following each name indicates the number of violations confirmed in the process.

- ◆ Denotes failure to comply with a vehicle or driver out-of-service notice.
- ** Denotes second complaint within five years.
- *** Denotes third complaint within one year of second.
- Denotes failure to produce records, which may result in suspension of authority.
- ❖ Denotes failure to file an annual financial report, as required of intrastate household goods carriers and passenger carriers with full-service, regular-route operations

Safety Violations

A total of 48 enforcement actions involved violations discovered during safety compliance reviews at carriers' terminals, or violations related to failure to comply with an out-of-service notice.

- A & Q Distributing, Inc. 205**
- A-Fireball, Inc. 3
- B & L Paving, Inc. 16
- Banzer Construction Co. 14
- Richard Lee Bartels 4
- Brentwood, Inc. 14
- D B Trucking 10
- Desert Rose
 - Charter Us Co., Inc. 16
- Timothy Russell Donald 1◆
- Terry Ferguson
 - Construction Co. 14
- G & P Cutting
 - Contractors, Inc. 17
- H N S, Inc. 10
- H & S Package
 - Delivery, Inc. 48
- J Luis Hauling Service 8
- JD Paving, Inc. 8
- Wayne Jeskey
 - Construction Co. 20***
- K Diamond, Inc. 4
- Kampco Transportation 18
- Lane Concrete Cutting, Inc. 13
- Lanz Cabinet Shop, Inc. 5
- M Bar W Trucking 13
- Martin Bros, Inc. 31**

- Gregorio Martinez 17
- Medelez, Inc. 26**
- John Nash Excavation 13
- Joe Nickols 6**
- North River
 - Excavation Pipeline Co. 11
- Loren D Obrist
 - Excavating, Inc. 7**
- Oregon Fruit Products Co. 17
- Pacific Fence & Wire Co. 20
- Bob Pattison
 - Dump Trucks, Inc. 37**
- R & D Propane 15, including
 - one violation for submitting a false certification
- R D Sevier & Son, Inc. 16
- R L C Transport 7
- R R H, Inc. 10**
- Raz Transportation Co. 37
- Roxy Ann Rock 23
- S & D Trucking 2
- S & G Machinery 32
- Segerson Trucking, Inc. 8**
- STS Transportation 94
- Surco Log, Inc. 4
- T K Farms 20***
- Teevin Bros Land &
 - Timber Co., Inc. 18
- Traffic Transportation
 - Systems International, Inc. 4
- Tualatin Valley
 - Builders Supply, Inc. 68
- Wood Products Services 1
- Wurdinger Recycling, Inc. 21

Other Safety Violations

A total of 18 enforcement actions involved failure to return a Driver or Equipment Compliance Check Form after a safety inspection, or failure to produce safety-related records.

- B & B Transport 10•
- Cascade Wholesale
 - of Oregon, Inc. 1
- C M D Transportation, Inc. 10•
- Ted B Copher 1
- Front Runner Freight Ltd. 3
- Guardian Logistics, Inc. 2
- Gurmail Singh &
 - Sukhapal Singh 1
- L & R Ranch 1
- National Freight
 - Distributors, Inc. 1
- North American
 - Van Lines, Inc. 1
- William Ray Redmon 1
- S A R Trucking 10•
- Shasta Plantation Wholesale 1
- Tracey L Smith 1
- Tall Trucking 1
- Traffic Transportation Systems
 - International, Inc. 1
- Weller & Son, Inc. 1

- Len Wrobel
 - Construction Contract 10•

Other Violations

A total of 60 enforcement actions involved violations related to operating without valid registration, permit, plates and passes, operating without a required size or weight variance permit, failure to produce records related to trucking operations, or failure of an intrastate household goods carrier, or a full-service, regular route passenger carrier, to file an annual financial report.

- Advantage Moving Co. 1***
- Alliant Foodservice, Inc. 5
- American Container
 - Transport, Inc. 3
- Arnold Trucking (Carson WA) 2
- Barraza Trucking 2
- Dale Bouma 5
- Bower Transportation
 - Services, Inc. 1◆**
- Cascade Commodities, Inc. 2
- Caveman Transport Ltd. 1
- Certified Cleaning
 - Services, Inc. 2
- Columbia Resource Co. 2
- Ronnie Dowdy, Inc. 2
- Dream Valley
 - Transportation Co. 12
- Edgmon & Son
 - Trucking, Inc. 14
- Richard L. Ensminger 2
- Food Services of
 - America, Inc. 5
- Giltner, Inc. 11
- Maurice Ray Golladay 2**
- Half Diamond T Trucking 2
- Haney Truck Line, Inc. 2
- Hi Pro Excavating, Inc. 2
- Hilton Trucking & Supply Co. 2
- Homeward Bound 4
- Inter City Housing 2
- Jet's Valley Freight, Inc. 1◆
- Johnson Trucking (CA) 2
- Lathrop Woodworks 5
- Will Lawler 3
- Liddington Trucking 2
- Lutton & Rogers, Inc. 2**
- Luxury Accommodation, Inc. 1◆
- Marine Vacuum Service, Inc. 2
- Melton Truck Lines, Inc. 3
- Eck Miller
 - Transportation Corp. 4
- Mutual Materials Co. 2
- Oil Re-Refining Co. 2
- Pacific Express LLC 2
- Pellham Cutting, Inc. 4
- Jim Pence Trucking 3
- Clint R Perkins 2

- Pilchuck Contractors, Inc. 2
- Redwood Systems, Inc. 5
- Rocor Transportation
 - Companies 2
- Rowand Machinery Co. 2
- Sea Port Logistics LLC 1
- Roberto Sotelo Jr. 4
- Steve's Moving Service 10•
- Steve's Moving Service 5
- Sweatman Trucking Co., Inc. 3
- T M G Express, Inc. 1
- Trailer Service Co., Inc. 3
- Triple J Enterprises, Inc. 2
- Tri Pol Enterprises, Inc. 2
- USF Glen Moore, Inc. 5
- Werner Enterprises, Inc. 2
- Western Materials, Inc. 2
- West Line Construction, Inc. 6
- Wheaton Van Lines 2
- Wilson Construction Co. 3**
- Wubben Bros., Inc. 1

Other Enforcement 3rd Quarter 2000

Following are results of enforcement actions by Motor Carrier Enforcement Officers at the roadside during the third quarter:

Warnings Issued
6,534

Truck Weight-Related Citations
4,308

Truck Size-Related Citations
645

Trucks Required to "Legalize" (Correct) Size and/or Weight
2,397

Other Citations Issued
1,958

Citations for Operating Without ODOT Tax License
1,995

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

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

BULK RATE
 U.S. POSTAGE
PAID
 SALEM, OR
 PERMIT NO. 81



Oregon Department of Transportation
Motor Carrier Transportation Division

550 Capitol Street NE, Salem OR 97301-2530 • www.odot.state.or.us/trucking
 Gregg Dal Ponte, Deputy Director - 503-378-6351

Motor Carrier Services

Ric Listella, Manager
 503-378-6653

Registration Permit Analysts
 503-378-6699 FAX-503-378-6880

Surety Bonds & Insurance
 503-378-4823 FAX-503-378-3736

Tax Help
 503-378-6220 FAX-503-378-3736

International Fuel Tax Agreement
 503-373-1634 FAX-503-378-8815

Over-Dimension Variance Permits
 503-373-0000 FAX- 503-378-2873

Authority Compliance
 503-378-5309 or 503-378-5985

Salem Headquarters is closed on holidays:
 New Year's Day, Martin Luther King's Birthday,
 President's Day, Memorial Day, Independence Day,
 Labor Day, Veterans Day, Thanksgiving, Christmas.

Field Motor Carrier Services

Steve Johnston, Manager
 503-378-6071

Ports of Entry • Registration • Size/Weight
 Ashland 541 -776-6117 -482-9288
 Cascade Locks 541 -374-8078 -374-8980
 Farewell Bend 541 -869-2293 -869-2474
 Klamath Falls 541 -883-5696 -883-5701
 Umatilla 541 -922-3761 -922-5183
 Woodburn 503 -982-0800 -982-0804

Ports of Entry close Thanksgiving, Christmas, New Year's.
 Registration service is from 6 a.m. - 6 p.m., Monday-Friday, except
 at Farewell Bend, which is open 24 hours, 7 days a week.

**Port Registration Desks close New Year's, Memorial Day,
 Independence Day, Labor Day, Thanksgiving, Christmas.**

Portland Bridge Office - 503-283-5700

Other Enforcement Offices

Portland - 503-731-3238 • Salem - 503-378-2452
 Eugene - 541-686-7967 • Bend - 541-388-6217
 Roseburg - 541-957-3605 • Burns - 541-573-2261
 La Grande - 541-963-3170
 Coos Bay - 541-269-9612

Safety, Investigations, Fed. Programs

David McKane, Manager
 503-373-0884

Truck & Driver Safety Compliance
 503-378-6736 or 503-373-1979

Oregon Hotline U.S. DOT Hotline
 1-800-248-6782 1-888-DOT-SAFT

Driver Medical Forms
 1-800-727-7293

Driver Medical Waiver Information
 503-378-5916

Safety Research and Information
 503-378-4601

Green Light Transponders
 503-378-6054

Oregon Road Conditions
 1-800-977-6368
www.tripcheck.com