



MOTOR CARRIER

Newsletter of the Oregon Department of Transportation Motor Carrier Transportation Division • June 2000

Variance permit one-stop shop to offer six continuous operation permits

The Motor Carrier Transportation Division (MCTD) is working out the last details of implementing Oregon's new one-stop shop for continuous operation variance permits. The program, set to begin July 1, is the result of legislation passed last year (HB 2635). Permits will initially be available for six types of operations and they will authorize travel in each of the jurisdictions affected by the trip. All 36 Oregon counties will participate in the system. Among the last-minute details being discussed are permit fees and service charges that will cover each jurisdiction's costs. For more information, contact MCTD at 503-378-6192.

Continuous Operation Variance Permit Types — One-Stop Program

- 1) Extended weight and/or over-length — For truck-tractor semi-trailer, truck and trailer, or double combinations with weights from 80,001 to 105,500 pounds, and operations that exceed the maximum legal length.
- 2) Over-width and overweight — For truck-tractor semi-trailer operations that exceed the maximum legal width and weight, up to 98,000 pounds.
- 3) Over-width and legal weight — For truck-tractor semi-trailer operations that exceed the maximum legal width, but not legal weight of 80,000 pounds.
- 4) Long logs, poles, and piling — For certain log truck and trailer combinations in most counties.
- 5) Truck tractor with semi-trailer — For truck-tractor semi-trailer operations with 80 feet overall length, with up to 70 feet single item load length.
- 6) Manufactured home, mobile/modular unit — For homes and units up to 14 feet wide and up to 75 feet long, depending on the county.

NOTE: Numerous conditions apply to these permits.

Green Light wins 'Best of ITS' award

Oregon's Green Light weigh station preclearance program is the winner of one of seven "Best of ITS" awards for 1999 presented by the members of the Intelligent Transportation Society of America (ITS America). Green Light was one of four finalists in the category "ITS Deployment and Market Development Shown to Save Money."

By using high-speed weigh-in-motion scales and transponders, the Green Light program saves travel time truckers otherwise waste stopping at weigh stations. It also saves the State of Oregon money it would have spent expanding stations to handle growing truck traffic. It further saves road maintenance costs by making weigh stations more efficient at identifying and stopping overweight trucks that would otherwise cause pavement damage.

The program also saves money because it's a completely free service. Oregon has never charged for each weigh station preclearance event, like the HELP PrePass system does, and it is currently distributing transponders at no charge. Call 503-378-6054 for more information.

Voters say NO to weight-mile tax repeal

A month before Oregon's May 16 Primary Election, supporters of Measure 82 declared defeat. Their campaign efforts to sway votes in favor of a gas tax increase and the repeal of truck weight-mile taxes were having no effect. And the futility of their efforts became clear on election day, as practically 9 out of 10 voters (88%) said NO to Measure 82.

Some believe that linking the repeal of weight-mile taxes to a gas tax increase made the outcome very predictable. Since 1993, gas tax increases have been defeated twice by Oregon legislators and, counting this election, twice by voters. Now for the fifth straight time, legislators meeting in Salem next year will face questions of how to pay for needed road construction and maintenance. Although there is no emerging consensus yet about what legislators will do, based on the results of Measure 82 it is unlikely they will again couple any proposed gas tax increase with truck tax reform.

(more on page 2)

Weight-mile tax rates drop 12%, beginning in September (see page 2). Watch for notice of the rate change in your mail in July.

Change takes effect September 1, 2000

Weight-mile tax rates to drop 12%

Now that voters have said "No" to Measure 82 and the repeal of Oregon's weight-mile tax, another piece of legislation automatically comes into play and lowers the tax.

Effective September 1, 2000, there is an across-the-board 12.3 percent drop in tax rates for each declared combined weight group. There's no change, however, in the flat fees that can be paid in lieu of the weight-mile tax by carriers hauling certain commodities.

The weight-mile tax rate change results from the passage of House Bill 3344. In the waning days of the 1999 Legislative Session, when there was doubt that a transportation funding package would pass, doubt that the Governor would sign it into law, and doubt that it could survive if it were referred to a vote of the people, trucking industry lobbyists came up with a backup plan. They took a bill they had introduced early in the Session, HB 3344, and inserted weight-mile tax rate changes that could take effect if House Bill 2082 did not pass, if it passed and the Governor vetoed it, or if voters rejected it in a referendum.

Tax adjustments were recommended in the 1999 Oregon Highway Cost Allocation Study, which estimated that heavy trucks as a whole were currently overpaying for road use by five percent. The Study recommended that legislators lower taxes on trucks weighing between 60,001 and 80,000 pounds, although it also recommended increasing the tax on trucks between 26,001 and 60,000 pounds.

Oregon-based carriers get half-year 2000 truck registration billing notices

The Motor Carrier Transportation Division (MCTD) has mailed billing notices to hundreds of Oregon-based carriers who owe truck registration fees for the last half of this year. The carriers paid for just the first half of 2000 because they didn't know if fees would change in mid-year. Now they will either pay for the full six months of the remaining year or make a quarterly payment.

MCTD found itself caught between a rock and a hard place when the time to begin the registration renewal process rolled around last year. The Legislature had passed House Bill 2082 and the Governor signed it into law on September 1. MCTD knew there was a signature petition drive underway to refer the bill to a vote of the people, but it could not assume the drive would be successful. It had to assume weight-mile taxes would be repealed on July 1, 2000, and registration fees would increase then. That's why it mailed renewal notices including the new, higher fees for the second half of the year 2000.

Many carriers, 1,948 in fact, observed the notices and submitted registration fee payments based on the new, higher fees. As soon as it was announced in late-October 1999 that HB 2082 had been referred to voters, MCTD issued refunds totaling \$1.956 million to these carriers.

Other carriers, uncertain that change would take effect, paid the lower registration fees sure to be in effect for one half of the year. This is the group now receiving billing notices. One unfortunate consequence they face is a \$5 charge for issuing each truck's new registration card, commonly called a "cab card." The \$5 fee is required by law and cannot be waived. Carriers with questions about registration fees should contact MCTD at 503-378-6699.

New Weight-Mile Tax Rates Effective September 1, 2000

MILEAGE TAX RATE TABLE "A"

Declared Combined Weight Groups (Pounds)	Fee Rates Per Mile (Mills)
26,001 to 28,000	36.4
28,001 to 30,000	38.6
30,001 to 32,000	40.3
32,001 to 34,000	42.1
34,001 to 36,000	43.8
36,001 to 38,000	46.0
38,001 to 40,000	47.8
40,001 to 42,000	49.5
42,001 to 44,000	51.3
44,001 to 46,000	53.0
46,001 to 48,000	54.8
48,001 to 50,000	56.6
50,001 to 52,000	58.7
52,001 to 54,000	60.9
54,001 to 56,000	63.1
56,001 to 58,000	65.8
58,001 to 60,000	68.8
60,001 to 62,000	72.3
62,001 to 64,000	76.3
64,001 to 66,000	80.7
66,001 to 68,000	86.4
68,001 to 70,000	92.5
70,001 to 72,000	98.6
72,001 to 74,000	104.3
74,001 to 76,000	109.6
76,001 to 78,000	114.9
78,001 to 80,000	119.7

AXLE-WEIGHT MILEAGE TAX RATE TABLE "B"

Declared Combined Weight Groups (Pounds)	Number of Axles				9 or more
	5 (Mills)	6	7	8	
80,001 to 82,000	123.6	113.1	105.7	100.4	94.7
82,001 to 84,000	127.6	114.9	107.4	101.7	96.0
84,001 to 86,000	131.5	117.5	109.2	103.0	97.3
86,001 to 88,000	135.9	120.1	110.9	104.8	98.6
88,001 to 90,000	141.2	123.2	112.7	106.5	100.4
90,001 to 92,000	147.3	126.7	114.4	108.3	102.2
92,001 to 94,000	153.9	130.2	116.2	110.0	103.5
94,001 to 96,000	160.9	134.2	118.4	111.8	105.2
96,001 to 98,000	168.4	139.0	121.0	113.6	107.0
98,001 to 100,000		144.2	123.6	115.7	108.7
100,001 to 102,000			126.3	118.4	110.5
102,001 to 104,000			128.9	121.0	112.7
104,001 to 105,500			132.4	123.6	114.9

Oregon Revised Statute 825.476

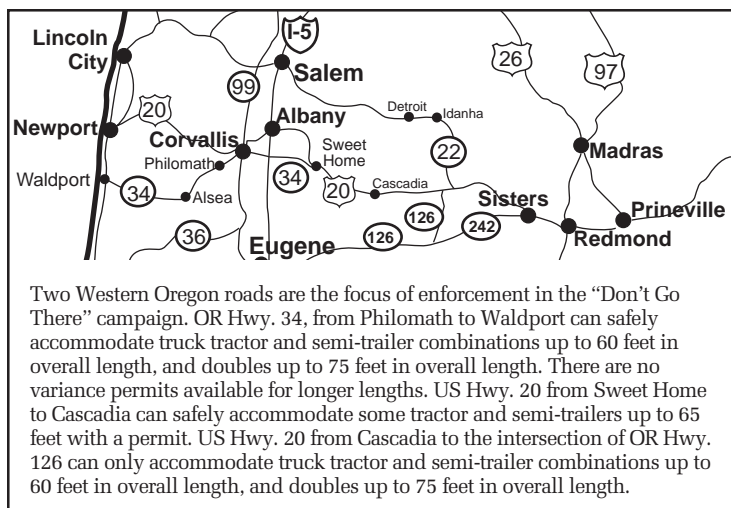
“Don’t Go There” campaign targets over-length trucks

For some truck combinations on some Oregon highways the message is simple: Don’t Go There, It’s Not Safe.

That’s the message the Motor Carrier Transportation Division (MCTD) is trying to send carriers who want to operate long truck and trailer combinations on some of Oregon’s most narrow, winding roads. The Division has been working for years to alert carriers to the fact that certain roads cannot safely accommodate long loads. And although alternate routes exist, MCTD enforcement officers continue to catch truck operators using these roads to get from Point A to Point B.

travel on the curves. This “off-tracking,” as it’s called, occurs, for example, when long trucks try to travel on OR 34, from Philomath to Waldport, or part of OR 140 east of Lakeview. These roads have little or no shoulder, giving oncoming traffic nowhere to go to avoid hitting an off-tracking truck. State highway engineers have determined that truck traffic on such roads must be highly restricted.

MCTD over-dimension permit staff and enforcement officers in the field routinely review route restrictions to ensure they’re appropriate. Permit staff maintain intricate maps that



Two Western Oregon roads are the focus of enforcement in the “Don’t Go There” campaign. OR Hwy. 34, from Philomath to Waldport can safely accommodate truck tractor and semi-trailer combinations up to 60 feet in overall length, and doubles up to 75 feet in overall length. There are no variance permits available for longer lengths. US Hwy. 20 from Sweet Home to Cascadia can safely accommodate some tractor and semi-trailers up to 65 feet with a permit. US Hwy. 20 from Cascadia to the intersection of OR Hwy. 126 can only accommodate truck tractor and semi-trailer combinations up to 60 feet in overall length, and doubles up to 75 feet in overall length.

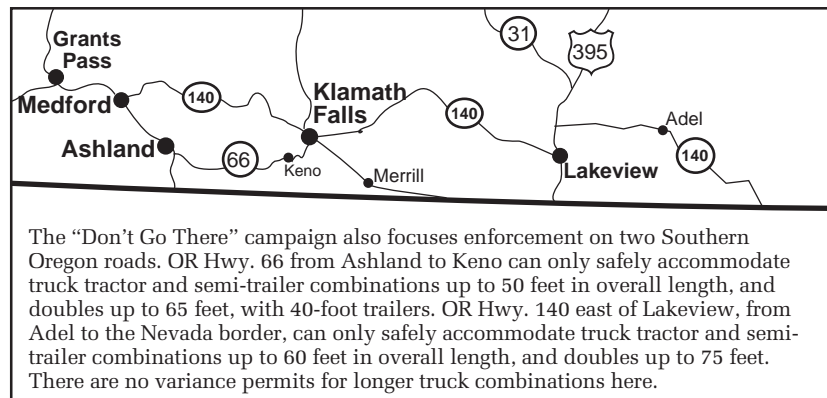
“We know some carriers are repeatedly taking extra long combinations down roads that can’t handle them and it’s got to stop,” Steve Johnston, Field Motor Carrier Services Manager, said. “We’ve warned them, ticketed them, and now we’re filing civil monetary complaint actions.

I just hope it doesn’t take a serious accident and loss of life for one of these carriers to get the message.”

Off the interstates and major highways Oregon has many narrow roads on which a long truck combination cannot maintain its lane of

up to 75 feet. There are no variance permits for longer combinations on these roads.

MCTD enforcement officers issued 1,886 citations last year for violations related to truck length, width, and height. With these tickets it’s possible to track which companies repeatedly



The “Don’t Go There” campaign also focuses enforcement on two Southern Oregon roads. OR Hwy. 66 from Ashland to Keno can only safely accommodate truck tractor and semi-trailer combinations up to 50 feet in overall length, and doubles up to 65 feet, with 40-foot trailers. OR Hwy. 140 east of Lakeview, from Adel to the Nevada border, can only safely accommodate truck tractor and semi-trailer combinations up to 60 feet in overall length, and doubles up to 75 feet. There are no variance permits for longer truck combinations here.

violate road restrictions. For example, MCTD has a list of 230 companies it found repeatedly violated length restrictions on Oregon highways 66, 140, and 422. Another list contains the names of 81 companies caught in violation more than once on US 20. MCTD has sent letters to each of these companies notifying them of the route restrictions and the danger they create taking unsafe combinations on those roads.

“Future violations may result in a citation and fine,” the letter warns. “Additionally, legalization may be required, i.e., removal of the illegal combination by breaking up the combination and removal with a legal shorter tractor or other methods. This is a safety issue and there is no tolerance or compromise permitted when the safety of the motoring public is at risk.”

According to Johnston, carriers receiving these letters have essentially been put on notice. “Warning tickets, citations, and the warning letters are all public record,” Johnston said. “If one of these carriers was involved in a serious accident on a restricted road, it could be alleged in court that they knowingly traveled on a highway where an over-length vehicle creates a safety hazard. That kind of gross negligence could lead to high punitive damage awards against the company.”

Johnston notes, in all fairness to carriers, that sometimes they contract with out-of-state drivers who enter the state and go down unfamiliar roads. One objective of the “Don’t Go There” campaign is to spread the

news to these drivers that some roads are unsafe for long combinations. MCTD is encouraging drivers who are unfamiliar with Oregon roads to call the Salem Over-Dimension Permit Unit at 503-373-0000 to make sure their route is a safe one.

MCTD surveys carriers about computer services

A recent survey of 1,200 trucking companies indicates that a substantial number of them would welcome the chance to use computers to do business with the Motor Carrier Transportation Division (MCTD). The vast majority of the largest companies operating in Oregon and about half of predominantly smaller, Oregon-based companies said they either definitely would or probably would use "online" computer services if they were available.

MCTD conducted the survey in March to gauge the level of interest in using computers to do trucking-related business with the state. MCTD managers were looking ahead to the 2001-2003 period and budgeting for computer system maintenance and improvements. They figured if enough of their motor carrier customers said they would go "online" and use computers to do things like check the status of their accounts, register trucks, obtain trip permits, and pay taxes and fees, for example, MCTD would consider developing those services. The agency imagines offering internet-based systems accessible with a web browser from a personal computer at the home or office.

Two groups of companies received a one-page survey form.

Group 1 consisted of the 200 largest trucking companies operating in Oregon, which included carriers based in Oregon (85), Washington (28), California (13), Idaho (10), and other states (64). A total of 117 of the 200 (59%) responded to the survey.

Most of these companies, 92%, said they already use computers to conduct business with their shippers. They have internet access and many, 68%, have transacted some kind of business online. When asked if they would use computers to conduct 12 kinds of truck-related business, 70-80% said they either

definitely would or probably would use them (see table on page 5). In sum, these companies are very receptive to using computers to do business with the state.

When asked about three benefits that might be realized by using computers, the large companies ranked Time Savings as the greatest benefit, followed by Convenience and Cost Savings. But a rather significant number, 24%, said they're unsure there would be any benefits at all.

Group 2 in the survey consisted of 1,000 Oregon-based companies randomly-selected from 8,969 that have at least one truck registered here. A total of 540 of the 1,000 (54%) completed and returned the survey.

Fewer of these companies, 34%, currently use computers to conduct business with their shippers. Of those who don't use computers now, fully 80% have no plans to start using them in the future.

Regarding whether they would use computers for various truck-related business, 40-50% of the Group 2 companies said they either definitely would or probably would use them (see page 5). Thus, many of these companies would not switch to computers to do business with MCTD.

When asked about three benefits they might realize, Group 2 companies ranked Convenience as the greatest benefit, followed by Time Savings and Cost Savings. But a substantial number from this group, 53%, said they're unsure there would be any benefits.

For MCTD Deputy Director Gregg Dal Ponte, the survey results confirm one of his suspicions. "It's now clear that a large percentage of our customers would use computers to

(continued on page 5)



Miscellaneous comments about computer services

"Registration and permits would be a great benefit to handle online."

"If it would be available 24 hours, 7 days, it would be great."

"I'm very interested in being able to conduct business over the internet."

"Everything else is computerized. Nearly all companies we use as vendors or customers, even individuals, are computerized and on the web."

"Anything you can do to automate transactions would definitely be of great value due to its convenience and time savings."

"Probably good idea as long as we can still do business the conventional way and have a choice."

"I don't see any need for this service. Save your money! Keep people working! The computers and internet cause more trouble than they're worth."

"What's wrong with talking to someone in person to get a problem resolved?"

"Will not pay any invoices via computer using VISA or checking account number — never happen."

"I would not do personal or business transactions online. It's not safe. . ."

"A few years ago our company computerized our billing department. We replaced four \$20,000 per year clerks with two \$18,000 per year data entry specialists and two \$60,000 per year computer specialists. Being trendy is not always the best value. Our bills are processed no faster, yet our cost has doubled. Glamour has a price. Good luck."

Visit MCTD on the World Wide Web for a closer look at survey responses and comments received —
www.odot.state.or.us/trucking/special/eservice.htm

Survey measures online business interests

(continued from page 4)

do business with us,” Dal Ponte said. “But another large percentage will always want to do business by mail, over the phone, or in person. That means in the future we’ll face the dilemma of having to support two models for customer service — the conventional services and computer-based services.”

One survey objective was to get an estimate of the amount of trucking-related business the companies currently conduct with MCTD. Responses from the larger companies were especially interesting because they reported doing a tremendous amount of business in Oregon and across North America. Some at MCTD now wonder if developing computer services would be worth doing even if only large companies use them.

Group 1 — 200 of the largest companies operating in Oregon

- 38% own or operate 100-1,000 trucks, and 12% operate more than 1,000 trucks.
- 41% operate in 40 or more states. 42% operate in Canada.
- The 117 responding to the survey made 9,114 calls to an MCTD office in the past year, an average of 85 calls each.
- 83% need truck size and/or weight variance permits.

Group 2 — 1,000 randomly-selected Oregon companies

- 47% operate just 1 truck, and 13% operate 2 trucks.
- 62% operate only intrastate, and 21% operate in Oregon and just one other state. 1% operate in Canada.
- Of the 540 responding to the survey, 24% didn’t call MCTD in the past year, and another 14% called once. The others called an estimated 3,889 times, an average of 7 calls each.
- 45% need truck size and/or weight variance permits.

Questions about the survey? Call MCTD at 503-373-1578.

Surveys sent to both the 200 largest trucking companies operating in Oregon and the 1,000 randomly-selected Oregon-based companies asked about their interest in using computers for 12 kinds of trucking-related transactions:

In the future, it may be possible for carriers to complete trucking-related transactions by just using a personal computer and a web browser.		I would definitely use this service	I would probably use this service	I would probably not use this service	I would definitely not use this service
If MCTD offered the following services, how likely would you be to use them?					
1. Register trucks to operate in Oregon and pay annual Oregon registration fees.	200 Largest Companies	52%	29%	13%	6%
	Random OR Companies	25%	32%	25%	18%
2. Renew Oregon truck registration.	200 Largest Companies	58%	27%	9%	6%
	Random OR Companies	28%	32%	24%	16%
3. Look up my Oregon account to check the status of things like insurance, bonds, tax report filings, and tax and fee payments.	200 Largest Companies	41%	44%	11%	4%
	Random OR Companies	24%	32%	27%	17%
4. Register trucks to operate in other states under the International Registration Plan (IRP).	200 Largest Companies	42%	22%	20%	16%
	Random OR Companies	15%	20%	32%	33%
5. Pay fuel taxes for operating in other states under the International Fuel Tax Agreement (IFTA).	200 Largest Companies	29%	31%	20%	20%
	Random OR Companies	14%	20%	32%	34%
6. Obtain temporary trip permits and passes to operate in Oregon.	200 Largest Companies	57%	24%	13%	6%
	Random OR Companies	19%	24%	30%	27%
7. Obtain Continuous Trip Permits for over-dimension and/or overweight operations in Oregon.	200 Largest Companies	55%	22%	13%	10%
	Random OR Companies	19%	19%	32%	30%
8. Obtain Single Trip Permits for over-dimension and/or overweight operations in Oregon.	200 Largest Companies	46%	26%	17%	11%
	Random OR Companies	18%	19%	32%	31%
9. Look up my Oregon account to check the status of my over-dimension and/or overweight permit.	200 Largest Companies	44%	31%	14%	11%
	Random OR Companies	17%	22%	32%	29%
10. File highway-use tax reports for Oregon operations.	200 Largest Companies	36%	45%	14%	5%
	Random OR Companies	26%	32%	23%	19%
11. Pay highway-use taxes for operating in Oregon.	200 Largest Companies	27%	41%	22%	10%
	Random OR Companies	22%	28%	28%	22%
12. Pay various fees for operating in Oregon.	200 Largest Companies	29%	44%	20%	7%
	Random OR Companies	22%	28%	28%	22%

Drivers see more warnings about the need for credentials

Truck drivers throughout the West are again seeing a push of notices warning them of the need to get operating credentials before entering Oregon if they'll arrive when a Port of Entry Registration Office is closed. The latest notice (printed on this page) is another in a series of attempts by the Motor Carrier Transportation Division (MCTD) to spread the word so that drivers will avoid citations:

- News of a change in hours for registration service at the Ports was featured in this Motor Carrier News in the September 1998, August 1999, and December 1999 issues. (This quarterly newsletter has a circulation of about 30,000.)
- The trucking industry helped spread the news in its own association publications and trade journals.
- Before it began issuing citations, MCTD posted signs in Ports and truck stops in neighboring states warning drivers to get credentials before entering Oregon.
- MCTD posted warning notices on its internet web site.
- MCTD printed tens of thousands of warning flyers that enforcement officers handed to drivers as they arrived at Ports.
- MCTD issued warning tickets for 60 days before it began issuing citations.

In an April 27 letter to Department of Transportation Director Grace Crunican, Oregon's Motor Carrier Transportation Advisory Committee expressed support for the current plan for registration service at the Ports of Entry. It noted all the past efforts to spread the word and concluded, "We find nothing unfair about how the change of hours for registration services was implemented at the Ports."

WARNING — PLAN AHEAD

Truck drivers entering Oregon without operating credentials issued by the Oregon Department of Transportation are subject to citation and a fine of \$295.

If you are a truck driver for a company that does not have Oregon credentials for the vehicle you are driving, and your route requires that you pass through a Port of Entry, you need to plan ahead if you know you'll arrive at a time when the Port of Entry Registration Office is closed.

Truck drivers entering Oregon along routes that do not pass through a Port, and drivers entering after hours and/or on weekends, **must** have credentials in their possession prior to entering the state. Drivers arriving after hours and/or on weekends without credentials in their possession will be cited.

You can arrive in Oregon and obtain credentials in person at the Ports of Entry in Ashland, Cascade Locks, Klamath Falls, Umatilla, and Woodburn if you arrive between 6 a.m. and 6 p.m. (PST) Monday through Friday when the Registration Service Office is open at those Ports. The Farewell Bend Port of Entry is the only Port with a Registration Office open 24 hours a day, 7 days a week.

BEFORE you begin your trip, call:
Salem Registration — 503-378-6699 to obtain credentials.

This office is open 8 a.m. to 5 p.m., Pacific Time, Monday through Friday.
It is CLOSED on all Holidays.

You may also call any of the following Registration offices to obtain credentials:

Cascade Locks POE	K-Falls POE	Umatilla POE	Woodburn POE	Ashland POE
541-374-8078	541-883-5696	541-922-3761	503-982-0800	541-776-6117

These offices are open 6 a.m. to 6 p.m., Pacific Time, Monday through Friday.
They are CLOSED on all Holidays (except Martin Luther King Day, President's Day, and Veteran's Day).

The Farewell Bend Registration Office provides telephone service during the hours when other Registration Offices are closed. Call 541-869-2293 to obtain credentials. This service is for those customers who entered Oregon for the **first time** and were not aware of current business hours. This service is **not** intended for repeat users.

The Farewell Bend Office is CLOSED on Thanksgiving, Christmas, and New Year's Holidays.

BEFORE calling, please have the following documents and information available:

- ◆ Carrier Name or Oregon File Number
- ◆ Vehicle Registration (with Base Plate Number and complete Vehicle Identification Number)
- ◆ Lease Documents (if applicable)
- ◆ Current odometer or hub meter reading
- ◆ Route/destinations through Oregon (for temporary passes)
- ◆ Fax number where credential is to be sent

\$\$\$ Payment may be made by Visa or MasterCard (or pre-approved charging privileges) \$\$\$

Drivers without credentials are subject to citation and a \$295 fine if they arrive at an Oregon Port of Entry when the Registration Office is closed.

Enforcement

1st Quarter 2000

During the first quarter, January through March 2000, Motor Carrier Transportation Division staff finalized a total of 121 formal enforcement actions. The number following each name indicates the number of violations confirmed in the process.

- ◆ Denotes failure to comply with an 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 a suspension of authority.

Safety Violations

A total of 49 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.

Abiqua Creek Enterprises, Inc. 3
 Austrak International Transport 56
 B & D General Contractors, Inc. 1◆, related to a driver "jumping out of service"
 Elmer B Bennett 6,** including one violation related to submitting a false certification
 Big Z Trucking 8
 Bud's Propane Service, Inc. 6
 C C & S Crushing, Inc. 58
 J M Caire Trucking 8
 Clark's Disposal, Inc. 16
 Coleman Transport System 22
 Custom Harvester, Inc. 18
 Doc's House Renovations 17
 Don & Larry's, Inc. 30
 Emerald Tower, Inc. 18
 F R S T 15
 Jim Fraley (*Bend*) 37**
 Frank J De Benedetti 15

G & S Logging (*Rogue River*) 48
 Arturo P Garcia 8
 Gary Leland Ray 8**
 Kerry Hermanson 11, related to driver violations
 Ike Parker Corporation 9
 Industrial Mill Supply, Inc. 7
 J I M & Associates, Inc. 6**
 Al Jones (*Rickreal*) 19
 Lee's Trucking (*Talent*) 33
 Leeway Logging, Inc. 35
 David Lucht Trucking 19
 McMinnville Gas, Inc. 28
 Moo Lines, Inc. 41**
 Morning Star Express 1◆
 J J Neikes Trucking, Inc. 24
 P & D Transportation Services 30***
 Pacific Recycling, Inc. 13
 Pacific Stone & Supply Co., Inc. 22
 Pete P Trucking 9
 Radford Trucking Co. 57
 Donald L Risseuw Excavating 6
 Ron's Concrete Pumping 9
 Rose City Paving 60**
 S & S Environmental, Inc. 21◆, including one violation related to a driver "jumping out of service"
 S & S Sewer & Plumbing Installations 14**
 Gary Saul 5
 E T Schmid Trucking, Inc. (*Aumsville*) 36**
 Sheers Construction 12
 Sun Valley Transportation, Inc. 46**
 Terry L Cramer Trucking 5
 Tree Line Transportation, Inc. 22**
 Wood Products Transport, Inc. 11

Other Safety Violations

A total of 15 enforcement actions involved failure to return a Driver or Equipment Compliance Check Form after a safety inspection, or failure to produce safety-related records.

Aeroground, Inc. 1
 Regina Gregoria Bedolla 1
 C & M Logging 10•
 Cabin Lake Livestock 1
 Eric D Calaway 1
 Herman Dennler 1
 George Fuller, Jr., Trucking 1
 Agapito V Gonzalez, Jr. 1
 Ivan Ivanovich Lemeshko 1
 Loren D Obrist Excavating 1
 Tobias Gudio Ponce 1
 Julian Salinas 1

Marvin Trivett 12•, including two violations related to failure to return inspection forms
 Willians Trucking 1
 Wymore Transfer Co. 1

Other Violations

A total of 57 enforcement actions involved violations related to operating without valid registration, permit, plates and passes, or operating without a required size or weight variance permit.

A+ Always Moving, Inc. 2
 Gus Allen Trucking 2
 All Freight Transport LLP 8
 Alpine Redi Mix, Inc. 16
 Alpine Timber Corp. 6
 E & L Anderson Trucking 1
 Arland Wholesale LLC 10
 Auto Truck Transport Corp. 2
 Balmelli Trucking, Inc. 6
 Barron Trucking (*WA*) 2
 Bishop Services, Inc. 8
 Builders Lumber & Supply 5
 C R S T, Inc. 5
 Columbia Basin Steel & Iron, Inc. 3
 Doc's House Renovations 2
 Dwaine Easley Transport 3
 Emerald Tower, Inc. 44
 Farwest Freight Systems, Inc. 2**
 C Garza 2
 Harbor Freightlines, Inc. 3
 Heath & Co. LLC 2
 John M Hillas 11
 Hyman Refrigerated Transport 41
 Irrigation Specialists, Inc. 4
 J & L Transport, Inc. (*CA*) 4
 Kent Moving System 2
 Key Trucking, Inc. 1
 KLB Construction, Inc. 7
 Lammers Farms 8
 Langlo Trucking 2
 Brian Lloyd Trucking 2
 Los Lios Trucking 4
 Tim Luchau Trucking 2
 M & J Trucking (*Pasco WA*) 2
 E S May 4
 McNeight Express, Inc. 2
 Morris Transfer, Inc. 12
 Nesko Rock, Inc. 4
 D P Nicoli, Inc. 4
 Northwest United Transport 2
 James Oren Trucking 2
 Pacific Recycling, Inc. 21
 Stacy L Plummer Trucking 2
 Pogorelc Logging, Inc. 3

Potelco, Inc. 2
 R C Trucking, Inc. (*WA*) 3
 Demetrio Rodriguez Jr. 2
 Schenck Communications 2
 Jay D Smith Trucking 2
 Smith Tractor & Equipment Co. 4
 Struss Wood Products 4
 Sunrise Trucking, Inc. (*OR*) 2
 The Sygma Network, Inc. 2
 TAG Trucking (*Longview WA*) 4
 Jade Daniel Thomas 4
 Tough Truck Transportation 2
 James R Wiggins 5

Other Enforcement 1st Quarter 2000

Following are results of certain enforcement functions performed by Motor Carrier Enforcement Officers at the roadside during the first quarter:

Warnings Issued
4,803

Truck Weight-Related Citations
3,538

Truck Size-Related Citations
417

Trucks Required to "Legalize" (Correct) Size and/or Weight
2,253

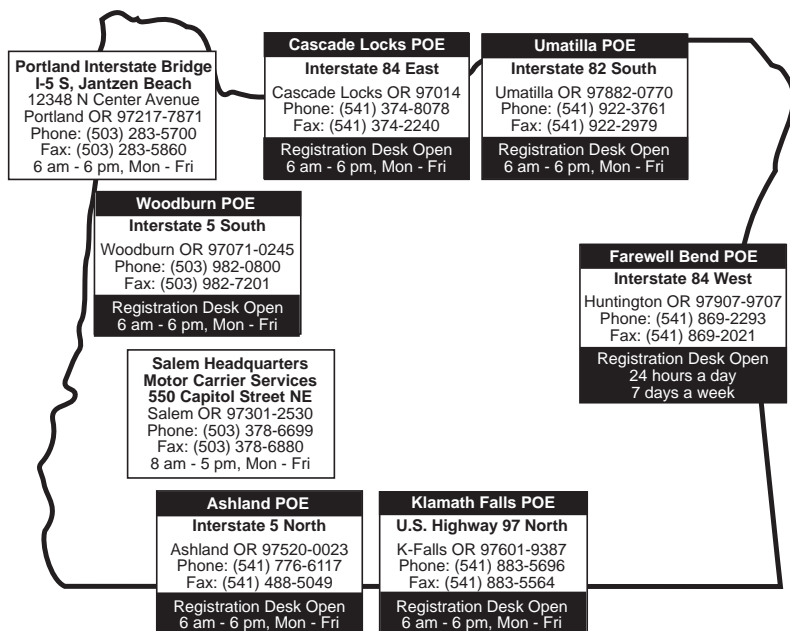
Other Citations Issued
1,651

Citations for No Operating Permit
2,297

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

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Drivers entering Oregon with no credentials are greeted with citation



It's not the way Oregon would prefer to welcome its guests, but an increasing number of truckers are being greeted with a \$295 citation when they enter the state. In the first three months of this year, enforcement officers issued 2,297 citations to drivers who arrived with no Oregon operating credentials at a time when the Port of Entry Registration Office was closed.

Truckers' credential-related problems date back to 1998 when the Motor Carrier Transportation Division (MCTD) reduced the hours it had registration staff on hand at five of the six Oregon Ports of Entry. Hours at the Farewell Bend Port near the Idaho border were expanded to a 24/7 basis to handle emergency credential service. The changes, which were approved by the Motor Carrier Transportation Advisory Committee and Oregon legislators, save taxpayers about \$500,000 per year in operating costs.

At its April meeting, the Motor Carrier Transportation Advisory Committee was briefed about the

increasing number of citations and asked to revisit its recommendation for registration service at the Ports. Trucking industry representatives in attendance unanimously agreed they made the right cost-cutting decision in 1998 and MCTD has provided sufficient warning that truck drivers are subject to citation when entering the state without credentials.

Most drivers can avoid citations by just obtaining a temporary pass and/or trip permit. Others may need an over-dimension permit. Truckers can have permits faxed to them if they meet certain requirements and pay by credit card, or file an authorization for MCTD to charge fees to their account. See page 6 of this newsletter for more related information.