



MOTOR CARRIER NEWS

Newsletter of the Oregon Department of Transportation Motor Carrier Transportation Division • August 1999

MCTD to begin citing truck drivers entering Oregon without credentials

Going to Oregon? Got Credentials? Save Money: Truck drivers entering Oregon without operating credentials issued by the Oregon Department of Transportation are subject to citation and a maximum fine of \$250.

That's the message the Motor Carrier Transportation Division (MCTD) is sending following its decision to start issuing citations to any truck driver stopped in Oregon without credentials. MCTD has historically allowed truckers to arrive at a Port of Entry and obtain credentials there even if they arrived after the Port's Registration Office was closed, in which case they had to call the Farewell Bend Port to have permits faxed to them.

According to Field Motor Carrier Services Manager Steve Johnston, that policy has only created an unmanageable situation as more and more truckers arrive without credentials. "We thought we could be lenient and provide a service to out-of-state truckers," Johnston said. "But now so many arrive at night or on weekends with no permit that it's overwhelming the Farewell Bend staff that provide emergency registration service after hours. Even our enforcement officers are spending too much time answering registration questions. Carriers must stop procrastinating and start planning ahead when they know they're taking a load to Oregon."

Johnston noted that now Oregon is no different than other states that also issue citations to truckers without operating credentials if they arrive during hours when registration offices are closed.

Oregon weight-mile tax may go away July 1, 2000

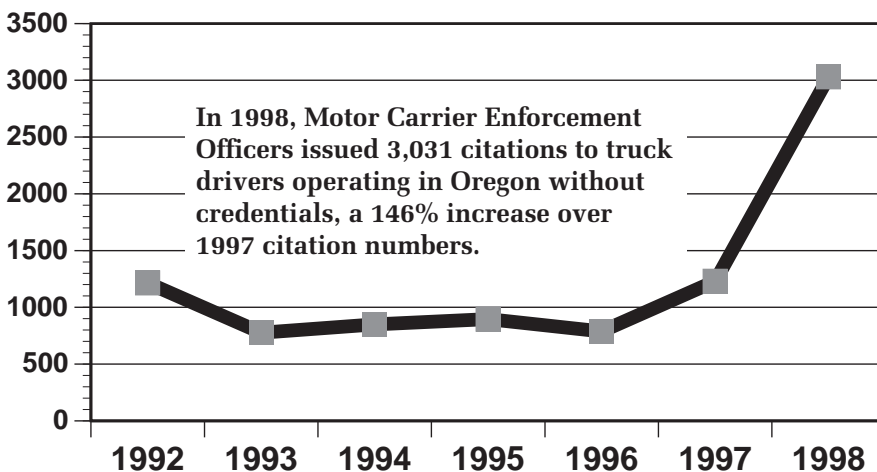
Oregon legislators made history in Salem this year. Not only did they vote for the first gas tax increase since 1991, they agreed to repeal the state's 52-year-old truck weight-mile tax and replace it with a 29 cent diesel fuel tax and a steep increase in truck registration fees, effective July 1, 2000.

House Bill 2082, a revenue-raising measure that needed approval by three-fifths of both the House of Representatives and the Senate, got just enough votes to pass.

But no sooner had the bill passed than AAA, Oregon Taxpayers United, and an environmental group began planning to petition for a ballot measure to ask voters to decide the matter. If the bill is referred to the voters and it passes, it would delay implementation of the switch to a diesel tax by almost a full year.

(more inside)

Citations Issued to Truckers with No Credentials



In 1998, Motor Carrier Enforcement Officers issued 3,031 citations to truck drivers operating in Oregon without credentials, a 146% increase over 1997 citation numbers.

Based on citations issued, more truckers are operating in Oregon without first registering with ODOT. Citation numbers jumped sharply last year, even with a lenient policy in place that allowed truckers to arrive at a Port of Entry after hours and obtain credentials at that time.

Fees to yield bulk of what is now collected by weight-mile tax

Like the sticker shock many experience when buying a new car, Oregon truckers may be taken aback when they see new registration fees that are set to replace most of the revenue now collected by weight-mile taxes.

The annual fees would increase beginning July 1, 2000, so that a truck registered at 80,000 lbs. would go from paying \$320 to paying a fixed fee plus a variable fee for a total of \$3,667. The fees would increase again in January 2002, so that same

truck would pay \$4,893 total. The law contains exceptions, however, and many will qualify for lower fees.

Why the steep increase? Before legislators would agree to repeal weight-mile taxes, they had to be convinced that an alternative tax plan could bring in as much money for the Highway Fund. Achieving "revenue neutrality" was one big challenge the trucking industry faced as they sought a change.

The state is expected to receive \$689 million in road-use related taxes and fees next year, \$223 million of which would come from weight-mile taxes paid by truckers. Since a 29-cent diesel tax could yield only about \$104 million a year, other fees need to bring in \$119 million more.

Other Fee Changes

Effective July 1, 2000, or March 1, 2001, if referred to voters and they approve

Temporary Operations Fees

Three-Day Trip Permit \$26
(available only to carriers not registered under the International Fuel Tax Agreement)

Registration-Related Fees

Three-Day Heavy Motor Vehicle Trip Permit \$42
One-Day Heavy Motor Vehicle Trip Permit \$15
Heavy Trailer Trip Permit \$20
Registration Weight Trip Permit \$10
Registered Vehicle Trip Permit \$10
Heavy Trailer Trip Permit \$20

Over-Dimensional Operations Fees

Single-Trip or Continuous Operation Variance Permit \$16
(not to exceed \$16)

Diesel tax refunds available for some

The new diesel fuel tax will be paid at the "rack," which means the major distributors will pay Oregon its 29-cent per gallon tax as soon as the fuel enters the state. Truckers will pay the tax at the pump, but they're essentially reimbursing the distributor for the prepaid tax. The new law provides refunds for the following operations:

- 25 percent refund for diesel tax paid for log or dump trucks, if records show total gallons used on highways and total used off highways. Log trucks, however, don't need records to claim up to a 15 percent refund.
- 45 percent refund for diesel tax paid for a power take-off unit on a concrete mixer, self-loading log truck, garbage truck or recycling truck, if there is no separate fuel supply tank for the power take-off unit.
- 70 percent refund for diesel tax paid for vehicles owned and operated by an investor-owned utility.
- 100 percent refund for diesel tax paid when there is a separate fuel supply for operating ancillary equipment and not propelling the vehicle.

New Truck Registration Fees

Effective July 1, 2000, and January 1, 2002, or at other future dates if referred to voters and they approve

Truck Weight in Pounds	Effective July 1, 2000			Effective January 1, 2002		
	Fixed Fee	Variable Fee	Total Fee	Fixed Fee	Variable Fee	Total Fee
8,000 or less	\$ 20		\$ 20	\$ 20		\$ 20
8,001 to 10,000	75		75	80		80
10,001 to 12,000	135		135	135		135
12,001 to 14,000	160		160	160		160
14,001 to 16,000	230		230	230		230
16,001 to 18,000	230		230	230		230
18,001 to 20,000	230		230	230		230
20,001 to 22,000	230		230	230		230
22,001 to 24,000	230		230	230		230
24,001 to 26,000	230		230	230		230
26,001 to 28,000	245	\$ 1,130	1,375	245	\$ 1,590	1,835
28,001 to 30,000	255	1,178	1,433	255	1,656	1,911
30,001 to 32,000	276	1,272	1,548	276	1,789	2,065
32,001 to 34,000	286	1,319	1,605	286	1,855	2,141
34,001 to 36,000	306	1,413	1,719	306	1,988	2,294
36,001 to 38,000	316	1,460	1,776	316	2,054	2,370
38,001 to 40,000	337	1,554	1,891	337	2,186	2,523
40,001 to 42,000	347	1,601	1,948	347	2,253	2,600
42,001 to 44,000	367	1,696	2,063	367	2,385	2,752
44,001 to 46,000	377	1,743	2,120	377	2,451	2,828
46,001 to 48,000	388	1,790	2,178	388	2,518	2,906
48,001 to 50,000	408	1,884	2,292	408	2,650	3,058
50,001 to 52,000	428	1,978	2,406	428	2,783	3,211
52,001 to 54,000	439	2,025	2,464	439	2,849	3,288
54,001 to 56,000	449	2,072	2,521	449	2,915	3,364
56,001 to 58,000	469	2,167	2,636	469	3,048	3,517
58,001 to 60,000	490	2,261	2,751	490	3,180	3,670
60,001 to 62,000	510	2,355	2,865	510	3,313	3,823
62,001 to 64,000	530	2,449	2,979	530	3,445	3,975
64,001 to 66,000	541	2,496	3,037	541	3,511	4,052
66,001 to 68,000	561	2,591	3,152	561	3,644	4,205
68,001 to 70,000	571	2,638	3,209	571	3,710	4,281
70,001 to 72,000	591	2,732	3,323	591	3,843	4,434
72,001 to 74,000	602	2,779	3,381	602	3,909	4,511
74,001 to 76,000	622	2,873	3,495	622	4,041	4,663
76,001 to 78,000	632	2,920	3,552	632	4,108	4,740
78,001 to 80,000	653	3,014	3,667	653	4,240	4,893
80,001 to 82,000	663	3,062	3,725	663	4,306	4,969
82,001 to 84,000	683	3,156	3,839	683	4,439	5,122
84,001 to 86,000	693	3,203	3,896	693	4,505	5,198
86,001 to 88,000	714	3,297	4,011	714	4,638	5,352
88,001 to 90,000	724	3,344	4,068	724	4,704	5,428
90,001 to 92,000	744	3,438	4,182	744	4,836	5,580
92,001 to 94,000	754	3,485	4,239	754	4,903	5,657
94,001 to 96,000	775	3,580	4,355	775	5,035	5,810
96,001 to 98,000	785	3,627	4,412	785	5,101	5,886
98,001 to 100,000	795	3,674	4,469	795	5,168	5,963
100,001 to 102,000	816	3,768	4,584	816	5,300	6,116
102,001 to 104,000	826	3,815	4,641	826	5,366	6,192
104,001 to 105,500	846	3,909	4,755	846	5,499	6,345

NOTE: Exceptions to the Variable Fee:

- Concrete mixers, log trucks, and sand and gravel trucks pay the fixed fee plus \$900. On January 1, 2002, their variable fee is scheduled to increase to \$1,250.
- Garbage or recycling trucks pay the fixed fee plus \$430. On January 1, 2002, their variable fee is scheduled to increase to \$590.
- Trucks pay only the fixed fee if they weigh between 26,001 and 60,000 lbs. and travel less than 30,000 miles a year, or weigh at least 26,001 lbs. and travel less than 5,000 miles a year.
- Trucks operated by investor-owned utilities pay only the fixed fee.
- Trucks pay only the fixed fee if they weigh at least 60,001 lbs. and are used exclusively in conjunction with installing heavy machinery.

Variance permit fees change for over-dimensional operations

The law repealing weight-mile taxes also changed the fees charged for variance permits for trucks operating beyond normal size and/or weight, effective July 1, 2000.

First, the nominal permit fee, which currently is not to exceed \$8, would double to be no more than \$16. Each road jurisdiction in which travel is authorized could charge a separate fee, as counties and cities do today. But as a result of another law passed this year, the Motor Carrier Transportation Division will develop a one-stop shop for issuing continuous operation permits (*see page 4*).

A second change applies to carriers with trucks operating at

extended weights — weights over 80,000 lbs. Under the new law, they would pay the \$16 per jurisdiction permit fee plus an extra extended weight permit fee that varies based on the number of axles. A carrier operating a 105,500 lb. truck combination with seven axles, for example, would pay an extra fee of \$191.01 regardless of the number of miles traveled.

A third change applies to carriers that need a single-trip permit for trucks with non-divisible loads. Under the new law, they would pay the \$16 per jurisdiction permit fee plus a road use assessment fee of \$3 for every ton over 98,000 lbs. A carrier with a 198,000 lb. non-divisible load, for example, would pay a \$150 road use assessment fee

regardless of the number of miles traveled. They currently pay 5.2 cents per equivalent single-axle load mile traveled.

Extra Fee for Continuous Operation Variance Permits

Effective July 1, 2000, or March 1, 2001, if referred to voters and they approve

Truck Weight in Pounds	5 axles	6 axles	7 axles
80,001 to 82,000	\$ 165.00		
82,001 to 84,000	173.25		
84,001 to 86,000	181.91		
86,001 to 88,000	191.01		
88,001 to 90,000	200.56		
90,001 to 92,000	210.59	\$ 165.00	
92,001 to 94,000	221.12	173.25	
94,001 to 96,000	232.17	181.91	
96,001 to 98,000	243.78	191.01	
98,001 to 100,000		200.56	\$ 165.00
100,001 to 102,000			173.25
102,001 to 104,000			181.91
104,001 to 105,500			191.01

Officers gain discretion regarding legalizing overweight loads

Motor Carrier Enforcement Officers and police now have greater discretion whether to force an overweight truck to legalize its load, as a result of one bill passed this year.

House Bill 3461 included a provision that amended Oregon law to let enforcement officers decide if an overweight truck operating under an over-dimension permit should proceed down the road or be forced to reduce its load. They will have this discretion as long as the excess weight is within limits set in the law.

Historically, enforcement officers have had discretion whether to issue a citation for overweight loads, but the law required that the load be reduced if the truck was operating under a variance permit. That part of the law is changed, effective immediately.

1999 Session yields other miscellaneous changes

Booster Axles and Safety Chain Requirement — Booster axles (axles bolted or pinned to another vehicle to redistribute weight from one or more axles) are exempt from a requirement that safety chains or cables be used when towing. (SB 352, effective October 23, 1999)

Oregon Titling Exemption for California-Registered Trailers — Carriers that operate in California and have trailers based in Oregon that are currently exempt from Oregon titling requirements, because of peculiar registration provisions of the International Registration Plan, will remain exempt if California changes its law related to the proportional registration of trailers. (SB 352, effective October 23, 1999)

Manufactured Dwellings — Manufactured dwellings are exempt from requirements related to fenders and mudguards. (HB 2443, effective October 23, 1999)

Improper Disposal of Human Waste — Discarding a container of urine or other human waste along the highway is now a misdemeanor punishable by a \$250 fine. This law was prompted by reports that highway maintenance crews have been finding an increasing number of urine-filled bottles along Oregon roads. (HB 3530, effective October 23, 1999)

Mandatory Transponders — Government agencies cannot require that a truck or a driver be equipped with or use an electronic device that is intended to identify the location of the vehicle. This applies, for example, to transponders used in the Oregon Green Light weigh station preclearance program. (HB 2082, effective July 1, 2000, or March 1, 2001, if referred to voters and they approve)

Weight-Mile Tax Reinstatement — If House Bill 2082 becomes law and Oregon's weight-mile tax is repealed, it will be reinstated January 1, 2006. This means that legislators meeting in the 2005 Session will have to pass another law if they want to continue a diesel fuel tax and registration fee system for trucks. (HB 3344, effective January 1, 2006)

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ODOT and road authorities will work together to build a better permitting system

One-stop-shop to be developed for over-dimension permits

Oregon lawmakers gave the Motor Carrier Transportation Division (MCTD) one big challenge when they passed a bill instructing it to establish a one-stop-shop for issuing continuous operation variance permits for over-dimension truck movements.

House Bill 2635, which passed overwhelmingly in both the House and the Senate, directs the Department of Transportation to work with counties and other road authorities to streamline the existing cumbersome way carriers obtain permits. The new, improved system will allow a carrier to obtain one permit that is valid for every road authority in whose jurisdiction the carrier will travel. MCTD has until July 1, 2000, to make it happen.

"This is a very challenging proposal," Ric Listella, Motor Carrier Services Manager, said. "Thirty-four of Oregon's 36 counties issue variance permits. Several cities also regulate over-dimension movements. We'll need the help and cooperation of all of these road authorities to build this new system."

One-stop shopping is available to carriers today, but only for single-trip variance permits. MCTD issues those permits, authorizing travel on both state highways and county roads, because it has an agreement with counties to act as their agent issuing the permits.

But no such convenience exists for continuous permits, most of which are issued on an annual basis. Carriers are required to contact

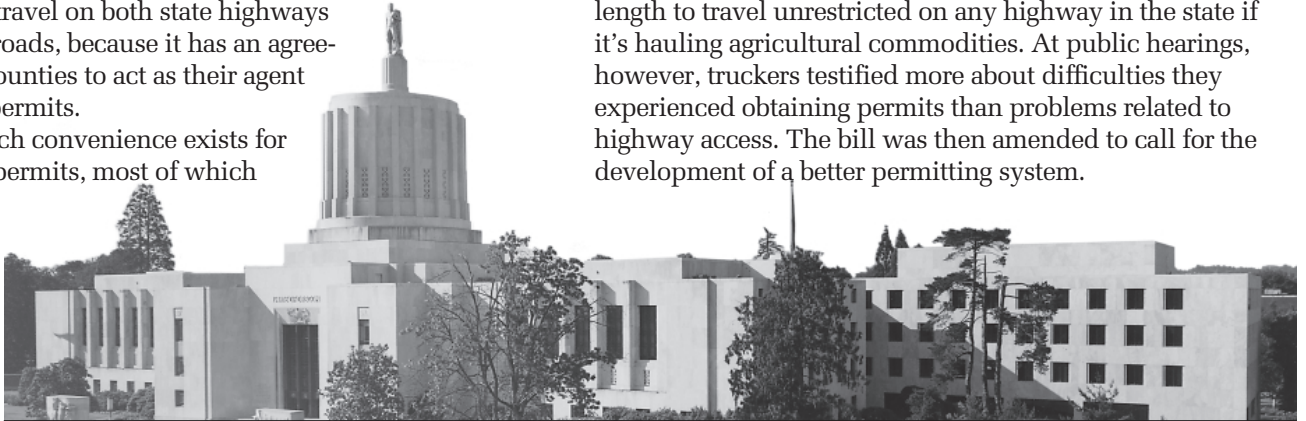
counties individually to obtain each of the permits needed. It was this cumbersome, time-consuming process that led to complaints to legislators and pleas to streamline the system.

The new legislation calls for MCTD and road authorities to establish standards for terms and conditions governing the permits. The standards will apply throughout the state and they will honor the size and weight restrictions already established on bridges and highways.

MCTD is also ordered to conduct a rulemaking to determine what fees can be charged for each permit. The law allows for a fee up to \$8, plus up to \$8 more for each jurisdiction in which the permit authorizes travel (the fee goes up to \$16 if House Bill 2082 becomes law).

Under the law, MCTD can engage private contractors in distributing permits. MCTD can also engage road authorities as contractors. In fact, once the new system is in place a road authority is not allowed to issue continuous operation permits for its roads unless it participates in the system.

House Bill 2635 was introduced on behalf of Willamette Valley Christmas tree growers. It started as a bill to allow a truck tractor and semitrailer combination up to 75 feet in length to travel unrestricted on any highway in the state if it's hauling agricultural commodities. At public hearings, however, truckers testified more about difficulties they experienced obtaining permits than problems related to highway access. The bill was then amended to call for the development of a better permitting system.



Legislators make other changes to address truck size and weight issues

Truck size and weight issues were the subject of several bills considered this year. Following is a summary of four changes Oregon legislators agreed to make in state law:

Variance Permits — Continuous operation variance permits are now available for hauling grass seed straw, grass hay, or cereal grain straw so loads can be up to 14 feet 6 inches high, and for hauling bagged grass seed or mint leaves in sacks so loads can be up to 9 feet 6 inches wide. (HB 3461, effective immediately.)

Implements of Husbandry — An existing exemption from vehicle size limits is expanded to exempt implements of husbandry if the owner of the implement is hired by or under contract to a farmer to perform agricultural activities. (HB 2973, effective October 23, 1999.)

Overweight Farm Trucks — Penalties for overweight farm trucks are now cut in half, if they're hauling agricultural products loaded in the field without benefit of a scale. Loads cannot, however, be more than 3,000 lbs. over maximum weight limits and the penalty cannot be less than \$5. (HB 3505, effective October 23, 1999.)

Farm Trucks in Malheur County — Farm trucks hauling field-loaded agricultural products in Malheur County are now governed by a separate weight table that allows up to 3,780 lbs. more on tandem axles when operating within that county (excluding travel on I-84 and US 95). Malheur County farmers sought the change because they routinely haul farm products to and from Idaho where trucks are already allowed to carry the extra weight. (HB 3506, effective immediately.)

Notice of Rulemaking Hearing

Oregon proposes changes to splash and spray requirements

The Motor Carrier Transportation Division (MCTD) is holding a public hearing in Salem on Monday, August 23, 1999, to consider changing Oregon's requirement that certain trucks be equipped with splash and spray suppressant devices.

The rulemaking affects Oregon Administrative Rule 734-074-0051, which requires all truck and trailer combinations with a gross weight over 80,000 lbs. to be equipped with devices designed to suppress water splash and spray. (The rule requires the devices when operating on wet highways, but in Oregon there is always the potential for highways to be wet.) The Department of Transportation's Chief Engineer is authorized to require that the vehicles, called "extended weight" vehicles, be equipped with approved air deflectors, fender flaps behind wheels, and water collection type fenders.

Under new proposed rules, the requirement to use splash and spray devices would apply only to triple trailer combinations.

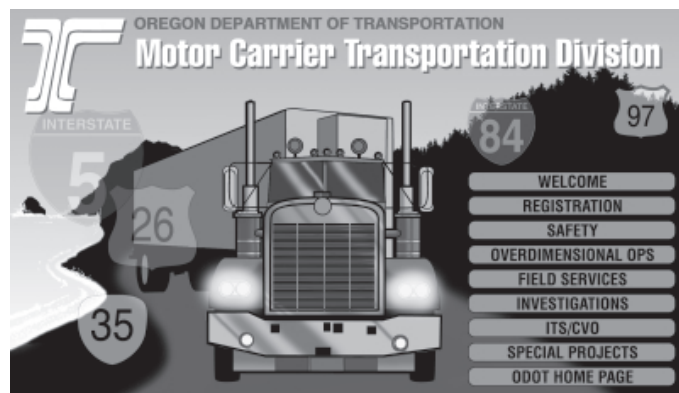
The rulemaking was requested by the Oregon Forest Products Transportation Association and the Oregon Trucking Associations. They are expected to testify that splash and spray devices are so ineffective that they may only reduce spray by five percent. Because truck design is ever changing, they contend the difficulties and expense complying with the requirements far outweigh any benefits the devices may yield. They also note that other states have no similar requirements.

MCTD expects that there will be opposition to the proposal.

The August 23 hearing is scheduled to begin at 9 a.m. in Room 122 of the Transporta-

tion Building, located in Salem at 355 Capitol Street NE. The hearing may continue until all interested parties have had a chance to testify. Written testimony will also be accepted at the hearing or by mail.

Copies of the draft rules are available by contacting MCTD at 503-378-4851 or 503-378-5983.



www.odot.state.or.us/motcarr/hweb/index1.htm

Visit the Motor Carrier Transportation Division web site to follow progress of the rulemaking to consider changes to Oregon's splash and spray requirements. Point your web browser to the following Uniform Resource Locator: www.odot.state.or.us/motcarr/hweb/special/splash.htm

Weigh station preclearance interoperability now possible for some

There's good and bad news about attempts to get one transponder to work in all the different truck weigh station preclearance systems around the country. The good news: Oregon's Green Light transponder will work in any state's system. The bad news: HELP, Inc.'s PrePass transponder will not, to the potential disappointment of thousands of carriers.

At a meeting in July, HELP, Inc. officials agreed to let carriers with Green Light transponders use them in the PrePass system. But they would not authorize the use of PrePass transponders in Oregon. They also have not determined what they will charge for using a Green Light transponder at a PrePass station.

PrePass charges for each preclearance event in California and 15 other states that use the system, but it issues transponders for free. Green Light offers free, unlimited preclearance events in Oregon, but charges a \$45 annual fee for each transponder. The differences in business models have created natural barriers to interoperability.

Oregon officials were criticized in April for printing an "Interoperability Questionnaire" in the Motor Carrier News. The questionnaire asked for truckers' opinions regarding three issues surrounding interoperability and instructed them to send responses to the California Trucking Association (CTA). That organization actually had no foreknowledge of the questionnaire and

had not sought input on the issue.

"CTA called to say they really didn't appreciate being depicted as having asked for the survey," Motor Carrier News Editor Jim Brock said. "They noted that most respondents were not CTA members so they felt they could neither represent their interests nor address their concerns. We originally imagined printing the questionnaire along with the addresses of trucking associations in all western states, but we didn't have room in the newsletter so we decided to only show the CTA's address. In hindsight, we should have had responses sent to us to be forwarded from here to the appropriate association."

Enforcement

1st Quarter 1999

During the first quarter, January through March 1999, Motor Carrier Transportation Division staff finalized a total of 135 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, resulting in suspension of authority.
- Denotes failure to produce records a second time, resulting in cancellation of authority.

Safety Violations

A total of 47 enforcement actions involved violations discovered during safety compliance reviews at carriers' terminals, or a violation related to failure to comply with an out-of-service notice.

561 Line Trucking 4
 Abiqua Creek Enterprises, Inc. 10
 A C E 20 (includes two violations for false certification)
 Garry Allen Logging 25
 B & B Transport 12
 B & M Trucking 28
 B W Feed Co., Inc. 19**
 Fred N Bay News Company 4
 Central Oregon Pavers, Inc. 5
 Coffman Excavation, Inc. 32
 Columbia Excavating, Inc. 9
 Davis Shows NW, Inc. 1◆
 Deschutes Ready Mix Sand & Gravel 70**
 Dodge Logging, Inc. 3
 Eagle Veneer, Inc. 19***
 Francis Clair Eddy 8
 Leroy Fincher Trucking 10
 First Home Trucking, Inc. 6
 Rick Franklin Corp. 39**
 Garrison Pallet & Wood Recycling, Inc. 22
 Grants Pass Ice, Inc. 11
 Bennie Graves 16**
 Gresham Paving 14**
 Haley Construction Company 18**
 Hopkins Trucking, Inc. 64
 Kirkpatrick's, Inc. 38**
 Kirkpatrick's, Inc. 1◆
 L S & D, Inc. 6**
 Robert E Larkin 9
 Richard Loghry Trucking 36
 Lupine Transportation, Inc. 13
 Make A Way, Inc. 94
 Marson Trucking, Inc. 31**
 D McCoy's Logging Co. 42
 Metro Metals Northwest 15**
 Morris Transfer 28
 Nesko Rock, Inc. 6**

Pioneer Paving, Inc. 9**
 Ryan Orchards 15
 Segerson Trucking, Inc. 17
 Sunrise Express 1
 T K Farms 10**
 Thompson's Sanitary Service 7
 UCON, Inc. 12
 Victor's Trucking 10
 John Winters Jr. Logging 7**
 John R Wood Trucking, Inc. 38

Other Safety Violations

A total of 33 enforcement actions involved failure to return a Driver or Equipment Compliance Check Form after a safety inspection.

Baseline Transport, Inc. 1
 Dennis Ray Beavers 1
 CMC Transportation 1
 Cristo Rey Garza 1
 Clemente G Ezquivel 1
 F V A Transport 1
 Farm Fresh Produce 1
 Golden State Transportation 1
 John L Goodell 1
 H & H Transportation, Inc. 1
 Kenneth E Hixson 1
 Howser Steel, Inc. 1
 Hurricane Trucking 1
 J B Trucking 1
 J Har Logging 1
 J N S Transport Corp. 1
 Katch Trucking 1
 L J Trucking 1
 Fred A Moore, Inc. 1
 Motor Cargo, Inc. 1
 Pacific Car Crushing 1
 Produce Express 1
 R M Truck Service 1
 Rhoades Trucking, Inc. 1
 C A Taggart Construction 1
 TOAC Excavation, LLC 1
 Triple E's Trucking 1
 Union Pacific Asphalt 1
 URS Transport, Inc. 1
 USA Transportation & Storage 1
 Wayne Grippin Construction 1
 Wilman Trucking Company, Inc. 1
 Gail Woodworth Trucking 1

Other Violations

A total of 55 enforcement actions involved violations related to operating without valid registration, permit, plates and passes, operating without a required size or weight variance permit, or failure to produce records related to trucking operations.

A K A Transport, Inc. 16
 About Town #1 2
 Air Liquide America Corp. 4
 AMPAC Transportation, Inc. 14
 Arnold Trucking 2
 Tom Arnold Logging, Inc. 4
 Duane L Bellows Construction, Inc. 4
 C and D Moving 2
 John Cook 2
 Cowlitz Clean Sweep, Inc. 14

Crystal Springs Bottled Water Co. 4
 Desert Transport 35
 Diamond Construction 4
 First Home Trucking, Inc. 1
 Garden Grow Co. 3
 James R Gaston, Jr. 3
 Mark Graham 2
 Gunter Brothers, Inc. 3
 David A Holwegner 2
 Horizon Transport 5
 William L Hoyer Trucking 6
 Interstate Heavy Haul 15
 J N S Transport Corp. 4
 Jeadon Leasing, Inc. 2
 Randy Jordan 4
 Katch Trucking 3
 Kiwi Carriers 2
 Del R Krall 5
 Lamprecht Logging 10
 Mann Transport 6
 Manner Trucking Service 5
 Martinez & Sons Trucking 2
 McDonald & Wetle, Inc. 9
 MCR Trucking 2
 Mace McVay 1
 Mobile Mix, Inc. 13
 MTC, Inc. 8
 Ochoa AG Unlimited Transportation 2
 Overlake Oil, Inc. 2
 Carl James Pearson 2
 Pinz Stock Ranch, Inc. 7
 R S S T 3
 Karl S Robinson Trucking Co. 5
 Rolling Sharp 3
 Schneider National Carriers, Inc. 251
 Scott Chappell Auto Transport 3
 Southcreek Transport 4
 T & K Pet Products 28
 Triple J Trucking 2
 Unique Sales & Transport, Inc. 20••
 Varner Trucking 7
 Laura West Trucking 3
 West Pac Environmental, Inc. 12
 I S Wight & Sons Trucking, Inc. 2
 Wilson Construction Co. 5

Other Enforcement

Following are results of certain enforcement functions performed by Motor Carrier Enforcement Officers in the field during the first quarter, January through March 1999:

Warnings Issued	3,760
Weight-Related Citations	3,513
Size-Related Citations	355
Size and Weight Legalizations	2,512
Other Citations	1,534
Citations for No Operating Permit	883

MCTD ready to mail registration renewal notices

More than 23,000 trucking companies located throughout the U.S. will be on the mailing list in September when the Motor Carrier Transportation Division (MCTD) begins the massive, annual process of renewing Oregon tax, commercial, and appor-tioned truck registration.

Carriers are asked to complete and return renewal forms by Friday, October 29, 1999. If forms are returned by then, MCTD has time to process them and mail the new, red Year 2000 stickers for each truck license plate before the first of the year.

MCTD is reminding carriers that there is no grace period for renewing registration. After January 1, 2000, any carrier that 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 that submit renewal forms with payment by December 31, but Registration Services Manager Laurie Hall is appealing to carriers to meet the October 29 deadline. "Our end-of-year workload will be unmanageable if too many carriers put this off until the last minute," Hall said.

Carriers with questions should contact MCTD at 503-378-6699.

Enforcement 2nd Quarter 1999

During the second quarter, April through June 1999, Motor Carrier Transportation Division staff finalized a total of 92 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 failure to produce records, resulting in suspension of authority.

Safety Violations

A total of 29 enforcement actions involved violations discovered during safety compliance reviews at carriers' terminals, or a violation related to failure to comply with an out-of-service notice.

A K A Transport, Inc. 15
 Cascade Concrete Products, Inc. 9 (includes one violation for false certification)
 Consolidated Freightways Corp. 5
 Coop Supply 9 (includes two violations related to transporting hazardous materials)
 Crystal Ship 10 •
 Dennis M Culp 5
 D L Transport 36 **
 Davis Amusement Cascadia, Inc. 19
 Don Hodgdon Excavating 1
 Donald Vern Smith 10
 Gray Line of Portland 39 **
 Haley & Haley, Inc. 40 **
 Hatley Construction, Inc. 25
 James Walter Drayton 8
 Johanson Milling 11
 Johnson Wood Products, Inc. 5
 Lawrence Oil Co. 3 **
 Howard Lukens 6 **
 Needy Brick & Tile Co. 27
 Pacific Distribution Specialists 35 **
 R R H, Inc. 13 **
 River City Disposal & Recycling 84 **
 Saenz Trucking 11 **
 Seaside Foods 34 **
 David Stahl Trucking 17
 Dan Stearns Trucking, Inc. 18 **
 Valley Foods 13 (includes one violation for failure to comply with an out-of-service notice) ◆
 Vernam, Inc. 9
 West Coast Express 46 **

Other Safety Violations

A total of 9 enforcement actions involved failure to return a Driver or

Equipment Compliance Check Form after a safety inspection.

Crown C Farms, Inc. 1
 Lance Construction & Engineering, Inc. 1
 Molalla Transport Systems, Inc. 1
 Ramiro G Perez 1
 The Plank Company 1
 Sunset Transportation 1
 Tualatin Valley Builders Supply, Inc. 1
 U S Xpress, Inc. 1
 Wisner Farms 1

Other Violations

A total of 54 enforcement actions involved violations related to operating without valid registration, permit, plates and passes, operating without a required size or weight variance permit, or failure to produce records related to trucking operations.

A & L Trucking, Inc. 58
 Accurate Concrete Cutting, Inc. 3
 B & E Farms 2
 B & M Enterprise, Inc. Chemex Northwest 2
 B and W Trucking LLC 17
 BATS Motor Sports 3
 Dennis Ray Beavers 4
 Bond Trucking 6
 Cascara Trucking 4
 Class A Transport 4
 Collins Transport Services, Inc. 3
 Jon Counts Trucking 2
 D & L Trucking 3
 D T S Express, Inc. 2
 Randy L Devey 10 •
 Charles F Distefano 6
 Evergreen Utility Contractors, Inc. 7
 Gary Fiorante Trucking, Inc. 6
 First Choice Movers 1
 Tim Fowler Excavating 4
 John Gillett Trucking 2
 Maurice Ray Golladay 3
 Norma Griffith Trucking 2
 H R Mechanical Systems, Inc. 1
 Hiway Star Trucking 4
 Hobby Horse Ranch 17
 J & S Trucking 5
 J & S Trucking 3
 J D Farm Trust 178
 J G Transportation 7
 K L B Construction 7
 Lincoln & Allen Co. 2
 Gerald Lee McGee, Sr. 5
 Northwest Mobile Home Transport 2
 J & D Nygaard Brothers Logging 3
 Oystreck Trucking 4
 Pacific Bros. Moving 1
 P A C K Trucking, Inc. 5
 P R T I 2 **
 Jim Little Parker Trucking 4
 J Perez Transportation 10
 Recycling Systems, Inc. 10 •
 Road Machinery, Inc. 2
 Rogers Excavating, Inc. 2
 Rotschy, Inc. 4
 S O B Trucking 2
 S & W Hay Co. 2
 Barry Swanson Trucking, Inc. 4
 Thompson Bros. Excavating, Inc. 5
 The Truss Co., Inc. 2
 Fredrick B Turner 2
 U R S West, Inc. 4
 Western Ports Transportation, Inc. 10
 Wheeler Logging 2

YOU'RE INVITED

Commercial Vehicle Safety Alliance

1999
Annual Conference
September 18 - 23

Doubletree Hotel
Jantzen Beach
Portland OR

Take part!
Join more than 400 state and federal officials of commercial vehicle regulatory and law enforcement agencies from the U.S., Canada, and Mexico, as well as representatives of the truck and bus industries, to discuss the future of regulations governing commercial vehicles throughout North America.

For more information, call
CVSA President Harry Eubanks
503-378-6736

WARNING — PLAN AHEAD

Truck drivers entering Oregon without operating credentials issued by the Oregon Department of Transportation are subject to citation and a maximum fine of \$250.

If you are a truck driver for a company that does not have Oregon credentials and your route has you passing 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 don't pass through a Port, and drivers entering after hours, **must** have credentials prior to entering the state.

Call any of these offices to have credentials faxed to you **before** you embark on your trip:

Cascade Locks POE	K-Falls POE	Salem	Umatilla POE	Ashland POE	Woodburn POE
541-374-8078	541-883-5696	503-378-6699	541-922-3761	541-776-6117	503-982-0800

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. 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.

Drivers without credentials are subject to citation and a \$250 fine if they arrive at an Oregon Port of Entry when the Registration Service Office is closed.

In the past two months Motor Carrier Enforcement Officers have been distributing this warning notice to truck drivers that arrive at an Oregon Port of Entry at night or on weekends when the Registration Service Office is closed at five of the six Ports. The officers have been instructed to soon start issuing citations.

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

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

Salem Headquarters gets new 97301-2530 Zip Code

The Oregon Department of Transportation's Motor Carrier Transportation Division is announcing a slight, but very important change to its Salem mailing address. Effective immediately, anyone sending mail to Salem Headquarters must address it to 550 Capitol Street NE, Salem, OR **97301-2530**.

More than 30 years ago, all state government agencies in Salem were assigned a common zip code — 97310 — and since then mail has been delivered first to one area of the Salem Main Post Office where employees hand-sort it, load it into tubs, and later forward it by truck to the state's central mail facility for further routing to each agency. Having all state mail addressed to the 97310 zip code has been found to add at least one day to mail delivery time. Now the U.S. Postal Service and the State of Oregon have agreed to fix that problem.

Each state agency located in Salem is being assigned its own unique Zip+4 Code based on geographical location. The old 97310 zip code is being eliminated. Please note the following address change:

**Motor Carrier Transportation Division
550 Capitol Street NE
Salem, OR**

New Zip Code!

97301-2530

New Zip Code!