



MOTOR CARRIER

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

Update: Oregon weight-mile tax may go away March 1, 2001

The August Motor Carrier News reported on the passage of House Bill 2082, which repealed Oregon's 52-year-old truck weight-mile tax and replaced it with a 29-cent-a-gallon diesel fuel tax and an increase in truck registration fees, all effective as early as July 1, 2000.

Since then, the bill was the subject of a successful signature petition drive that placed it on the May 2000 Primary Election ballot as Measure 82, to be approved or rejected by a vote of the people. Legislators knew this might happen, so they put alternate implementation dates in the bill. On page 2 of this newsletter is a draft of how Measure 82 might read on the May 2000 ballot, and on page 3 is a summary of the time line for change that now all hinges on the outcome of the election.

MCTD issues registration fee refunds

Staff at the Motor Carrier Transportation Division (MCTD) has been working since late-October to issue refunds to any Oregon motor carrier who paid higher registration fees that at one time were to take effect July 1, 2000.

MCTD found itself caught between a rock and a hard place when the time to begin the registration renewal process rolled around this year. The Legislature had passed HB 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. While computer programming work was forcing a delay in billing for renewal of apportioned-plated trucks (prorate), MCTD was ready to start renewing commercial-plated trucks. So, it sent notices that reflected new, higher fees for the second half of the year 2000.

According to Laurie Hall, Salem Registration Supervisor, early estimates show about 25 percent of the renewals processed include overpayments. "As soon as we heard HB 2082 was officially referred to voters, we began the process of refunding those overpayments," Hall said. "We decided not to wait for carriers to request a refund. We're analyzing each account, reviewing for any outstanding balances due, and refunding overpayments."

Y2K continuation plans at the ready

The Motor Carrier Transportation Division (MCTD) has upgraded and tested all of its mission critical computer systems and believes they're "Y2K Ready." That means the systems have been determined to be suitable for continued use into the Year 2000, based on the information currently available.

The Oregon Department of Administrative Services, which assesses the Y2K readiness of state agencies, now lists the Department of Transportation's five major mission critical computer systems (MCTD's largest computer system is one of the five) as "Certified Year 2000 Ready" with a "low" risk factor.

In spite of all the work and testing MCTD has done, there may be some unanticipated glitches. There's also always the chance that a weather-related or natural disaster completely unrelated to Y2K could happen, such as the upcoming strong solar flare activity that scientists warn may disrupt communications systems. Preparing for the unexpected, MCTD has developed business continuation plans to address possible scenarios so that it can continue to provide needed services. See page 2 for more.

ODOT provides this information to inform you about our Year 2000 readiness. This is a Year 2000 Readiness Disclosure pursuant to the Year 2000 Information and Readiness Disclosure Act, PUBL.NO. 105-271 (1998).

Reminder: MCTD Salem gets new 97301-2530 Zip Code

The Salem office of the Motor Carrier Transportation Division (MCTD) has a new zip +4 code that replaces the 97310 zip code used for more than 30 years by all state agencies in Salem. That old zip code has been found to slow mail delivery by at least one full day. Motor carriers should update their records and start sending MCTD Salem mail to:

550 Capitol Street NE, Salem OR 97301-2530

Y2K backup plans seek to ensure truckers get needed services

Computer specialists and Motor Carrier Transportation Division (MCTD) staff will spend at least part of New Year's Day 2000 at Salem Headquarters. That Saturday they'll be checking for any problems with computer systems. They'll also be ready to react to local or statewide problems that could include loss of electrical power and loss of phone service.

According to MCTD Deputy Director Gregg Dal Ponte, contingency plans are in place for many of the worst case scenarios. "If computers crash, the power goes out, or the phones don't work, our managers will activate backup plans," Dal Ponte said. "We'll go to designated offices, maintain radio communications, and resort to manual business processes."

Here are a few suggestions for how truckers can prepare for Y2K:

- **Get temporary passes, trip permits, and other credentials before the end of the year.** Plan ahead. Call one of the offices listed on the map on page 8 of this newsletter to obtain credentials in advance of the new year. Registration services will not be available at Oregon Ports of Entry from late-Thursday, December 30 until Monday, January 3, at 6 a.m.
- **Determine where the nearest MCTD office is located.** If on Monday, January 3 the power is out or phone service is disrupted, go to that nearest office to ask about services.

- **Get over-dimension permits before the end of the year.** Plan ahead. Call MCTD, 503-373-0000, to obtain over-dimension permits in advance. If the new year rolls around and phone service is disrupted, over-dimension permit applications can be left at a number of special locations where MCTD staff will take them to another office for processing (see list below). Six other offices will be staffed for special permit processing.

Contingency Plan Sites Where Over-Dimension Permit Staff Will Process Applications

Salem — Salem Headquarters
550 Capitol Street NE 503-378-6699

Clackamas — ODOT District 2B Office
9200 SE Lawnfield Road 503-653-3086

Springfield — ODOT District 5 Office
3620 Gateway 541-726-2552

Medford — ODOT District 8 Office
200 Antelope Road, White City 541-830-6400

Bend — ODOT District 10 Office
63055 Highway 97 541-388-6192

Ontario — ODOT District 14 Office
1508 E Idaho Avenue 541-889-9115

Contingency Plan Drop-Off Sites for Over-Dimension Permit Applications

Astoria — ODOT District 1 Office
350 West Marine Drive 503-325-7222

Newport — DMV Office
158 NE 5th 541-265-2373

Coos Bay — ODOT District 7 West Office
307 Hwy 42 East, Coquille 541-396-5832

Corvallis — ODOT District 4 Office
3700 SW Philomath Blvd. 541-757-4211

Roseburg — ODOT District 7 East Office
3500 NW Stewart Parkway 541-957-3586

The Dalles — ODOT District 9 Office
3313 Bret Clodfelter Way 541-296-2215

Pendleton — ODOT District 12 Office
1327 SE 3rd Street 541-276-1241

La Grande — ODOT District 13 Office
3014 Island Avenue 541-963-8406

Redmond — DMV Office
1649 SW Odem Medo Road 541-548-0140

Madras — DMV Office
249 SW 3rd Street 541-475-3382

Prineville — DMV Office
1595 E Third, Suite A-3 541-447-7855

John Day — DMV Office
193 N Canyon Blvd. 541-575-1503

Secretary of State releases draft Measure 82

On November 12, 1999, the Office of the Secretary of State announced that it had received a draft "ballot title" from the Attorney General for Measure 82, the Referendum on House Bill 2082, for the Primary Election on May 16, 2000. The draft was subject to appeal for ten business days, during which time any member of the public could submit comments addressing specific legal standards a ballot title must meet. As this issue of the Motor Carrier News goes to press, here is the draft of how Measure 82 may appear on the May 2000 ballot:

REPEALS TRUCK WEIGHT-MILE TAX; ESTABLISHES AND INCREASES FUEL TAXES

RESULT OF "YES" VOTE: "Yes" vote repeals truck weight-mile tax; establishes diesel tax; increases gas tax, registration fees.

RESULT OF "NO" VOTE: "No" vote retains weight-mile highway tax on trucks; rejects increasing gas tax, registration fees.

SUMMARY: Currently, motor carriers pay highway tax based on truck weight, miles driven. Measure repeals weight-mile tax. Establishes diesel fuel tax (29 cents per gallon). Increases gasoline tax by five cents to diesel tax rate. Raises vehicle registration fees. Requires licenses for diesel fuel suppliers, distributors, certain dyed diesel fuel users, others. Requires recordkeeping and monthly tax reports by licensees. Authorizes transportation department to enforce requirements, including inspections, notices, tax collection, reassessment, credits, refunds. Provides remedies for violations, including fines, penalties, criminal sanctions. Other provisions.

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550 Capitol Street NE
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Gregg Dal Ponte, Manager
Jim Brock, Motor Carrier News Editor
(503) 373-1578

Time line for HB 2082 changes now hinges on results of May election

DECEMBER 1999

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When Oregon lawmakers passed House Bill 2082 in the 1999 Legislative Session, they knew that a bill increasing gas taxes and repealing truck weight-mile taxes could be the subject of a petition drive and a referral to the voters. That's why they included alternate implementation dates in the bill to allow changes to take effect at later dates than originally planned, pending the outcome of an election. Since the bill has in fact been referred to voters, here's a rundown of what changes lie ahead for truckers, all dependent on the vote of the people:

May 16, 2000, Primary Election

In the May 16, 2000, vote-by-mail election, Oregon voters will approve or reject House Bill 2082. The question will appear on the ballot as Measure 82, where a YES vote upholds House Bill 2082.

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July 1, 2000, first possible increase in gas taxes

If voters approve Measure 82, gas taxes will increase from 24 cents to 26 cents per gallon beginning July 1, 2000. The first two months worth of funds received from this increase would be used by the Oregon Department of Transportation for maintenance and preservation of state highways.

AUGUST 2000

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September 1, 2000, second possible increase in gas taxes

If voters approve Measure 82, gas taxes will increase from 26 cents to 29 cents per gallon, and car registration fees increase from \$30 to \$40 per biennium, beginning September 1, 2000. Some of the new funds would pay for \$600 million in bonds for new highway projects. (A list of modernization projects is currently undergoing public review and is expected to be approved by the Transportation Commission in January 2000.) Other new funds go to cities and counties for their road needs. The increases also (1) establish an Eastern Oregon Safety Net Account worth \$3 million per year for counties east of the Cascades, and (2) establish a Disaster Relief Account worth \$3 million per year for repairing roads and bridges damaged by natural disasters.

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September 1, 2000, possible interim increase in truck weight-mile taxes and flat fees

If voters approve Measure 82, truck weight-mile taxes and flat fees will increase for the period from September 1, 2000, through February 28, 2001. Each of the weight-mile tax rates go up about 4.6%. The flat fees that log and sand and gravel haulers elect to pay, in lieu of weight-mile taxes, go from \$5.55 to \$5.69 per 100 pounds of declared combined weight. Flat fees that wood chip haulers elect to pay go from \$22.40 to \$23.19 per 100 pounds of declared combined weight.

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Also, road use assessment fees will change to a per trip fee of \$3 per ton over 98,000 pounds, beginning September 1, 2000.

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September 1, 2000, possible decrease in truck weight-mile taxes

If voters reject Measure 82, truck weight-mile taxes will decrease to implement the findings of the 1999 Highway Cost Allocation Study. Each of the weight-mile tax rates go down about 12.3%. Flat fees paid in lieu of weight-mile taxes remain unchanged.

DECEMBER 2000

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March 1, 2001, possible repeal of weight-mile taxes and change in various fees

If voters approve Measure 82, weight-mile taxes are repealed on March 1, 2001, and replaced with a 29-cent-a-gallon diesel fuel tax and higher registration fees that are based on the type of trucking operation. Various other permit fees increase. Continuous trip extended weight permits become subject to a new axle-based fee. Also, Motor Carrier Enforcement Officers can begin issuing citations for registration-related offenses and violation of dyed diesel fuel use requirements.

JANUARY 2001

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Other future dates of interest — January 1, 2004, and January 1, 2006

If voters approve Measure 82, truck registration fees will increase again on January 1, 2004. Also, on January 1, 2006, truck weight-mile taxes will be reinstated unless the Legislature passes another bill in the 2005 Session that keeps the existing diesel fuel tax and registration fee system in place.

MARCH 2001

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New law strengthens drug and alcohol testing requirements

A new law passed by Oregon legislators in 1999 seeks to strengthen drug and alcohol testing requirements and make it more difficult for a truck driver to hide positive drug test results. House Bill 3292, which becomes effective March 1, 2000, makes three major changes in Oregon law.

Carriers will notice one change when they're asked to certify that they meet drug and alcohol testing requirements. The question will come up when they first register to operate here, and again each time they renew registration. Those who participate in a program maintained by a consortium will be asked to provide the names of the consortium operators.

Carriers caught without a testing program will also notice a change in penalties. In March, the fine increases from \$100 to \$1,000 per violation. The Motor Carrier Transportation Division (MCTD) expects to establish administrative rules for how it will assess the new penalty. When it currently finds violations during a Safety Compliance Review, it charges \$100 for each of the six months of operations reviewed, plus \$100 for each of the drivers employed during that time. For first-time offenders, MCTD proposes to increase the penalty to \$250 for each of the six months reviewed, plus \$100 for each of the drivers employed. Those who violate a second time within five years would pay \$500 per month, plus \$100 for each of the drivers. They would also face a possible suspension of their operating authority. Those who violate a third time within one year of the second offense would pay the full \$1,000 per month penalty, plus \$100 for each of the drivers. They would also face the revocation of their operating authority.

Oregon truck drivers who test positive for drugs will notice another major change this law brings. Medical review officers will be required to notify Driver and Motor Vehicle Services (DMV) of any

commercial driver's positive drug test result. DMV will then send a letter advising the driver of the right to a hearing to dispute the test result before it is entered on the employment driving record. If a hearing is

requested, no entry will be made pending the outcome of the hearing. If drug test information is posted on a commercial driving record, DMV will release it only with the written permission of the driver.

Controlled Substances and Alcohol Testing Requirements Summary

Here's a summary of various parts of the Federal Motor Carrier Safety Regulations (FMCSR), Title 49, Part 382, related to truck driver testing requirements:

Pre-employment Controlled Substance Tests

Motor carriers cannot allow a driver to perform safety-sensitive duties until the driver has received a negative result from a drug test. FMCSR, Part 382.301

Random Tests

Carriers must conduct random drug and alcohol tests throughout each year. The drug tests must involve enough drivers to equal at least 50% of the average number of drivers. The alcohol tests must involve enough drivers to equal at least 25% of the average number of drivers and they must be performed immediately prior to, during, or immediately after a driver is on duty. All drivers must have an equal chance of being selected and must be selected throughout the year using a scientific method. FMCSR, Part 382.305

Post-Accident Tests

Carriers must conduct both drug and alcohol tests on any driver involved in an accident that resulted in a fatality. Both tests are also required when the driver is cited for a moving traffic violation resulting in an accident in which a person requires immediate medical treatment away from the scene, or when a vehicle is towed away. The driver is to be tested for alcohol within 8 hours of the accident and tested for drugs within 32 hours of the accident. FMCSR, Part 382.303

Reasonable Suspicion Tests

Drivers must submit to a drug and/or alcohol test whenever a properly-trained motor carrier official or supervisor observes or documents behavior indicating drug or alcohol use. FMCSR, Part 382.307

Return-to-Duty Tests

Carriers must follow certain steps before allowing a driver to return to work after failing a test, or after refusing to take a test. First, the carrier must ensure the driver passes an alcohol test with a result indicating an alcohol concentration of less than .02 or a drug test indicating a negative result (whichever is applicable). Second, the driver must be evaluated by a substance abuse professional to determine what else may be needed. FMCSR, Part 382.309

In addition to these tests, carriers must provide drivers with educational materials that outline the requirements and the carrier's policy regarding alcohol misuse and drug abuse. Carriers can administer their own testing programs or they can enroll drivers with consortiums or third-party administrators who manage testing programs. Final responsibility for compliance lies with the carrier, however. FMCSR, Part 382.601

Questions? Contact the Motor Carrier Transportation Division —503-378-6166.

Transponder fee reduced until March, or while supplies last

Truckers can make a New Year's resolution to stop at fewer Oregon weigh stations next year, if they join the Green Light program. And now the transponder used for automatic vehicle identification is marked down from its original \$45 per year annual fee.

TransCore, the Transponder Administrator for the Green Light weigh station preclearance program, is offering transponders at a 50 percent discount for the first year of their use. The offer lasts until 4,500 transponders are distributed, or until March 1, 2000, whichever comes first.

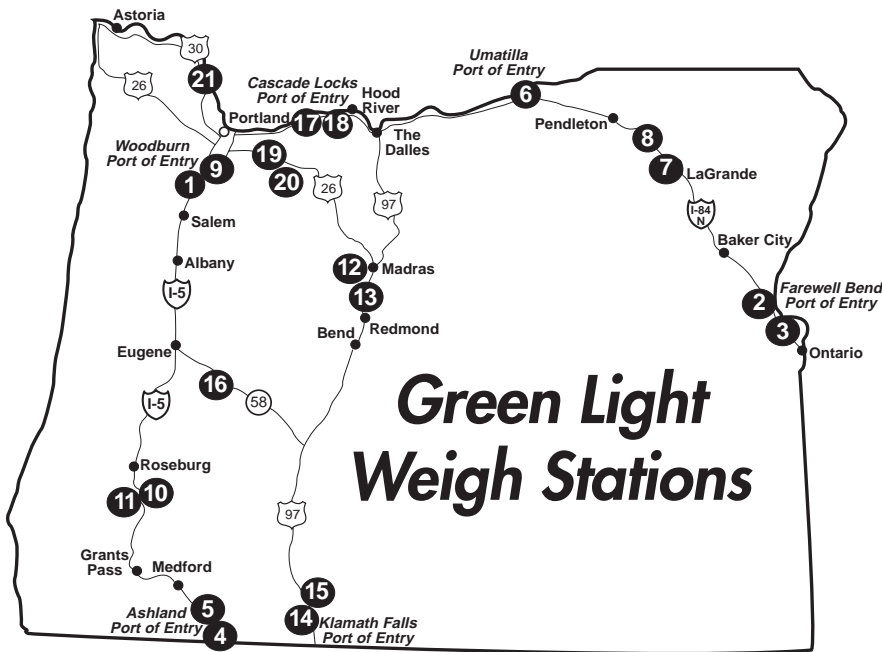
In what it calls its "Good to Go!" enrollment campaign, TransCore is offering transponders for just \$22.50 each for the first year. Moreover, that first-year fee is not payable until six months after the transponder is issued, giving motor carriers a free trial period to see what it's like to get weigh station bypass privileges.

Oregon Green Light sites with weigh-in-motion scales and automatic vehicle identification devices currently "preclear" about 28,000 trucks each month. If bypassing a weigh station at highway speed saves a trucker just five minutes, the 28,000 bypasses represent a savings of 2,333 hours of travel time.

For additional information, contact TransCore's Service Center at their toll free number: 1-877-229-7277.

UPS joins Green Light

The world's leading package delivery service is helping to ensure its shipments arrive on time by equipping its trucks with transponders so they don't have to stop at weigh stations. United Parcel Service joined the Green Light program in September and put transponders in 102 trucks in its heavy truck fleet. As a result of its excellent safety record, the company also placed Trusted Carrier Partner license plates on each of those trucks.



Green Light Construction Schedule

Site	Construction Status
Interstate 5	
(1) Woodburn Port of Entry, Southbound	Complete
(9) Woodburn Weigh Station, Northbound	Complete
(4) Ashland Port of Entry, Northbound	Complete
(5) Ashland Weigh Station, Southbound	Complete
(10) Wilbur Weigh Station, Southbound	Complete
(11) Booth Ranch Weigh Station, Northbound	Complete
Interstate 82	
(6) Umatilla Port of Entry, Southbound	Complete
Interstate 84	
(2) Farewell Bend Port of Entry, Westbound	Complete
(3) Olds Ferry Weigh Station, Eastbound	Complete
(7) La Grande Weigh Station, Eastbound	Complete
(8) Emigrant Hill Weigh Station, Westbound	Complete
(17) Cascade Locks Port of Entry, Eastbound	In Progress
(18) Wyeth Weigh Station, Westbound	In Progress
US Highway 97	
(12) Juniper Butte Weigh Station, Northbound	Complete
(13) Juniper Butte Weigh Station, Southbound	Complete
(14) Klamath Falls Port of Entry, Northbound	Complete
(15) Klamath Falls Weigh Station, Southbound	Complete
OR Highway 58	
(16) Lowell Weigh Station, Westbound	Complete
US Highway 26	
(19) Brightwood Weigh Station, Westbound	In Progress
(20) Brightwood Weigh Station, Eastbound	In Progress
US Highway 30	
(21) Rocky Point Weigh Station, Westbound	In Progress

GREEN LIGHT

BYPASS WEIGH STATIONS!!

TIRED OF WAITING IN LINES??

Enroll in the Oregon Green Light Preclearance Program

Part of the North American Preclearance And Safety System/NORPASS

APPLICATION

CUSTOMER INFORMATION

Carrier Name				DBA Name			
Carrier Physical Location				City		State	Zip Code
Carrier Mailing Address				City		State	Zip Code
Contact Person			Phone Number		Fax Number		Email Address
US DOT #:	ICC #:	Federal EIN:	IRP Jurisdiction and #:		IFTA Jurisdiction and #:		If INTRA-STATE only list: State _____ Authority #: _____

No. of Transponders Requested: _____
 Annual Fee Per Transponder: _____
 Amount Due: _____

X \$45
 \$

You must have a transponder for electronic preclearance.

Please send application and payment to:
TransCore
 1118 12th St SE Suite 5,
 Salem, OR 97302

VEHICLE PLATE INFORMATION

All information required to process application

Veh	Base State	Base State Plate No.	Registration Expires Mo/Day/Yr	Year / Make	Unit No.	Registered GVW	Complete VIN	Oregon DOT Plate	I wish to apply for preclearance in the following jurisdictions. Check jurisdiction with X.			
1									OR	WA	ID	UT
2									KY	GA	FL	NC
3									VA	LA	Add Other	
4												
5												

Attach a separate sheet of vehicles if necessary

Terms and Conditions of the Electronic Preclearance Program

- | | |
|--|---|
| 1. Transponders are to be installed only on designated vehicles and in accordance with instructions provided. | 2. Carrier assumes full responsibility for lost, stolen or damaged transponders. The cost to replace the transponder is \$100. |
| 3. Carriers whose vehicles are operating under an over-dimensional permit (Size/Width/Height) are required to report to the scales. | 4. Carrier will report any changes in the transponder application information to TransCore at the number listed below. |
| 5. Carrier may bypass an open port or weigh station only when the transponder indicates a green light. *See exception below. | 6. Carrier will report any changes in vehicles added or removed to fleet operations to TransCore. |
| 7. *Exception: At Idaho's East Boise POE, the carrier must respond to the message on the reader board. If the reader board does not give a message the carrier may bypass the Port of Entry. | 8. Carrier agrees to allow their registration base state to provide information regarding their IFTA and IRP accounts to TransCore for the purpose of providing by-pass preclearance to their vehicles. |
| 9. Carrier will pay annual administrative fees for the use of transponders on a timely basis. | 10. Carriers will return transponders to TransCore when vehicles are removed from service. |

Motor Carrier Self Certification Statement

I agree to comply with the applicable State and Federal Motor Carrier rules and regulations as administered by the states through which I apply for preclearance. I certify that this company has been in operation for at least 12 months, has had no IFTA, IRP suspensions within the last 12 months and has had no driver found to be driving under the influence. I agree to maintain and/or keep current my IFTA and/or IRP account(s) as appropriate. I also agree to comply with the terms and conditions for the installation and use of the transponder provided by TransCore, and agree to return the transponder when the vehicle is no longer in use.

Signature: _____ Title: _____ Date of Application _____

For additional information, please call TransCore at:
TOLL FREE 1-877-2BY-PASS (229-7277) or (503) 391- 4204, or FAX 1-(503) 391-2987

Enforcement

3rd Quarter 1999

During the third quarter, July through September 1999, Motor Carrier Transportation Division staff finalized a total of 156 formal enforcement actions. The number following each name indicates the number of violations confirmed in the process.

- ** Denotes second complaint within five years.
- ◆ Denotes failure to comply with an out-of-service notice.
- Denotes failure to produce records, resulting 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 37 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 & L Trucking, Inc. 11
- B A M Trucking 13 **
- B & B Trucking 132 **
- Blue Sky Construction 17
- Mark Bourdeau Trucking, Inc. 12 **
- J Choat Trucking 1
- Coastal Brokers, Inc. 18
- J C Compton Contractor, Inc. 42
- D Danielson Construction, Inc. 12
- Darnell Express, Inc. 10 •
- DKA, Inc. 5
- Erickson Air Crane Co. LLC 85
- Gary Fiorante Trucking, Inc. 58 **
- Fontana Wood Products 9
- Charles Lavern Goettsch 1 ◆
- Hico Excavation, Inc. 19 **
- A G Howell Logging, Inc. 9
- Kuenzi Construction, Inc. 9
- Lammi Sand & Rock Products 8 **
- Lamprecht Logging 16
- Medelez, Inc. 40
- John Meier Trucking, Inc. 11
- Mark Moore & Sons 10 •
- Joe Nickols 19
- Greg Payne 6
- Peachey Trucking 10
- John W Peterkin Trucking 15
- PX Transportation, Inc. 1
- Rapid Transfer & Storage Co. 8
- Stayton Mill City & Silverton Septic Service 9
- Alton E Sullivan Construction, Inc. 15
- Ungers' Co. 6 **
- Valley Pacific Construction, Inc. 6
- Allen Waldron Logging 7
- Ware Window Co. 11
- Whirl Wind Development 11 **
- Ardy Wayne Wibbens 1 ◆

Other Safety Violations

A total of 31 enforcement actions involved failure to return a Driver or Equipment Compliance Check Form after a safety inspection.

- Alto Brothers Trucking, Inc. 1
- Andrus Transportation Services, Inc. 1
- C R S T, Inc. 1
- Cascade Amusements, Inc. 1
- Bruce Davis Concrete 1
- Escobar Trucking 1
- Blaine Evans Trucking 1
- F F E Transportation Services, Inc. 1
- F R S T 1
- Golden Eagle Express, Inc. 1
- Maurice Ray Golladay 1
- Groundhog Excavation LLC 1
- Juanita's Fine Foods 1
- KLB Construction, Inc. 1
- Lambert Transfer Co. 1
- Mike M Russell 1
- Minco Transport, Inc. 1
- A Noble, Inc. 1
- Pacific West Coast Trucking, Inc. 1
- Andrew Patrick Rafferty 1
- David L Penegor, Inc. 1
- Pieratt Brothers, Inc. 1
- Stoker Trucking 1
- Triple W Trucking 1
- Turps Trucking 1
- United Foods, Inc. 1
- Vanstralen Trucking 1
- W C T, Inc. 1
- Walsh Brothers Trucking, Inc. 1
- The Westwater Group, Inc. 1
- Gail Woodworth Trucking 1

Other Violations

A total of 88 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 a household goods or passenger carrier to file an annual financial report.

- Advantage Moving 1
- All Concrete Specialties, Inc. 7
- America West Environmental Supplies, Inc. 3
- American Nickell Carriers 7
- American Transportation (CA) 6
- Sam N Ancich & Sons Trucking 4
- Steve Anderson Logging, Inc. (WA) 6
- Ashland, Inc. 2
- B & B Tile & Masonry 2
- B T S Container Service, Inc. 5
- Ballard Oil Company, Inc. 2
- D A Bell Trucking Co. 3
- Butch Company 2
- B Y Trucking, Inc. 3
- C & H Farms (WA) 6
- C and D Moving 1 **
- C J Transportation 3
- Chintimini Forest Products, Inc. 2

- Clark County Excavating and General Contracting, Inc. 3
- Ray Clontz Logging 3
- CMH Construction Material & Hauling 2
- Cokley Excavation, Inc. 2
- Marvin L Cole General Contractor 2
- Craig H Carter Trucking 6
- D & G Paving, Inc. 2
- D A Paul, Inc. 6
- C W Daniels 6
- Doaba Transport, Inc. 9
- Downs Excavating, Inc. 2
- Don L Entus Log Road Construction Co., Inc. 5
- Evergreen State Concrete Pumping, Inc. 4
- Flatt's Truck Service, Inc. 1 ◆
- Stan Fye Trucking 5
- G & ME Trucking 3
- Mel Gibbons Trucking, Inc. 2
- Maurice Golladay 2 **
- John L. Goodell 3
- Grape Escape Winery Tours 1 ◆
- Greco Enterprises 33
- J & S Groshong Trucking 2
- Craig Gurney Trucking 2
- John Gwinn Trucking 2
- Hamilton Logging, Inc. 2
- Heagy & Son Corp. 3
- Hermann Brothers Logging & Construction, Inc. 2
- Scott C Jerles 2
- Ron Kampschmidt 15 **
- Kent Bros. Transport 8
- Gary L Kramer 10 •
- Leland Steel Transport, Inc. 10
- Leonard Logging 3
- Levanen, Inc. 2
- The Manfredi Motor Transit Co. 10
- Ken Martin, Inc. 2
- R McCall Trk. 3
- Mingo Transportation, Inc. 4
- Nichols Trucking Co. (WA) 19
- A Noble, Inc. 3
- Norwest Transport 15
- J & D Nygaard Brothers Logging 3
- Joseph Nystrom Enterprise 2
- P R T I 7 **
- Pacific Coast Intermodal, Inc. 13
- Patent Construction Systems Division 4
- Prestege Trucking 2
- Price Excavators 4
- Quigley Enterprises 1
- Randy Raymond Trucking 4
- Rehberg Trucking 4
- Royal Express Transport Services, Inc. 6 **
- Sholes & Lutton, Inc. 4
- Joe Sleasman Trucking 2
- Smith Gardens, Inc. 9
- Straightline Trucking LLC 15
- Super Movers - Pat Rivelli 1 **
- Sweatman Trucking Co. 11
- Sweet Septic Service 2
- T A H W 2
- United Northwest Transport of Oregon 3
- Valley View Logging & Cutting, Inc. 5
- Greg Wallace Trucking 2
- Greg Weiberg 2
- Wells Trucking & Leasing, Inc. 6
- West Coast Logistics Transport, Inc. 3
- West Coast Trucking, Inc. (WA) 13
- Wild Rose Trucking (WA) 2
- D Witherrite Trucking 5
- Young's Trucking, Inc. (OR) 10

Other Enforcement

Following are results of certain enforcement actions taken by Motor Carrier Enforcement Officers in the field during the 2nd and 3rd Quarters of 1999:

2nd Quarter 1999	3rd Quarter 1999
Warnings Issued 4,765	Warnings Issued 6,918
Weight-Related Citations 3,434	Weight-Related Citations 4,006
Size-Related Citations 488	Size-Related Citations 588
Size and Weight Legalizations 2,641	Size and Weight Legalizations 4,021
Other Citations 1,515	Other Citations 1,574
Citations for No Operating Permit 964	Citations for No Operating Permit 870

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

Drivers without credentials risk citation entering Oregon after hours

Portland Interstate Bridge
I-5 S, Jantzen Beach
 12348 N Center Avenue
 Portland OR 97217-7871
 Phone: (503) 283-5700
 Fax: (503) 283-5860
 6 am - 6 pm, Mon - Fri

Cascade Locks POE
Interstate 84 East
 Cascade Locks OR 97014
 Phone: (541) 374-8078
 Fax: (541) 374-2240
 Registration Desk Open
 6 am - 6 pm, Mon - Fri

Umatilla POE
Interstate 82 South
 Umatilla OR 97882-0770
 Phone: (541) 922-3761
 Fax: (541) 922-2979
 Registration Desk Open
 6 am - 6 pm, Mon - Fri

Woodburn POE
Interstate 5 South
 Woodburn OR 97071-0245
 Phone: (503) 982-0800
 Fax: (503) 982-7201
 Registration Desk Open
 6 am - 6 pm, Mon - Fri

Salem Headquarters
Motor Carrier Services
550 Capitol Street NE
 Salem OR 97301-2530
 Phone: (503) 378-6699
 Fax: (503) 378-6880
 8 am - 5 pm, Mon - Fri

Farewell Bend POE
Interstate 84 West
 Huntington OR 97907-9707
 Phone: (541) 869-2293
 Fax: (541) 869-2021
 Registration Desk Open
 24 hours a day
 7 days a week

Ashland POE
Interstate 5 North
 Ashland OR 97520-0023
 Phone: (541) 776-6117
 Fax: (541) 488-5049
 Registration Desk Open
 6 am - 6 pm, Mon - Fri

Klamath Falls POE
U.S. Highway 97 North
 K-Falls OR 97601-9387
 Phone: (541) 883-5696
 Fax: (541) 883-5564
 Registration Desk Open
 6 am - 6 pm, Mon - Fri

**Oregon
 Offices for
 Registration
 Services**

Oregon is still experiencing an unusually high number of truck drivers who are entering the state without operating credentials at a time when registration services are unavailable. If they arrive after 6 p.m. on a weekday or anytime on a weekend day, except at the Farewell Bend Port of Entry, they are subject to citation and a fine of \$250. Most drivers can avoid trouble by just obtaining a temporary pass and/or trip permit. Others may need an over-dimension permit. The Motor Carrier Transportation Division (MCTD) is cautioning that if a trucker has any question as to whether he or she is good to go in Oregon, a call ahead is worth making since it could prevent getting a \$250 ticket.

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.

CHRISTMAS HOLIDAY: For the Christmas holiday, the Registration Desk at the Ports of Entry will close Thursday, December 23 at 6 p.m. (midnight that day at Farewell Bend) and not reopen until Monday, December 27 at 6 a.m. **NEW YEAR'S HOLIDAY:** For the New Year's holiday, the Registration Desk at the Ports of Entry will close Thursday, December 30 at 6 p.m. (midnight that day at Farewell Bend) and won't reopen until Monday, January 3 at 6 a.m.

