



MOTOR CARRIER NEWS

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

Weight-mile tax rates drop 12.3% as of September 1, 2000

Trucking company bookkeepers can make their bosses very happy this month if they remember to update their Oregon weight-mile tax rate charts. Taxes drop 12.3% beginning September 1, 2000, and the Motor Carrier Transportation Division (MCTD) is urging carriers to double check the next few road-use tax returns to make sure they don't pay too much.

MCTD is bracing for a rash of reporting errors as companies fail to heed notice of the rate change. "The last time tax rates changed (1996) we had thousands of carriers filing incorrect reports and the problem continued for three years," Ric Listella, Manager of Motor Carrier Services, noted.

Because this change occurs in the middle of the third quarter, MCTD is mailing two forms and special instructions to the 15,000 carriers who currently file on a quarterly basis. One form will be for reporting mileage and tax for July and

"The last time tax rates changed (1996) we had thousands of carriers filing incorrect reports and the problem continued for three years."

August based on the old rates, and the second form will be for reporting mileage and tax for September based on the new rates. The unprecedented special mailing should reach quarterly taxpayers by late-September.

This tax rate change was ordered by House Bill 3344, a bill that passed in the waning days of the 1999 Legislative Session. The bill was a backup plan for House Bill 2082, legislation that called for a five-cent gas tax increase and the replacement of weight-mile taxes with a diesel tax and higher truck registration fees. House Bill 3344 was to take effect if House Bill 2082 did not pass, if it passed and the Governor vetoed it, or if it was rejected in a referendum. Voters ultimately did reject the referendum (Measure 82) in the May 2000 election.

Adjustments to tax rates 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.

New Weight-Mile Tax Rates 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)	5 (Mills)	Number of Axles			9 or more
		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

Registration renewal notices hit mailboxes

You've got mail! At least that's the case for more than 25,000 trucking companies located throughout Oregon and the U.S. who were on the September mailing list for notice to renew Oregon tax, commercial, and apportioned truck registration. The Motor Carrier Transportation Division (MCTD) begins the massive, annual process in September to allow time to renew registration for the 300,000+ trucks currently on record as operating in Oregon.

Carriers are asked to complete and return renewal forms by Tuesday, October 31, 2000. If forms are returned by then, MCTD has time to process them and mail the new, silver Year 2001 stickers for each license plate before the first of the year.

MCTD is reminding carriers that there is no grace period for renewing registration.

After January 1, 2001, 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 a \$295 citation issued by enforcement officers or civil monetary penalties in a formal complaint action by MCTD.

A "sticker display grace period" is available to those who submit renewal forms with payment by December 31, but Registration Services Manager Laurie Hall is appealing to carriers to meet the October 31 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 an MCTD Permit Analyst at 503-378-6699.

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Oregon Commercial Vehicle License Plates

The business of renewing truck registration in Oregon involves work renewing three kinds of truck license plates that are displayed on the power unit of vehicles with a declared weight over 26,000 lbs. Here's a look at those plates, the number displayed on trucks as of mid-August 2000, and what it takes to renew them:

Tax Plates —

A total of 14,860 out-of-state-based trucking companies have 253,272 trucks displaying one of these plates so they don't have to obtain a trip permit and/or temporary pass every time the truck operates in Oregon. Renewing tax plates is a fairly simple process, but time-consuming because there are so many. Carriers respond to a notice of the plates currently active and remit payment to renew them.



Tax Plate

Issued to carriers based out-of-state for trucks that operate in Oregon.

The plates all have three letters followed by three numbers.

Commercial Plates —

A total of 5,482 Oregon companies have 19,896 trucks displaying one of these plates. A commercial-plated truck generally doesn't operate in another state, or the carrier obtains registration trip permits there when it does. These plates can be renewed on a quarterly basis. In a fairly simple process, carriers respond to a notice of the plates currently active and remit payment to renew them.



Commercial Plate

Issued to Oregon carriers for trucks that generally don't operate in another state. The plates all begin with the letters Y C.

Apportioned, Prorate Plates —

A total of 4,472 Oregon companies have 38,491 trucks displaying one of these plates so they can operate in other states under the International Registration Plan (IRP). Renewing prorate plates can be complex and time-consuming. Based on the mileage carriers report they operated in Oregon and other states from July 1, 1999, through June 30, 2000, Oregon computes the truck registration fees owed to each state, generates a billing, receives payment, and then distributes the fees to each state.



Apportioned, Prorate Plate

Issued to Oregon carriers for trucks that operate in other states under the International Registration Plan. The plates all begin with the letters Y A.

Federal regulators note that Oregon should not exempt farm trucks operating interstate

Farm trucks may become subject to safety regulation

For some people, the “F” on a yellow Oregon farm plate has always stood for “FREE” — free from motor carrier regulation. A farmer registering a heavy truck for his certified farm operation generally doesn’t have to worry about insurance filings, surety bonds, highway-use tax reports or payments, hazardous material shipping requirements, or other vehicle and driver safety requirements.

Now the Federal Motor Carrier Safety Administration (FMCSA) is asking Oregon to change that, at least when it comes to farmers operating in interstate commerce. Pointing to its requirement that states adopt laws that are consistent and compatible with federal safety regulations, the FMCSA has found Oregon’s law exempting farm trucks is too broadly worded and too broadly interpreted. Without a change, the U.S. DOT could withhold millions in federal funds now going to Oregon for truck safety enforcement.

“The federal agency has notified us that our law should not go so far as to exempt farmers from safety regulation when they’re operating trucks over 10,000 pounds in interstate commerce,” Dave McKane, Safety Program Manager for the Motor Carrier Transportation Division (MCTD), explained. “States are allowed, under what’s called federal tolerance guidelines, to exempt certain trucking operations that take place within their state (intrastate). But they risk losing federal funds if they go outside those guidelines.”

The problem with Oregon law surfaced in March when FMCSA officials conducted their annual review of Oregon’s Motor Carrier Safety Assistance Program (MCSAP). In what should have been a routine check of state statutes and administrative rules, they noticed that ORS 825.024 is so broadly worded that it essentially exempts both intrastate and interstate farm operations. A check with MCTD confirmed that its

safety inspectors have long assumed they didn’t have authority over farmers operating interstate. Based on the broad exemption statute, they thought FMCSA inspectors and other state law enforcement officers were the only ones who could stop interstate farm operators and enforce safety regulations.

Now unless legislators agree to clarify the exemption so all state regulators enforce the law, Oregon could lose \$2.2 million per year in MCSAP funds that are now available to it for truck safety enforcement.

The U.S. DOT distributes shares of MCSAP funds to states with laws and rules that are within federal tolerance guidelines. Those states can earn shares by meeting certain

program goals, such as reducing the number of fatal accidents involving large trucks. When a state accepts the funds, it is required to match the amount received with 20 percent in state funds or state staffing resources.

“The federal Safety Assistance Program plays an extremely important role in truck safety enforcement in Oregon,” McKane said. “If a trucker is stopped and inspected by Oregon State Police, city police, county sheriffs, or county weighmasters, that is usually done under a MCSAP contract that provides compensation for the enforcement work. Cut off those funds and we could lose more than 20,000 truck and driver inspections a year.”

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Vehicle and driver safety regulations currently apply only to certain farm trucking operations

Commercial Vehicle Safety Regulations

In Oregon, commercial vehicle safety regulations apply to the following:

- Farm trucks with a GVW over 80,000 lbs. (actual weight). These trucks need a Special Transportation Permit for “extended weight” operations.
- Farm trucks towing triple trailers (regardless of weight). These trucks need a Special Transportation Permit to conduct triple trailer operations, which requires that the farmer have a safety rating.

Safety regulations do not apply to the following Oregon intrastate operations:

- Farm trucks with a GVW of 80,000 lbs. or less (actual weight) when used to haul farm products or supplies to or from a farmer’s own farm.
- Farm trucks with three axles or less when used to provide for-hire transportation services for other farmers.

Commercial Driver License Requirements

A farm truck driver will need a Commercial Driver License for the following:

- Driving a farm-registered truck that is over 26,000 lbs. GVWR or GCWR and operating beyond 150-miles of the boundary of the farm.
- Driving a farm-registered truck that is towing triple trailers.
- Driving a farm-registered truck that is over 26,000 lbs. GVWR or GCWR that is conducting operations that require an ODOT tax plate (such as for-hire operations). The driver of a farm-registered truck that is over 26,000 lbs. and conducting operations under an apportioned plate may also need a CDL, depending on the state in which the farmer apportioned the vehicle.

It is sufficient for the driver of a farm-registered truck to have a Farm Endorsement on a Class C Driver License if the vehicle is over 26,000 lbs. GVWR and operating within 150-miles of the boundary of the farm, including distance into Washington, Idaho, California, or Nevada.

Legislators to consider changes to farm exemptions

(continued from page 3)

To fix the problem, legislators meeting in Salem next year will be asked to change Oregon law to stipulate that federal motor carrier safety regulations apply to farmers operating across state lines or in furtherance of interstate commerce. But the difficulty inspectors may have differentiating between interstate and intrastate commerce could make some wonder if regulations should apply to all farm trucks.

“I met with a farm group earlier this year to discuss all this and brief them about the legislative concept,” said Gregg Dal Ponte, MCTD Deputy Director. “One legislator in attendance said it makes more sense to just regulate the safety of all heavy farm trucks, rather than trying to determine which are operating interstate and which are intrastate.”

The logic in that could be seen in July when the Pendleton-based Oregon Wheat Growers League sent a letter to the Oregon office of FMCSA to contest a recent enforcement action.

“We assert that the trucks were not involved in interstate commerce,” Executive Vice-President Daren Coppock wrote, “and therefore USDOT has no jurisdiction to inspect the trucks. The trucks in question were hauling Oregon-grown commodities from an Oregon farm exclusively on Oregon highways to a grain elevator company located in the state of Oregon. The grain delivered by farmers is sold to these companies, and the eventual destination of the grain — whether it be a feedlot in Oregon or Washington, a flour mill in Pendleton, an exporter in Portland, or a miller in Japan — is entirely in the control of the purchasing grain company. Once the grower settles accounts with the country elevator, he/she has no further control of the transportation or ownership of that commodity. The grower is simply doing business with an Oregon grain elevator, and as such, the shipment should be considered wholly intrastate in nature.”

According to McKane, a U.S. DOT inspector was out checking the trucks because he understood the grain was destined to be shipped from the terminal by barge on the Columbia, an interstate transportation corridor. “Whatever the case, this is a good example of how difficult it can be to tell whether a farm truck is hauling intrastate or interstate commerce,” McKane said.

Farm-plated trucks subject to less regulation, but limitations on use

Farm trucks that are titled in Oregon and used for a certified farm operation are registered with ODOT’s Driver and Motor Vehicle Services Division (DMV). There, farmers pay a low truck registration fee and obtain a special “F” farm plate. Once a truck is registered as a farm truck, it cannot be registered, not even on a temporary basis, for use as another type of vehicle. When a farmer wants to use a farm truck for some purpose unrelated to his or her farm, such as hauling property on a for-hire basis, the farmer must obtain a Class 1A permit from the Motor Carrier Transportation Division (MCTD).

A farm-plated truck is exempt from Oregon weight-mile taxes, state and federal truck safety regulations (in most cases), and truck-related requirements of the Department of Environmental Quality. But that special exempt status only applies when the truck is used for the following purposes:

- Hauling the farmer’s own agricultural commodities, products, or livestock that were originally grown or raised by the farmer on his or her own farm, ranch, or orchard. This includes products or byproducts of commodities or livestock that were packed, processed, or manufactured by the farm, or for the farm, if the farmer retains ownership of the products. This does not include products that have been transformed into a finished state.
- Hauling things that are incidental to the regular operation of the farmer’s farm, including supplies, equipment, or materials that will be consumed or used on the farmer’s farm.
- Hauling products, supplies, equipment, or materials for another qualifying farmer on a bonafide, documented exchange of labor basis if what’s hauled will be used or consumed on that farmer’s farm.
- Personal use by the farmer, any member of the immediate family, or any person employed by the farmer. “Personal use” includes such things as taking the boat to the lake, hauling the camper, and going to the store.
- Farm trucks may be rented or borrowed by a farmer to haul his or her own agricultural commodities, products, or livestock that were originally grown or raised on his or her farm, but only if that farmer could qualify for farm registration for trucks of the type and size rented or borrowed.
- Transporting straw, whether or not the straw was grown on the farmer’s own farm, if the farmer hauling it is the one who bales the straw. “Straw” is defined as the stalk of grass or grain left after threshing.
- Hauling forest products to his or her farm, or hauling forest materials originating on a farm or as an incident to the regular operation of the farm. But the truck cannot be used to haul:
 - Piling, or poles over 30” around at the large end;
 - Logs over 8’ 6” long. A farm-plated truck with a loaded weight of 16,000 lbs. or less may, however, transport logs over 8’ 6” if they’re not over 16’ 6” long.

Visit MCTD on the World Wide Web for answers to frequently asked questions about farm trucking in Oregon —
www.odot.state.or.us/trucking/regis/farm101.htm

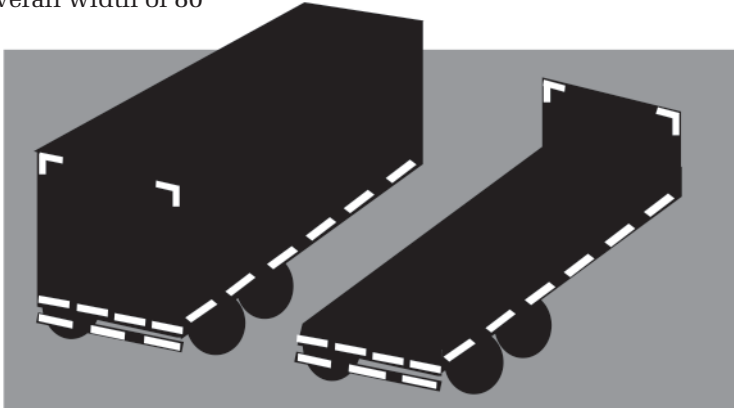
Reflective material required on trailers by June 1, 2001

Trucking companies that use trailers built before December 1, 1993, have just nine months to ensure they're marked with red and white reflective material designed to make them more clearly visible at night.

Effective June 1, 2001, new federal regulations apply to trailers and semi-trailers with an overall width of 80 inches and a gross weight of 10,001 pounds or more. The only trailers excluded from the law are pole trailers, trailers transported in a driveaway-towaway operation (when the trailer itself is the cargo or is being towed for repair), and trailers used only as offices or dwellings.

For the last seven years, manufacturers have been required to outline trailers with red and white reflective tape, called retroreflective sheeting, or hard plastic reflector strips, called reflex reflectors. In a rulemaking last

year, the Federal Motor Carrier Safety Administration decided to require that older trailers must be retrofitted to meet the new trailer standards. Companies that already voluntarily marked their pre-1993 trailers with colors other than red and white will have until June 1, 2009, to refit the



A federal safety regulation that takes effect June 1, 2001, requires that trailers and semi-trailers must be marked with reflective material designed to make them more visible at night and during periods of low visibility. The law is meant to reduce the number of accidents in which cars collide with the sides or rear of trailers. With some exceptions, all trailers built before December 1, 1993, must be retrofitted to match what's been required on newer trailers. (See FMCSR 393.13)

trailers with the required red and white material.

The retrofit rule represents the first time federal safety standards applicable to new vehicles were made applicable to old ones. It is hoped the

change will reduce nighttime accidents by 15 percent.

Those who don't meet the June 1, 2001, deadline will be in violation of Federal Motor Carrier Safety Regulation 393.13. The law applies to all trucking companies operating in Oregon and in other states that adopt and enforce federal safety regulations.

Summary of Requirements for Retroreflective Sheeting and Reflex Reflectors

- Alternating red and white segments of two-inch-wide tape, or an array of red and white reflector strips, applied to both lower sides of trailer, beginning and ending as close to the front and rear as practical and extending at least half of the length of the trailer.
- Red and white tape or reflector strips on lower rear placed as horizontally as practical and extending the full width of the trailer.
- Two pair of white strips, each 12 inches long, placed horizontally and vertically on each of the top corners of the rear of the trailer or head-ache rack of the flatbed.

U.S. DOT numbers get greater emphasis for all motor carriers

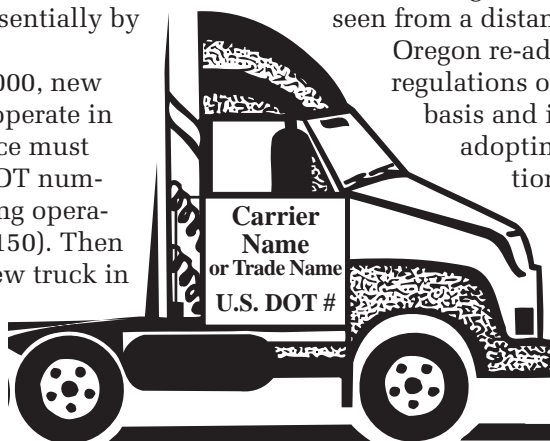
The U.S. Department of Transportation has ordered a change in carrier identification requirements that forces the exclusive use of U.S. DOT numbers by interstate carriers and, as a result, essentially by all carriers.

Effective July 2000, new carriers who will operate in interstate commerce must apply for a U.S. DOT number before beginning operations (Form MCS-150). Then before putting a new truck in service they must display on both sides of the power unit their legal name, or a single

trade name of the business that owns or controls operations, and the U.S. DOT number. Lettering must "contrast sharply" with background colors and be large enough to be seen from a distance of 50 feet.

Oregon re-adopts federal regulations on an annual basis and it will be adopting this regulation in April

2001. The new, simplified truck cab marking requirement will then be



applicable to all carriers operating in Oregon. The state has been issuing U.S. DOT numbers to its intrastate carriers since 1998. With all carriers identified by the uniform, U.S. DOT number, it's possible to link carriers with safety inspection and accident data in a national databank of information collected around the country.

Before DOT numbers, for-hire interstate carriers were required to apply for an Interstate Commerce Commission (ICC) number. Under the new rules, carriers who were displaying an ICC number in lieu of a U.S. DOT number have until July 3, 2002, to show their U.S. DOT number instead.

MCTD measures performance

The Motor Carrier Transportation Division (MCTD) tracks several key business performance measures. Here's a summary of those for the period July 1, 1999 through June 30, 2000:

Salem Registration & Permit Services

Average number of phone calls each month to Permit Analysts in the Salem Registration and Over-Dimension Permit Sections:

12,570

Average time callers spend on-hold: **133 seconds**

Average number of registration transactions completed, and over-dimension permits issued, each month by each Permit Analyst:

265 and 827, respectively

Oregon Truck Weigh Station Operations

Average number of trucks weighed each month: **226,167**

Average number of trucks weighed-in-motion and precleared to pass weigh stations each month via Green Light system: **34,600**

Average number of overweight citations issued each month:

1,239

Average percent of Motor Carrier Enforcement Officers' time that is spent checking trucks at outlying scales: **40%**

Oregon Truck Crashes

(Crashes in which there was a fatality, injury, or damage exceeding \$1,000.)

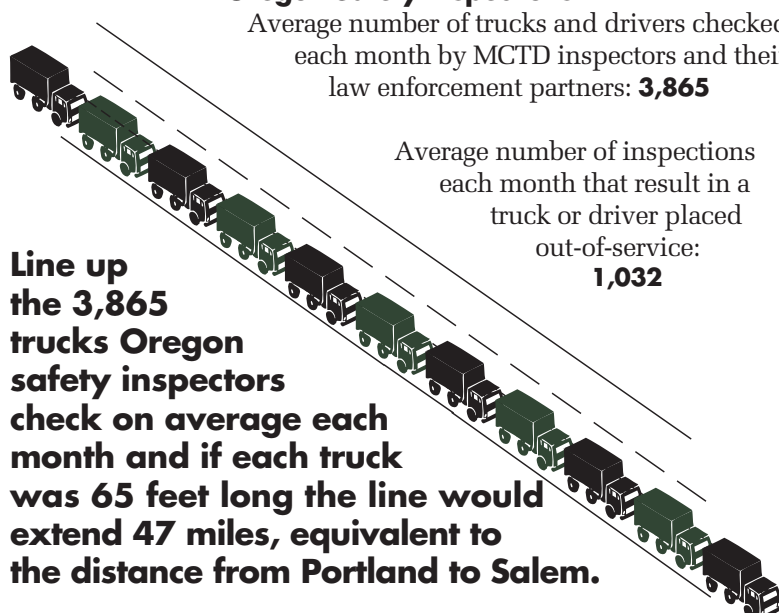
Average number of truck crashes each month: **156**

Average number of crashes that are truck-at-fault crashes: **94**

Oregon Safety Inspections

Average number of trucks and drivers checked each month by MCTD inspectors and their law enforcement partners: **3,865**

Average number of inspections each month that result in a truck or driver placed out-of-service: **1,032**



Line up the 3,865 trucks Oregon safety inspectors check on average each month and if each truck was 65 feet long the line would extend 47 miles, equivalent to the distance from Portland to Salem.

MCTD inspectors alone check more than half, 25 miles, of that line of trucks.

Drug test-related bill to be fully implemented September 1, 2000

Oregon truck drivers who recently failed a drug test are reading letters this month from ODOT's Driver and Motor Vehicle Services Division (DMV). The letter advises them that the test result will soon appear on their employment driving record unless they request a hearing to contest it. The DMV action is the final step in implementing an Oregon law passed last year that makes it difficult for a truck driver to hide positive drug test results.

Since House Bill 3292 took effect in March 2000, DMV has heard from 13 different medical review officers who reported that 154 drivers with an Oregon commercial driver license (CDL) had tested positive for controlled substances. Beginning in September, DMV is sending letters telling the drivers of their right to a hearing before the test result is entered on the driving record. This final piece to implementing the law had been delayed by funding issues. Legislators have now approved DMV's use of \$56,000 in General Funds and \$192,000 in federal Motor Carrier Safety Assistance Program funds to process reports, send letters, and hold hearings in the next ten months.

The law seeks to help companies conduct good background checks of new truck drivers before they get behind the wheel. Employers have always worried that applicants who tested positive for drugs in past jobs would simply not tell them about those prior employers. Under the new law, an employer can see a person's driving record, if the driver expressly permits that. Applicants will look suspicious if they refuse to permit an employer to see the record.

The law requires medical review officers to report a positive test to DMV whenever the driver has an Oregon CDL. But there's no penalty for not reporting. As a result, ODOT's Motor Carrier Division (MCTD) may hold the trucking company responsible for making sure reports of positive drug tests reach DMV.

"When we conduct a safety compliance review we'll look at drug testing results. We can penalize the company if any positive tests are not reported to DMV," Dave McKane, MCTD Safety Program Manager, said. "Considering the number of testing labs located outside the state that may never hear of Oregon's new law, holding the trucking company ultimately responsible may be the only way to make this work."

Anyone with questions about the law can contact the DMV Driver Suspensions Unit at 503-945-5050.

Enforcement

2nd Quarter 2000

During the second quarter, April through June 2000, Motor Carrier Transportation Division staff finalized a total of 135 formal, civil 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 suspension of authority.

Safety Violations

A total of 59 enforcement actions involved violations discovered during safety compliance reviews at carriers' terminals, or violations related to failure to comply with an out-of-service notice.

A C E 3**
 A Fresh Way Septic Tank Cleaning Service 11
 All-Star Gas Transport, Inc. - Oregon 5
 Alpine Acres 17
 American Energy Propane, Inc. 7
 Anderson Pallets, Inc. 9
 Anderson Trucking 9
 B & S Logging, Inc. 17
 B A Nagel, Jr., Trucking 85
 BJS' Metal & Lumber Products, Inc. 3
 Blue Mountain Enterprises 5
 Bonny Trucking 18
 Glenn Bradley Trucking 12
 Cascade Warehouse Co. 6
 Church Roofing Co. 13
 Raymond L & Deanna L Clark 17
 Columbia Basin Spreaders, Inc. 9
 Conveyered Aggregate Delivery, Inc. 11
 D B Trucking, Inc. 10
 Lyle Robert Davidson 12
 E Z, Inc. 35
 Earl F & Carolyn L Fernlund 42**
 Ron Garrison Junk 5
 Green & White Rock Products 27
 Davron Holland 12, including one violation related to submitting a false certification
 Hughes Lumber Co., Inc. 7
 Irontech Welding & Industrial Supply, Inc. 9

J L Goodell Trucking, Inc. 19**
 JP's Excavation 11◆, including one violation related to "jumping out of service"
 Dan Kauffman Excavating, Inc. 4, including one violation related to submitting a false certification
 Marty Kent Farms 13
 Knutson Towboat Co. 4
 L G H Trucking, Inc. 29
 Dale Littlepage Trucking 13
 Lumber Sales Co. LLC 6
 M A C Trucking, Inc. 12
 Marca Trucking & Excavating, Inc. 39**
 Dennis Mendez 8
 Dan Molony 26
 Oregon Pacific Leasing, Inc. 4
 John W Peterkin, Inc. 22**
 R C Miller 13
 R & D Trucking 15
 Raul Chavez Trucking 8
 Rieger & Sons Trucking 4
 Roto Rooter Plumbing Services 4
 S L B Transportation 17
 S2F Corp. 62**
 Saenz Trucking 33***
 Stafford Logging 5
 Stein Enterprises, Inc. 13
 Stokes Construction Co., Inc. 7**
 William B Strebin 15
 Sundance Rock, Inc. 24
 Vernon, Inc. 2**
 George James Volk 1◆, related to "jumping out of service"
 W I O M U N Feed Co., Inc. 15
 Westurn Cedar Supply 9, including one violation related to submitting a false certification
 Bob Wright Grouting Specialties, Inc. 19

Other Safety Violations

A total of 11 enforcement actions involved failure to return a Driver or Equipment Compliance Check Form after a safety inspection, or failure to produce safety-related records.

Athens Trucking and Construction 1
 Corey K Bitton 1
 F V A Transport (Frances V Alvarez) 10•
 Landair Transport, Inc. 1
 National Motor Freight 1
 Loren D Obrist Excavating 1
 Andrew M Riojas 1
 John Rodden Construction, Inc. 1
 Carlos H Silva 1

R A C Timber & Excavating Service 1
 Willians Trucking 1

Other Violations

A total of 65 enforcement actions involved violations related to operating without valid registration, permit, plates and passes, operating without a required size or weight variance permit, or failing to produce records.

A A R K Moving Co. 2
 All Phase Transportation, Inc. 5
 All-Pro Moving, Inc. 2
 Allied Van Lines, Inc. 12
 Alota-Asphalt Sand & Gravel, Inc. 3
 Amerigas Propane Limited Partners 2
 Andrews Produce (WA) 3
 Apply A Line, Inc. 4
 Nancy Baer Trucking, Inc. 4
 Barbour Trucking Co., Inc. 2
 Blaze Signs of America, Inc. 4
 Blazer Transportation Ltd. 2
 Braden Trucking 2
 Buel, Inc. 6
 C F D Trucking 2
 C M H Construction Material & Hauling 10•
 Calaway Co., Inc. 2
 Craig H Carter Trucking 4**
 Cross Town Movers, Inc. 2
 Eagle Systems, Inc. 1
 Emerald Tower, Inc. 8
 Robert Eskotter, abn Guaranteed Moving 1
 Fruehauf Trailer Services, Inc. 2
 Granger Trucking Co. 2
 Kenneth L Harbison 2
 J B Hunt Transport, Inc. 16**
 Imperial Transport Co. Ltd. 2
 JIT Transport Ltd. 5
 K T L, Inc. (FL) 7
 Stan Koch & Sons Trucking, Inc. 2
 L & R Corp. 3
 L E Layden Trucking Ltd. 4
 Leavitts Freight Service, Inc. 1
 M T C, Inc. (WA) 2**
 M T I Motor Transport, Inc. 5
 Marten Transport Ltd. 2
 Jeffery Massey 1
 Morgan Industrial, Inc. 2
 Mt. Fanny Farms, Inc. 14**
 Northwest Dispatch, Inc. 2
 P B X, Inc. 4
 Pacific Bros. Moving 1**
 Paint & Equipment Supply, Inc. 2
 Pamco 2**
 Perkins Specialized Transport, Inc. 5
 Prime, Inc. 1

RDO Equipment Co. (WA) 2
 Andrew M Riojas 3
 Schneider National Carriers, Inc. 13**
 Schneider National Carriers, Inc. 2
 Security Chain Co. 2
 T J Seekins Trucking 8
 Shippers Transport Express (WA) 3
 Shoreline Transportation, Inc. (OR) 3
 Donnie Steele Trucking 1
 Sterling Landscaping, Inc. 2
 Super Movers (OR) 3***
 Swift Transportation, Inc. 5
 Taylor Trucking LLC 2
 Trism Specialized Carriers, Inc. 5
 U S Xpress, Inc. 2
 Western Logistics, Inc. 10
 Wilhite Trucking Co., Inc. 3
 Winebarger Farms 6
 Ken Zigler Trucking 10•

Other Enforcement 2nd Quarter 2000

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

Warnings Issued
6,237

Truck Weight-Related Citations
3,936

Truck Size-Related Citations
622

Trucks Required to "Legalize" (Correct) Size and/or Weight
2,623

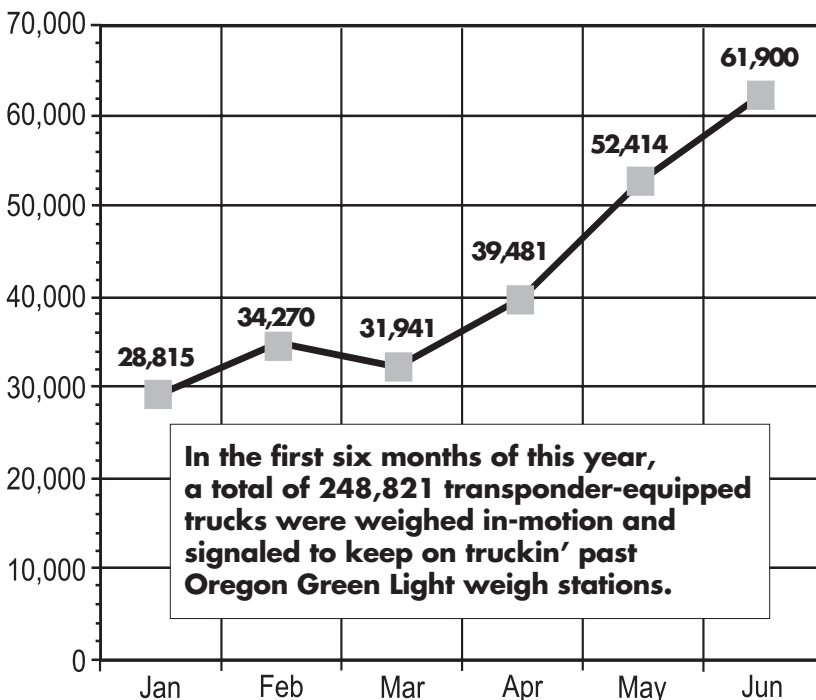
Other Citations Issued
2,130

Citations for Operating Without ODOT Tax License
2,627

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

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

Green Light makes weigh station stops a thing of the past for tens of thousands of trucks each month



The Green Light program experienced an explosion of growth this year in reaction to Oregon's decision in March to start providing carriers with transponders at no charge. More than 12,600 trucks now use one of those short-range communication devices for vehicle identification so they can be weighed in-motion and "precleared" to pass weigh stations at highway speed. In the first six months of the year, a total of 248,821 trucks got a green, go signal on their transponders as they approached Green Light weigh stations. If each bypass saves a trucker five minutes, the 248,821 green lights represent a savings of 20,735 hours of travel time.

Eighteen Oregon weigh stations now have weigh-in-motion scales and transponder readers that allow trucks to keep going if they pass a quick computer check of size, weight, height, and carrier credential and safety status. The last three weigh stations to get the high-tech system, including the Cascade Locks Port of Entry, are under construction and should be completed by year end.

The Green Light transponder is fully interoperable with other preclearance systems around the country and carriers are free to use it anywhere. Call 503-378-6054 for more information.