



MOTOR CARRIER NEWS

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

The 70th Oregon Legislative Assembly begins January 11

Legislators set to consider weight-mile tax alternative

Oregon legislators return to Salem this month and for some it will be déjà vu all over again. The 70th Legislative Assembly is expected to face many of the same major issues faced last time, including the question of whether to raise taxes to pay for needed highway maintenance and construction.

Transportation funding packages were defeated in the past three sessions. Now one business lobby, Associated Oregon Industries, is asking legislators to again consider a gas tax increase of 6 cents a gallon.

The trucking industry says it will no longer oppose such an increase in gas taxes if lawmakers agree to replace Oregon's 51-year-old weight-mile tax system.

Almost all of the state's major trucking associations endorse a proposal presented to House and Senate Interim Committees late last year that calls for replacing weight-mile taxes with a 25-cent-a-gallon diesel fuel tax and higher truck registration fees (an 80,000-lb. truck, for example, would cost \$3,150 in annual registration fees, up from \$320). They want the change as early as January 1, 2000.

The industry's proposal calls for collecting diesel fuel taxes at the

initial point of distribution into the state in order to minimize evasion and government collection expense. Refuse haulers, self-loading log trucks, and concrete mixers would get a tax credit for their use of power take off equipment. Log trucks would get credit for off-road use. Registration fees would still be graduated based on vehicle weight. Log trucks, self-loading log trucks, dump trucks, and concrete mixers would pay less in fees, as would refuse haulers and low-mileage vehicles.

Gov. Kitzhaber has said he could support a plan to replace truck weight-mile taxes if it does not negatively impact other vehicle owners. He also said he expects any plan to bring in the same amount of money currently paid to the Highway Fund, something which the industry's proposal had hoped to do.

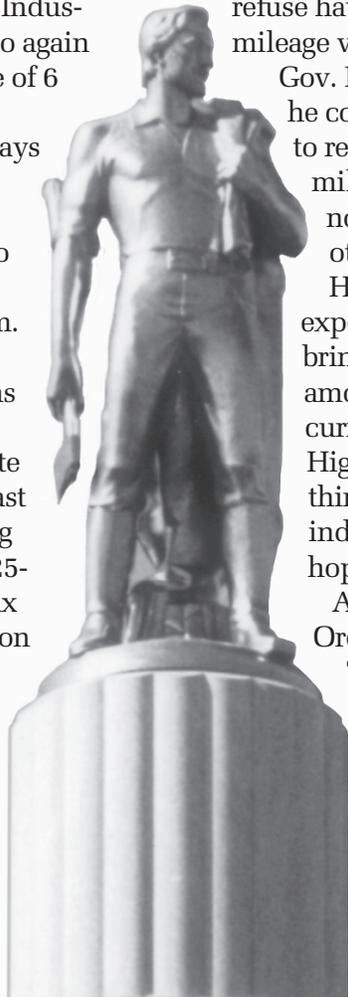
Analysts at the Oregon Department of Transportation have concluded, however, that the proposal is not "revenue neutral" and as much as 10.5 more cents per gallon tax (above the 25 cents proposed)

would be needed to bring in the same amount of revenue as the weight-mile tax.

"There is a significant amount of revenue we're short at this point in the analysis, but we continue to work with the trucking industry," ODOT Director Grace Crunican said in early December. "We have had great leadership from Representative Larry Wells (R-Jefferson) and Representative Mike Lehman (D-Coos Bay). They are teaming up very nicely to try and make sure that we give truckers every opportunity to put forward a proposal that works."

In 1997, Oregon's Highway Fund received \$651 million from three sources of revenue — gas taxes (24 cents a gallon), truck taxes (varying based on truck weight and miles traveled), and registration fees (\$30 every two years for cars and up to \$415 a year for heavy trucks). Truck taxes and fees accounted for \$246 million of the total \$651 million collected because Oregon's Cost Responsibility Study calculates that trucks should pay 38% of road repair costs and cars should pay 62%.

"Revenue neutrality is a very important point for us and for many of our representatives, because we do not want to damage the integrity of the trust fund and reduce the moneys we have for the maintenance crews and the construction side of the shop to go out and do the job that taxpayers in Oregon expect us to do," Crunican said.



MCTB becomes MCTD

It looks like a typographical error, but it's not. As of November 1, 1998, the Motor Carrier Transportation Branch became a Division of the Oregon Department of Transportation (ODOT) and its acronym changed from MCTB to MCTD.

The change is the result of a reorganization of ODOT that is largely designed to make for greater accountability for certain parts of the agency. It especially affects the former Transportation Development Branch (now a Division) that had included section programs for Transportation Safety, Transit, Aeronautics, and Rail. Now each of those programs is a separate Division of ODOT with its own budget limitation. The reorganization gives the new Divisions more direct access to ODOT Director Grace Crunican and legislators.

MOTOR CARRIER REGISTRATION SERVICES

The Motor Carrier Transportation Division (MCTD) is urging carriers to plan ahead when they need registration services. Only certain basic services are now available by phone at night and on weekends. Unnecessary delays can be avoided by calling or stopping at an MCTD office on weekdays during regular business hours. Following is a list of services available from 6 a.m. - 6 p.m., Pacific Time, Monday - Friday, and services available by phone at nights and on weekends on an emergency basis only.

Services Available 6 a.m.- 6 p.m., Monday - Friday

Cascade Locks - 541-374-8078 • Woodburn - 503-982-0800 • K-Falls - 541-883-5696
Umatilla - 541-922-3761 • Portland Bridge - 503-283-5700 • Ashland - 541-776-6117

- Reinstatement of Suspended ODOT Tax Accounts
- New Carrier Applications for ODOT Authority
- Prorate Transactions & Commercial or Prorate Renewals (by appointment)
- Mileage Reports & Miscellaneous Payments on Account
- Single-Trip and Annual Over-Dimension Permits
- Insurance Filings (available by phone if faxed)
- Mobile Home DMV Trip Permits
- Other basic services listed below

Service also available: Salem Registration - 503-378-6699 8 a.m. - 5 p.m.
Over-Dimension Permits - 503-373-0000 7 a.m. - 5 p.m.

Basic Services Available Nights & Weekends

Emergency Service Only - Farewell Bend POE - 541-869-2293

- Tax & Registration Temporary Permits
- Markers & Tax Plate Orders
(if pre-authorized by carrier)
- Annual Extended Weight Over-Dimension Permits
- Replacement Oregon Temporary Vehicle Registration (TVR)
- DMV Trailer Trip Permits
(if faxed and paid with credit card or pre-authorized draft)

MCTD to disconnect two toll free numbers

In a cost-cutting measure aimed at saving more than \$55,000 a year, the Motor Carrier Transportation Division (MCTD) plans to disconnect two toll free telephone lines to Salem Headquarters. Sometime after the first of the year MCTD will disconnect the 1-800 numbers to the Salem Over-Dimension Permit Unit and the Salem Permit Analysts.

The lines were originally established to allow toll free access to Salem from a DMV office, but as carriers learned about the numbers they began using them to call Salem from anywhere. MCTD estimates it now spends \$2,900 per month for the line to the OD Permit Unit, and \$1,600 per month for the line to the Permit Analysts.

MCTD made the decision to eliminate the numbers after conferring with the Motor Carrier Transportation Advisory Committee.

Bob McKellar, President of the Oregon Forest Products Transportation Association, believes MCTD is doing the right thing. "Since the trucking industry has been one of the harshest critics of ODOT for its inefficiencies, it hardly makes sense for us to support the continuation of the toll free numbers," McKellar said. "The more efficient ODOT becomes and the less money it spends, the more money goes direct to the repair and maintenance of our streets, roads, and highways."

After the numbers are eliminated, callers can still reach the OD Permits Unit at 503-373-0000 and the Permit Analysts at 503-378-6699.

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Legislators to decide if proposed legislation goes forward

MCTD introduces three legislative concepts

The Motor Carrier Transportation Division (MCTD) is asking legislators to consider changing several Oregon laws related to taxes and fees, exemptions, and enforcement. MCTD has had three pieces of legislation drafted for this session, but it is not yet known whether they will be introduced by legislators or be the subject of formal committee hearings. Both the Oregon Transportation Commission and the Motor Carrier Transportation Advisory Committee were briefed about the concepts and approved of them going forward.

Following is a summary of each of the concepts:

Tax and Fee Adjustments

This legislative concept proposes several changes to the weight-mile tax system to try to simplify it, reduce motor carriers' cost of compliance, and offer certain tax incentives:

- Tax Tables A and B would be merged into a single table with declared combined weight groups of 5,000 lbs. each (the tables currently contain 40 declared combined weight groups of 2,000 lbs. each). Combining the tables into one with broader weight groups makes it easier to report weight-mile taxes, especially in the case of large fleet operators.
- Tax rates would decline as the number of axles on a vehicle increases. Such an axle tax break currently applies only to vehicles weighing between 80,001 lbs. and

105,500 lbs. that have five or more axles. Under the new table, tax rates for all weight groups would decline to encourage carriers to distribute loaded weight over more axles and cause less damage to the highway infrastructure.

- The current tax reporting and payment system would go from one in which most carriers file tax reports and make payments on a monthly basis, to one in which all carriers file reports and make payments on a quarterly basis. Quarterly reporting would reduce carriers' administrative burden related to compliance with the tax system. It would also reduce the number of tax reports received by MCTD and result in the elimination of two FTE currently needed to process reports. Converting to a quarterly reporting system would, however, reduce the amount of interest earned on payments to the Highway Fund, most of which are now made on a monthly basis.
- A two percent tax discount would be offered to any carrier that equips the majority of its trucks with transponders for use in the Green Light weigh station preclearance system. This is intended to spur carrier participation in the system that weighs trucks in-motion and automatically identifies them as they approach the weigh stations at highway speed. ODOT has modernized a number of weigh stations with intelligent transporta-

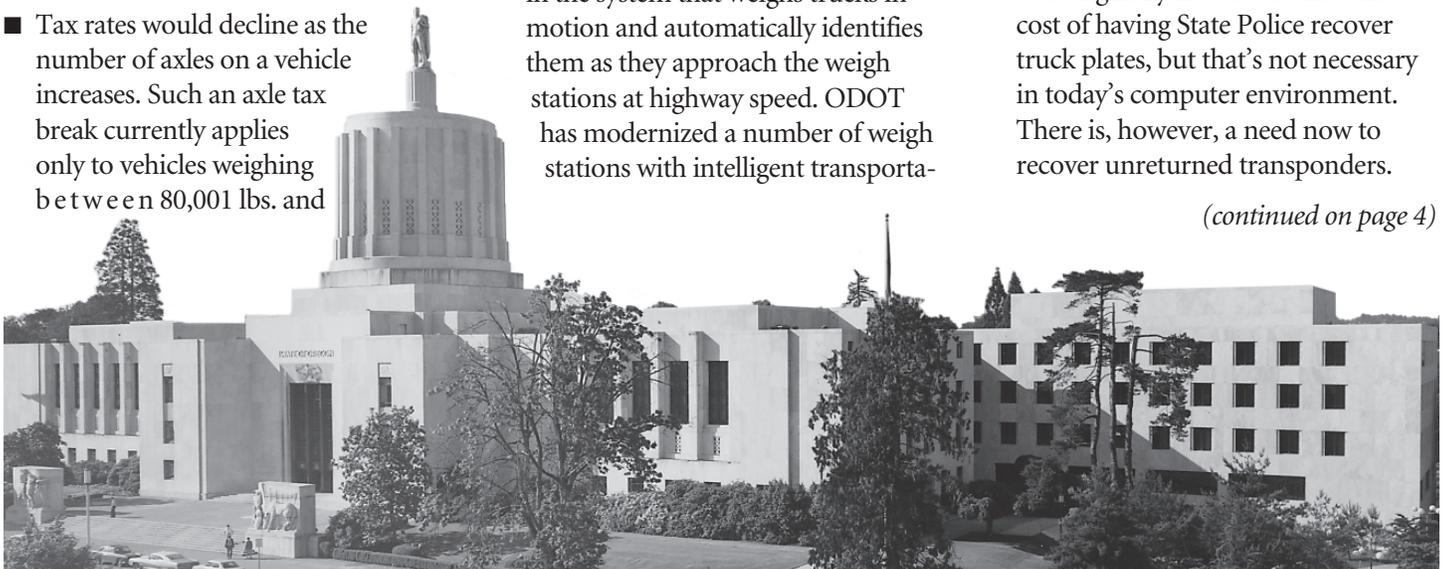
tion systems in order to avoid the cost of building bigger facilities to manage growing truck traffic.

- A one percent discount would be offered to any carrier that reports and pays weight-mile taxes using MCTD methods for electronic data interchange. This is intended to encourage carriers to employ a less-expensive way of doing business with MCTD.

This concept also proposes two changes to administrative fees:

- Reinstatement fees would be capped so carriers that had their authority suspended would pay a maximum of \$125 to be reinstated. The fees remain at \$25, plus \$5 for each ODOT-plated vehicle outstanding at the time of suspension, but only a maximum of \$125 could be charged. This change is needed so that carriers with large fleets will not be charged exorbitant fees for the relatively simple reinstatement process.
- The \$15 plate cancellation fee would be eliminated and replaced with a \$15 fee for every transponder a carrier fails to return within 90 days of ending participation in the Green Light weigh station preclearance program. The plate cancellation fee was originally needed to offset the cost of having State Police recover truck plates, but that's not necessary in today's computer environment. There is, however, a need now to recover unreturned transponders.

(continued on page 4)



MCTD introduces legislative concepts

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Motor Carrier Exemptions

This legislative concept seeks to clarify an exemption related to trailer titling and add to an exemption related to towing safety requirements:

- An existing exemption would be clarified to extend Oregon's titling exemption for truck trailers and semi-trailers that are based here but titled elsewhere under the International Registration Plan (IRP). California currently requires carriers to register the truck trailers and semi-trailers they use in California, even if the equipment is based outside that state. There is growing pressure to remove this exception to the IRP. If that happens Oregon carriers who operate in California would be required to transfer their existing out-of-state trailer titles and pay full titling fees in Oregon, or obtain a trailer plate from the state that already titles the trailer. This would represent an undue burden on the trucking industry because in the past carriers were encouraged to base their trailer fleet here to boost

the Oregon economy, without the additional cost associated with titling. The proposed change in statute "grandfathers" these vehicles into the titling exemption. It would only apply to vehicles in operation at the time California changes its proportional registration requirements.

- Booster axles would be added to a list of vehicles exempt from a requirement that safety chains or cables be used when towing. Booster axles are bolted or pinned to another vehicle to redistribute weight from one or more axles. They either pivot from side to side at the connection point or have wheels that steer during turning. Using chains or cables with booster axles would serve no safety-related purpose. But without a change in the law carriers are required to obtain a special permit authorizing the use of booster axles without safety chains. They also are subject to citation for failure to use safety chains or cables when towing these vehicles.

Motor Carrier Enforcement

This legislative concept seeks to expand enforcement capabilities and increase monetary penalties for

violating motor carrier regulations:

- Motor Carrier Enforcement Officers (MCEO) would be given authority to issue citations to carriers that fail to operate within their vehicle registration weight, a Class D infraction, and to drivers that operate a commercial vehicle with a suspended commercial driver license, a Class A infraction.
- The reference in statute that says MCEO's have authority to arrest violators would be removed and arrest authority would be left solely in the hands of police and weighmasters. This is necessary to differentiate between weighmasters employed by counties and MCEO's employed by ODOT, who are subject to ODOT's no-arrest policy. MCEO's will still have authority to detain a person for the purposes of writing a citation.
- The maximum civil monetary penalty would be increased for violations of most regulations related to registration of commercial vehicles, truck size and weight limits, safety, and economic regulation. The current \$100 per violation penalty was established in 1951 when that was considered a significant amount. Today many carriers seem to consider the penalty to be simply a cost of doing business. If this law were changed, the motor carrier industry would be invited to help craft administrative rules governing the assessment of the \$500 maximum penalty.
- The penalty would be increased, from \$100 to \$1,000, for violating a safety regulation if the violation contributed to an accident, or failing to meet a post-accident requirement. The \$1,000 penalty would apply, for example, to a truck driver who falls asleep at the wheel and causes an accident after he exceeded hours-of-service limits. The driver would then also fail to meet a post-accident requirement if, for example, he refused to submit to alcohol testing within eight hours and controlled substances testing within 32 hours of the accident.

ODOT introduces 29 other concepts

Besides the three legislative concepts developed by MCTD, the Oregon Department of Transportation is asking legislators to consider 29 other concepts for change to laws. Key provisions among the concepts developed by the Financial Services Division include the following that affect motor carriers:

- When a carrier is organized as a corporation, weight-mile taxes are, under current law, a liability of the corporation. Some carriers use this law to avoid paying taxes. They rack up a tax debt as one corporation, terminate those operations, and then immediately file and resume operations under a new corporate structure. A proposed change to law would hold corporate officers and key employees personally liable for weight-mile taxes, penalties, and fees due after other available collection efforts had been exhausted.
 - Another proposed change to law would strengthen ODOT's ability to collect delinquent taxes by issuing liens, garnishing wages, and attaching bank accounts. Also, it could refer delinquent fuels tax accounts to private collection agencies.
-

Truckers can fly by 10 weigh stations now in Green Light system

The Green Light Project is ahead of schedule modernizing Oregon weigh stations with weigh-in-motion scales and automatic vehicle identification readers that allow safe and legal trucks to proceed past them at highway speed.

When contractors finish work this month at the Booth Ranch Weigh Station near Roseburg it will bring to 10 the number of stations that can give green light signals to approaching trucks equipped with transponders. A total of 11 more weigh stations will join the Green Light system in the next 18 months.

With Green Light work complete on Interstate 5, it is now possible for a carrier from California to travel uninterrupted past three weigh stations on the northbound trip to Portland and three on the southbound trip back to California. If it takes five minutes to stop at each station, the trucker will save a total of 30 minutes on each round trip. Operating a heavy truck has been estimated to cost more than \$60 per hour, which means 30 minutes is worth at least \$30. Since it only costs \$45 a year to put a transponder in each truck, it doesn't take long for carriers to recoup that cost.

Work is complete at the Umatilla Port of Entry on Interstate 82, and at three weigh stations on Interstate 84, making it possible for truckers traveling along that highway corridor to also save time and money.

Carriers can complete the transponder application form on the back of this page and mail it with payment to Oregon's Transponder Administrator, or call 1-877-2BY-PASS to order them by phone. Anyone who orders a transponder is eligible for the Trusted Carrier Partner program that identifies the best carriers participating in Green Light. Trusted Carriers qualify for extra benefits, including an exemption from random truck inspections.

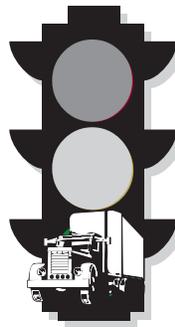


Green Light Weigh Stations

Green Light Construction Schedule

Site	Completion Date
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	January 1999
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	March 1999
(17) Cascade Locks Port of Entry, Eastbound	March 2000
(18) Wyeth Weigh Station, Westbound	March 2000
Interstate 82	
(6) Umatilla Port of Entry, Southbound	Complete
US Highway 97	
(12) Juniper Butte Weigh Station, Northbound	August 1999
(13) Juniper Butte Weigh Station, Southbound	August 1999
(14) Klamath Falls Port of Entry, Northbound	September 1999
(15) Klamath Falls Weigh Station, Southbound	September 1999
OR Highway 58	
(16) Lowell Weigh Station, Westbound	October 1999
US Highway 26	
(19) Brightwood Weigh Station, Westbound	July 2000
(20) Brightwood Weigh Station, Eastbound	June 2000
US Highway 30	
(21) Rocky Point Weigh Station, Westbound	August 2000

Oregon Green Light Weigh Station Preclearance Program



Making weigh station stops a thing of the past!

GREEN LIGHT

Transponder Application

Carrier Name	Contact Person/Title		
Carrier Shipping Address	City	State	Zip
Billing Address	City	State	Zip
Phone Number	FAX Number		
Oregon File Number	US DOT Number		

Please indicate if you operate in: Oregon Idaho Utah Washington Other _____

Trucks to be Enrolled in Green Light Weigh Station Preclearance Program

	Oregon DOT License Plate Number	ID Number of Transponder issued by another preclearance program (if applicable)	\$45 annual fee for each transponder requested or \$35 annual fee for each truck with a transponder issued by another preclearance program	Annual Fee
Truck #1				
Truck #2				
Truck #3				
Truck #4				
Truck #5				

PLEASE SEND PAYMENT WITH YOUR APPLICATION TO SAIC

TOTAL FEES ENCLOSED:

\$

To request transponders for additional trucks, please complete a separate worksheet listing this same information.

Terms and Conditions of the Oregon Green Light Program

1. Transponders will be installed in accordance with instructions provided.
2. Transponders will be installed only on designated vehicles.
3. Carrier will bypass an open weigh station only when the transponder indicates a green light.
4. When the transponder indicates a red light, carrier will turn into the port or weigh station and follow instructions.
5. In the event the transponder indicates no light, or a yellow light, carrier will turn into the port or weigh station, when open, and follow instructions.
6. Carrier assumes full responsibility for lost, stolen, or damaged transponders.
7. Carrier will report any changes in the application information to the Oregon DOT.
8. Carrier will report any changes in vehicles added or removed from fleet operations to the Oregon DOT.
9. Carriers will return transponders to SAIC when vehicles are removed from service.
10. Carrier will pay annual administrative fees for use of transponders to SAIC on a timely basis.

Certification Statement

I / We agree to comply with applicable State and Federal motor carrier statutes and rules administered by the State of Oregon. I / We also agree to comply with the terms and conditions for the installation and use of the transponder provided by SAIC, and agree to return the transponder to SAIC when the vehicle is no longer in use.

Signature

Title

Date

For additional information, please contact SAIC at :
 1118 12th St. SE, Salem, OR 97302
TOLL FREE Phone: (877) 2BY-PASS or **FAX** (503) 391-2987

Hotline takes reports from truck drivers

The U.S. Department of Transportation has activated a toll free number — 1-888-DOT-SAFT — for use as a national safety hotline. The number connects callers with the Federal Highway Administration's Office of Motor Carriers. The hotline is designed to take reports from commercial truck and bus drivers who observe safety violations on the road or have knowledge of problems within their own company. Drivers are protected by law from being discharged, disciplined, or discriminated against regarding compensation, terms, or privileges of employment for reporting violations.

Callers are asked to provide their name, address and phone number, the name and address of the alleged violator and specific provisions of the regulations believed to be violated, and a concise substantiation of each allegation.

A safety violation report form is also now available for downloading from the Internet (www.fhwa.dot.gov/omc/forms.htm). The form can be printed and sent to the Office of Motor Carriers, U.S. Department of Transportation, 400 Seventh Street SW, Washington, D.C. 20590. Forms may also be faxed to 202-366-7298.

MCEO credited with saving life

An alert Motor Carrier Enforcement Officer (MCEO) is being credited with preventing a truck crash and possibly saving a life. James Richardson, a driver for Car Transporters Corp., a Vancouver, WA-based company, was passing through the Klamath Falls Port of Entry in October on the way from Las Vegas to Portland, when he was placed out-of-service until repairs could be made to one of the truck's wheels. MCEO's routinely place vehicles and drivers out-of-service after discovering critical safety violations, but drivers are not usually appreciative of that. In this case, Mr. Richardson sent a letter to Steve Johnston, Motor Carrier Field Services Manager, thanking the MCEO.

Mr. Johnston,

I wanted to take time out to thank Leonard Prock at the Klamath Falls weigh station for probably saving my life! On October 10, 1998, I pulled through your weigh station and he stopped me after a second glance at my front wheel. It was about to fall off. The mechanic said it would not have made it but about 30 more miles.

*Thanks again to the DOT of Oregon,
James L. Richardson & Family CTC Driver, Truck 85*

Enforcement

During the third quarter, July through September 1998, Motor Carrier Transportation Division staff finalized a total of 106 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 a 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 21 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.

Alpine Acres 45
Ashland Lumber Company, Inc. 10
Avery Northwest, Inc. 5
Douglas Bailey 8
Gerald Bates 7**
Alfred E Clark 1◆

Cooley's Farm Service 11
Mel Deines
Sanitary Service, Inc. 10
Wilson R Greenhoe 1◆
Jantzer & Son Logging, Inc. 216**
LaPine Redi Mix 9
Lloyd A Mattox, Jr., Inc. 5
Dave Malony Logging 14
New World Landscaping 12
Saleen Trucking 8
Sharkey Distributing 10
Chad Conroy Sims 1◆
George E Smith, Jr. Trucking 26
Union Pacific Asphalt 15
West Coast Cattle Carriers 17
Westwinds Trucking 29**

Other Safety Violations

A total of 18 enforcement actions involved a violation related to failure to return a Driver/Equipment Compliance Check Form.

Anfield & Son 1
B W Feed Co. 1
Charles Burris 1
Mark Herden, Inc. 1
Huffaker Farms 1
J & D Farms 1
Jolly Corp. 1
Juanita's Fine Foods 1
Lee's, Inc. 1
Look Sharp Landscaping 1
R McCall Trucking 1
MTC, Inc. 1
MacIsaac Trucking 1
Rabago Auto Transport 1
Sprague D 1
Sun Valley Transportation 1
Tualatin Valley Builder's Supply 1
Winebarger Farms 1

Other Violations

A total of 67 enforcement actions involved violations related to failure to produce records, operating without valid registration, permit, plates and passes, operating without a required size or weight variance permit, or operating a vehicle without proper external identification.

ATS, Inc. 45
A T W, Inc. 17
A Able Moving 1
Advantage Moving 1**
Terry Albright 3
Allied Van Lines, Inc. 2
Alto Brothers 341
Aujla Brothers Trucking 4
Barksdale Transport, Inc. 3
Central Trucking, Inc. 5
Charley Transportation, Inc. 10
Commercial Carriers, Inc. 5
Contract Freighters, Inc. 4
Diane's Foods 44
E S U, Inc. 2
Evergreen Utility Contractors, Inc. 42
Express Companies LLC 35
Jack Edward Fletcher, Inc. 10•
Fouret Bros. Trucking, Inc. 10
Florida Yacht Movers, Inc. 3
Freight Train Trucking, Inc. 2
Robert Gregory 2
Hartco., Inc. 6
Hawkeye Construction, Inc. 2
Helper, Inc. 2
J B Hunt Transport, Inc. 14
Interstate Distributor Co. 15
J & M Transport 16
Ron Kampschmidt 3

Knight Transportation, Inc. 8
L H T, Inc. 3
L T I, Inc. 5
Landstar Ligon, Inc. 2
Laser Express, Inc. 7
M & L Construction, Inc. 31
Ric Merritt Transport, Inc. 7
Michael T's Trucking 2
Salvador Mora 3
Mt. Hood Meadows Oregon Limited Partnership 10
Bob Mullins Trucking 130
Pacific Shipping & Trucking Co., Inc. 12
Quality Exchange, Inc. 5
Reliable Transfer & Storage Co. 1
Ricketts Trucking LTD 13
Russell Trucking 3
Saddle Bronc Enterprises, Inc. 32
Saddle Bronc Enterprises, Inc. 2
Danny Salas 4
Rod Schooler Trucking 16
Mike Scroggins Trucking 2
Seaside Foods 18
Sierra Highway Express 10
Sparrow Industries 4
Stericycle of Washington, Inc. 2
Swift Transportation Co., Inc. 43
Gary Systma 4
Bob & Steve Tucker Trucking 21
U S Xpress, Inc. 292
Union Pacific Asphalt Paving Co. 10
Unique Sales & Transport Inc. 10•
United Parcel Service, Inc. 21
United Van Lines, Inc. 8
Van Pak, Inc. 3
Westway Express, Inc. 9
Clarence Wilson Trucking 4
Jim G Wilson Trucking 32
Winco Northwest, Inc. 4

MOTOR CARRIER TRANSPORTATION DIVISION
550 CAPITOL ST NE
SALEM OR 97310

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



Motor Carrier Transportation Division
Oregon Department of Transportation

Gregg Dal Ponte, Deputy Director - 503-378-6351

Motor Carrier Services

Ric Listella, Mgr. - 503-378-6653

Registration Permit Analysts

503-378-6699 FAX 503-378-6880

Surety Bonds & Insurance

503-378-4823 FAX 503-378-3736

Tax Help

503-378-6220 FAX 503-378-3736

International Fuel Tax Agreement

503-373-1634 FAX 503-378-3736

Over-Dimension Permits

503-373-0000 FAX 503-378-2873

Salem Headquarters is closed on holidays:

New Year's Day, Martin Luther King's Birthday,
 President's Day, Memorial Day, Independence Day,
 Labor Day, Veterans Day, Thanksgiving, Christmas.

Registration Desks at the Ports of Entry also close:
 New Year's Day, Memorial Day, Independence Day,
 Labor Day, Thanksgiving, Christmas.

Safety, Investigations, Federal Programs

David McKane, Mgr. - 503-373-0884

Safety Inspection Research

503-378-4601

Hazardous Material Hauler Registration

503-378-5916

Safety Compliance - Authority Compliance

503-378-6736 503-378-5152

Medical Forms - Medical Waiver Info

1-800-727-7293 503-378-5916

Green Light Transponders 1-877-2BY-PASS

Safety Hotline - Road Conditions

1-800-248-6782 1-800-977-6368

Motor Carrier Internet Web Site

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

Field Motor Carrier Services

Steve Johnston, Mgr. - 503-378-6071

Ports of Entry Registration Size/Wgt.

Ashland	541-776-6117	482-9288
Cascade Locks	541-374-8078	374-8980
Farewell Bend	541-869-2293	869-2474
Klamath Falls	541-883-5696	883-5701
Umatilla	541-922-3761	922-5183
Woodburn	503-982-0800	982-0804

Registration hours: 6 a.m. - 6 p.m., Monday - Friday.
 Farewell Bend Registration: 24 hours, 7 days a week.
 Ports close on Thanksgiving, Christmas, New Year's.

Portland Bridge Office - 503-283-5700

Other Enforcement Offices

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

Mailing Address:
 550 Capitol St NE
 Salem OR 97310