



MOTOR CARRIER NEWS

Newsletter of the Oregon Department of Transportation Motor Carrier Transportation Branch • February 1997

Notice of Rulemaking Hearing

Oregon proposes changes to drivers' hours-of-service rules

The Motor Carrier Transportation Branch (MCTB) is holding a public hearing in Salem March 17, 1997, to consider changing drivers' hours-of-service rules. Under new proposed rules, all Oregon intrastate truckers could drive up to 12 hours in the first 16 hours on-duty. Truckers would be prohibited from driving after accumulating 70 hours on-duty in any seven consecutive days or 80 hours on-duty in any eight consecutive days.

Other proposed changes would bring Oregon in line with existing federal drivers' hours-of-service rules that govern interstate carriers. Oregon proposes adopting the federal exceptions to hours-of-service rules that apply to carriers hauling agricultural commodities and farm supplies within 100 air miles of their origin, and those hauling construction materials and equipment within 50 air miles of an active construction site. Oregon also proposes adopting the federal exceptions that apply to public utility service providers and ground water well drilling operations.

The rulemaking involves changes to Oregon Administrative Rules 740-100-0010 and 740-100-0060.

The rules currently allow those hauling general commodities to drive up to 10 hours in the first

15 hours on-duty, after eight hours off duty, and prohibit driving after accumulating 60 on-duty hours in seven consecutive days or 70 on-duty hours in eight consecutive days. Carriers hauling logs or sand and gravel can drive 12 hours in a 15-hour on-duty period, and accumulate up to 70 on-duty hours in seven consecutive days.

The March 17th hearing is scheduled to begin at 9 a.m. in

Room 122 of the Transportation Building, located on the Capitol Mall in Salem. The hearing will continue until all interested persons have had a chance to testify. Written testimony will also be accepted at the hearing or by mail.

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

Circuitous route slows MCTB mail



The Motor Carrier Transportation Branch (MCTB) turns one-year old February 16, 1997, and while it may outwardly appear that there's been a smooth transfer of Transportation Program functions from the Public Utility Commission to the Oregon Department of Transportation, it's been chaotic inside the State mailroom. Some carriers apparently believe that since the name changed, the mailing address must have also changed.

Although the former PUC Transportation Program was merged with ODOT in 1996, the new MCTB remains in the PUC Building. MCTB staff ask that carriers continue to send mail to 550 Capitol Street NE, Salem OR 97310-1380. ODOT staff report that a number of motor carriers are sending mail to the MCTB by way of the ODOT Transportation Building in Salem. The circuitous routing slows the mail as it is sorted and then shipped down the street to the PUC Building.

MCTB cashiers are having problems of their own. A number of carriers continue to make checks payable to PUC. MCTB staff ask that carriers make all checks payable to the Oregon Department of Transportation.

Complaints

During the fourth quarter, October through December 1996, a total of 32 safety complaints, and 37 other complaints, were finalized.

** Denotes second complaint within five years.

*** Denotes third complaint within one year of second.

• Denotes suspension for failure to provide vehicle for preoperational safety inspection

Safety Violations

A&P Logging, Inc. 16
 BTS Container Service, Inc.** 13

D. Belgarde Excavating, Inc. 6
 Biotech, Inc. 17
 C & B Livestock, Inc. 23
 Chippewa Xpress 22
 Dwight Estby Enterprises, Inc. 9
 Terry Freeman 5
 Future Line Striping, Inc. 12
 Jantzer & Sons Logging, Inc. 95
 JB Instant Lawn, Inc.** 20
 Johnson Trucking 17
 Kosta's Scrap Metals 10
 Mark Colton Backhoe and Concrete Service, Inc. 6
 Marson Trucking, Inc. 9
 McKinlay & Company, Inc. 130
 Morgan Industrial, Inc. 17
 Newport Rental Service Co. 7
 P&D Transportation*** 40
 Pacific Ready Mix, Inc.** 13
 Bob Pattison Dump Trucks, Inc.** 11

Timothy F. Prauss** 22
 Southern Oregon Underground** 12
 Seaside Foods 26
 Rose City Paving 17
 Sheets Trucking, Inc.** 19
 William Stanley & Sons Paving 14
 Tana Trucking 13
 Truss T Structures, Inc. 7
 Turf Seed, Inc. 15
 United Transportation Company 9
 West Coast Express 17

Non-Safety Violations

A C E Budget Moving 1
 All City Moving*** 1
 All City Moving*** 1
 John T. Althausser 40
 ASAP Enterprises •
 Baron Farm & Trucking 13
 Jose Basaldua 1

Blomberg & Sons Logging 2
 Carson Paving 6
 Circle C Farms, Inc. 4
 Paul Clayton Trucking 2
 W R Cunningham 2
 D R Trucking 2
 Gene Davidson Excavating & Tract 5
 Escandon Trucking 3
 Carl Gilbert Helm III •
 Heaton Transportation** 9
 Ingram Bros., Inc. 2
 Scott English Justice 1
 Jesse Kennedy Logging, Inc. 5
 L H Trucking 9
 Larry's Small Time Enterprises 5
 R H Lee Dairy 3
 Martin Q. Lopez 1
 Dave McDaniel Trucking 1
 Mesa Transport 2
 Mid Valley Auto Transport, LTD 13
 Rogelio Pedraza 1

Ignacio Salinas 1
 Schneider National Carriers, Inc.** 4
 Tommy Steward 23
 P&G Strain** 14
 Townner Trucking & Grading, Inc. 2
 WTW Construction, Inc. 10
 Western Transportation Lines, Inc. 40
 Wicks Trucking & Exc 2
 Kenneth C. Wright** 5

Green Light gets boost from MAPS

The Oregon Green Light Project took a giant leap forward in 1996 on its way to building a 22-site, statewide preclearance system for trucks. The system will weigh trucks in-motion and automatically identify them so that qualified operators can bypass weigh stations at highway speed.

The Project lost momentum as a result of two technology decisions ODOT/MCTB was forced to make, but it leaped ahead when neighboring states agreed to form an alliance to develop a network of compatible preclearance systems.

Green Light's vision of a series of preclearance systems that allow for trucking interoperability from state to state got a boost when Idaho, Utah, and Washington announced in November that they were joining Oregon to form the Multi-jurisdictional Automated Preclearance System (MAPS). The states agreed to follow the same preclearance system designs and actively work to enlist other North American jurisdictions.

Motor Carrier Transportation Branch Manager Gregg Dal Ponte believes the formation of MAPS is

the key to widespread usage of preclearance systems. "MAPS gives us a chance to capitalize on groundwork laid by the I.O.U. (Idaho, Oregon, Utah) Project in which we were working to make Interstate 84, from Portland to Salt Lake City, a model corridor for compatible transponder use," Dal Ponte said.

"Now we encourage other states and provinces to join us as we broaden our vision to include all of North America."

Early in the year, the construction of preclearance sites was slowed as a result of a decision to upgrade the automatic vehicle identification (AVI) system

to accommodate above-ground antenna that receive signals from transponders mounted in truck cabs. This affected 18 ports of entry and weigh stations equipped with in-ground antenna designed to read signals from transponders mounted on bumpers. Oregon chose the above-ground option so its system will be compatible and interoperable with AVI systems established in other states by HELP, Inc. and Advantage CVO (I-75).

Green Light progress was also affected by a decision to not adopt the HELP (Heavy Vehicle Electronic License Plate) PrePass system for preclearance. Among the issues in a contractual dispute over the implementation of PrePass was Oregon's reluctance to adopt a system that charged truckers on a per-pass basis for each preclearance event.



Road-use tax rates unchanged for 1997

Don't throw out last year's Oregon Mileage Tax Rate charts. Motor carriers operating on Oregon highways in 1997 will pay weight-mile taxes at the same rate as in 1996.

Weight-mile taxes last changed January 1, 1996, when they dropped by six percent. MCTB staff report, however, that many carriers overlooked the change last year and continued to pay the higher rates.

"It's surprising how many carriers filed weight-mile tax reports based on the wrong rate," MCTB Registration Services Manager Dianne Fogus said. "We're instructing those that overpaid to file amended tax reports so we can credit their accounts."

Carriers with questions about tax rates or overpayments should contact the MCTB Tax Help staff at 503-378-6220.

Oregon's road-use tax is based on a vehicles registered weight. The lightest trucks, those weighing from 26,001 to 28,000 lbs., pay 4.15 cents per mile. An 80,000 lb. truck pays 13.65 cents per mile. Trucks heavier than 80,000 lbs. pay a rate that varies with the number of axles.

Need for Oregon tax plate confuses IFTA carriers

Motor Carrier Transportation Branch (MCTB) staff constantly answer questions from carriers, and one of the most frequently asked is: "Why do I have to buy an Oregon tax plate when Oregon is listed on my IFTA license?"

The confusion stems in part from the fact that the International Fuel Tax Agreement (IFTA) licenses look very similar to apportioned registration cab cards. Also, Oregon is frequently listed on other states' IFTA licenses as an IFTA member state. Some licenses even say, "This license is valid for vehicles operated by the licensee in the following jurisdictions." Oregon is then listed with the

other IFTA jurisdictions, just like on apportioned cab cards.

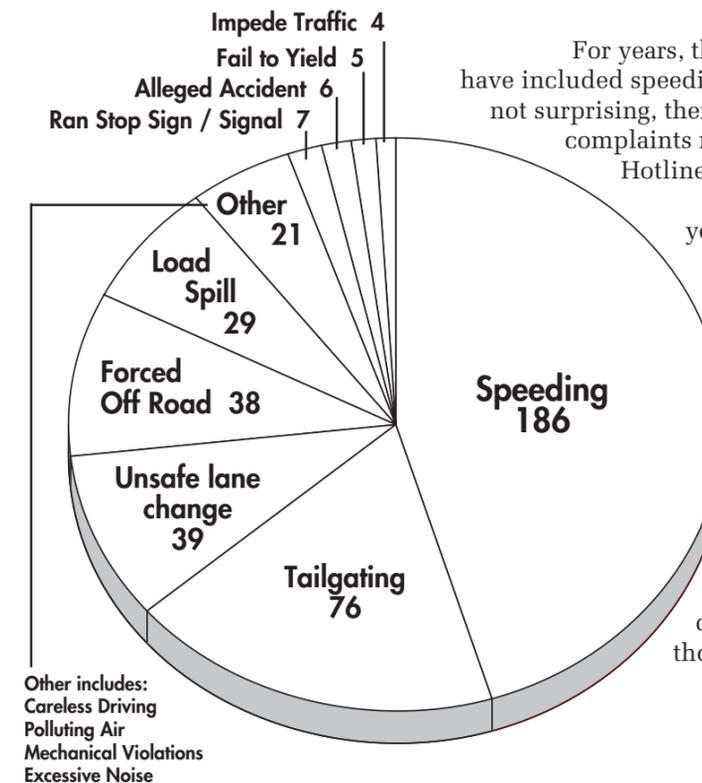
Through IFTA and the International Registration Plan (IRP), individual states act as clearinghouses for collecting and distributing fees. When Oregon is listed on an apportioned registration cab card issued by another state, the IRP allows that state to collect Oregon registration fees and send them to Oregon.

But when Oregon is listed on an IFTA license, NO fuel tax is collected because Oregon collects a weight-mile tax instead of a fuel tax. That's why Oregon issues a tax plate. It's a member of IFTA only as a service to Oregon-based

carriers, acting as a clearinghouse for collecting and distributing fuel taxes to each state the carrier traveled in. No fuel tax is ever collected for Oregon. In fact, the Oregon IFTA tax report form shows the columns for OR filled with a gray bar so carriers cannot report fuel tax information for travel in Oregon. The only fee carriers pay Oregon is an annual \$150 application fee.

Carriers still bewildered by it all can contact Oregon's IFTA staff at (503) -378-6175, -373-1634, -378-5948, or the Salem Registration staff at (503) 378-6699.

Truck Safety Hotline complaints run "true to form" in 1996



For years, the most common causes of truck-at-fault accidents have included speeding, tailgating, and changing lanes improperly. It's not surprising, then, that those three bad driving habits top the list of complaints received from motorists calling the Truck Safety Hotline in 1996.

MCTB received a total of 1,253 Hotline calls last year and sent 411 letters to carriers identified by the callers. Motorists are encouraged to call the Hotline's toll free number — **1-800-248-6782** — to report hazards. Hotline calls are recorded 24-hours a day, seven days a week. If MCTB receives enough information to clearly identify the vehicle, a letter is sent to the trucking company responsible for the incident asking them to look into the complaint.

The Hotline, originally established by PUC in 1988, continued unaffected by last year's merger of the PUC Transportation Program with the Oregon Department of Transportation. MCTB decided to keep the same toll free number even though it still represents 1-800-248-OPUC.

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