



MOTOR CARRIER NEWS

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

Weight-mile taxes would be replaced if "revenue neutrality" can be achieved Legislators include diesel fuel tax proposal in planning

Oregon legislators are nearing the halfway point in the 70th Legislative Assembly and toward the top of their list of things to do is deciding how to address a shortfall of more than \$900 million needed for highway maintenance and construction.

At the start of the session in January, a business lobby, Associated Oregon Industries, proposed increasing gas taxes by six cents a gallon. Then in late February, the House and Senate leadership pledged support for a four-cent gas tax increase. Both proposals have a corresponding increase in truck taxes, as well as increases in vehicle registration fees.

In early March, the trucking industry introduced House Bill 3344, its proposal for repealing weight-mile taxes in favor of a diesel fuel tax and increased truck registration fees. Although it is contained in a separate bill, the proposal to replace weight-mile taxes is being considered part of the overall transportation package. The Oregon Trucking Associations is said to be encouraged because in the past that proposal had been considered outside the principal package. Now it will remain part of the planning if it can be shown that diesel taxes and increased fees will yield as much revenue as weight-mile taxes, achieving what is called "revenue neutrality," and not upset the balance of cost responsibility between cars and trucks for damage they cause to roads.

Discussing legislation this early in the Session is a little like tuning in to a professional basketball game in the

first half and trying to predict the outcome. The bills that have been introduced only set the stage for hearings and debate in the next three months. Whatever kind of transpor-

tation package survives debate will ultimately need bipartisan support to become law. Oregon's constitution requires money-raising measures to pass by a 60 percent majority.

Key elements of the plan to address state highway needs

Oregon legislators are considering a 4 cent-a-gallon gas tax, beginning January 1, 2000, and a \$10 increase in vehicle registration fees. Cities and counties would get most of the increased revenue collected from the gas tax. The Republican leadership has outlined the following key measures to address specific concerns:

SAFETY

Safety (particularly preventing highway fatalities) would be identified as a priority in highway spending. ODOT would be required to get legislators' approval of a plan to spend \$100 million to improve highway safety through road modernization, education programs, improved signage, etc.

ACCOUNTABILITY

The Governor would be required to submit an ODOT program budget with specific budget categories. ODOT would develop a Highway Construction Plan showing exactly how money will be spent. It would adopt a more detailed cost accounting system and make several changes related to how it handles growth management. Also, the ODOT Director would be appointed by the Governor, rather than the Transportation Commission, and "serve at his pleasure."

EFFICIENCIES

ODOT would be required to identify \$63 million in efficiencies, and lower standards for lesser-used roads to save another \$75 million, so those funds could be spent on road maintenance and construction. A Blue Ribbon Panel would be created to review state, city, and county transportation spending and consider reorganizing ODOT, or changing land use or environmental rules to save more. Diesel fuel taxes would replace weight-mile taxes if they yield the same revenue and don't shift cost responsibility between light and heavy trucks or between cars and trucks. Also, the Aeronautics Division would split from ODOT.

Interoperability Questionnaire

Oregon Department of Transportation officials are meeting with state and private industry officials to discuss how to integrate PrePass, Green Light, and other weigh station preclearance programs around the country. As they do, they think they're representing truckers' interests when they insist that one transponder should work in every state's weigh station preclearance system.

Where do you stand on the issue of interoperability? The California Trucking Association would be interested in hearing from truckers. Complete this questionnaire and mail it to the address shown below:

Yes 1. I want states and organizations to work together to agree on preclearance standards and practices so I can waste as little time as possible stopping at weigh stations when I travel interstate.

No 2. If I voluntarily participate in a weigh station preclearance program, I want to carry one transponder in my truck cab. Regardless of whether it's a PrePass, Green Light, or some other transponder, it should work in other states' weigh station preclearance systems.

Yes 3. I agree that one group of states or one organization should not have a nationwide monopoly on weigh station preclearance systems.

Name: _____

Company: _____

Phone #: _____

Send to:

California Trucking Association
Attn: George Edgerton
3251 Beacon Boulevard
West Sacramento CA 95691

HELP pulls the plug on PrePass transponders in Green Light system

HELP, Inc., has ordered Oregon to remove all PrePass transponders from the Green Light weigh station preclearance system until it receives some kind of compensation for their usage. Oregon had enrolled more than 100 PrePass transponders in the Green Light system, at the request of carriers who were participating in PrePass in California and other states. Both PrePass and Green Light use the same kind of transponder. Now unless an agreement can be reached, carriers who want to preclear weigh stations in many different states will have to carry at least two transponders and switch them as they cross a border.

In a December 1998 letter, HELP Chairman of the Board Terry Smalley told Oregon Department of Transportation Director Grace Crunican it would not allow PrePass transponders to be used without its approval. In the letter, HELP alleged that Oregon misappropriated property when it enrolled, at a carrier's request, PrePass transponders in Green Light. HELP further claimed that a telecommunications law, Public Law 105-172, prohibits Oregon from even letting its automatic vehicle identification readers accept the signal from a PrePass transponders (even though the transponder can't be turned off).

According to Motor Carrier Transportation Division (MCTD) Deputy Director Gregg Dal Ponte, HELP has never wanted to accommodate Green Light or any other preclearance system.

"Since Oregon started distributing transponders we have been willing to give HELP, at no cost, any transponder identification numbers that any carrier wants us to give them so one of our transponders will work in the PrePass system," Dal Ponte said. "HELP refuses to accept our transponders, however, and now it will not allow a carrier to give us the ID number from one of its transponders so it can work in our system."

According to Dal Ponte, the crux of the problem is the two preclearance systems clash in terms of business models. Green Light, which issues transponders for a \$45 annual administrative fee (\$35 if enrolling a transponder from another program), is too different from PrePass's pay-per-pass model.

"I think HELP fears that if it were to be accommodating and allow its transponders to work in our less expensive system, it could jeopardize carrier's acceptance of PrePass," Dal Ponte said.

He explained that HELP is trying to protect an investment. States often enroll in PrePass because they can't afford to buy weigh-in-motion scales and automatic vehicle identification readers. HELP, which is bankrolled by Lockheed Martin, provides the needed capital and then PrePass recoups that investment by charging truckers for weigh station preclearance on a pay-per-pass basis.

In meetings to resolve the dispute, HELP suggested Oregon should pay for the use of PrePass transponders. Dal Ponte proposed giving HELP \$7.50 for every PrePass transponder enrolled in Green Light, one-fifth of the annual fee its Transponder Administrator receives. HELP initially said that proposal is unacceptable.

Concerned that the dispute could be a showstopper for interoperability, ODOT Director Crunican has sent a letter to each of the public sector states on the HELP Board of Directors asking where they stand on the issue.

"We all started down this road of using compatible technology with the goal of offering the trucking industry "interoperability" from state to state," Crunican wrote. "I remain hopeful that the spirit of cooperation that (historically) existed between states . . . can exhibit itself once again."

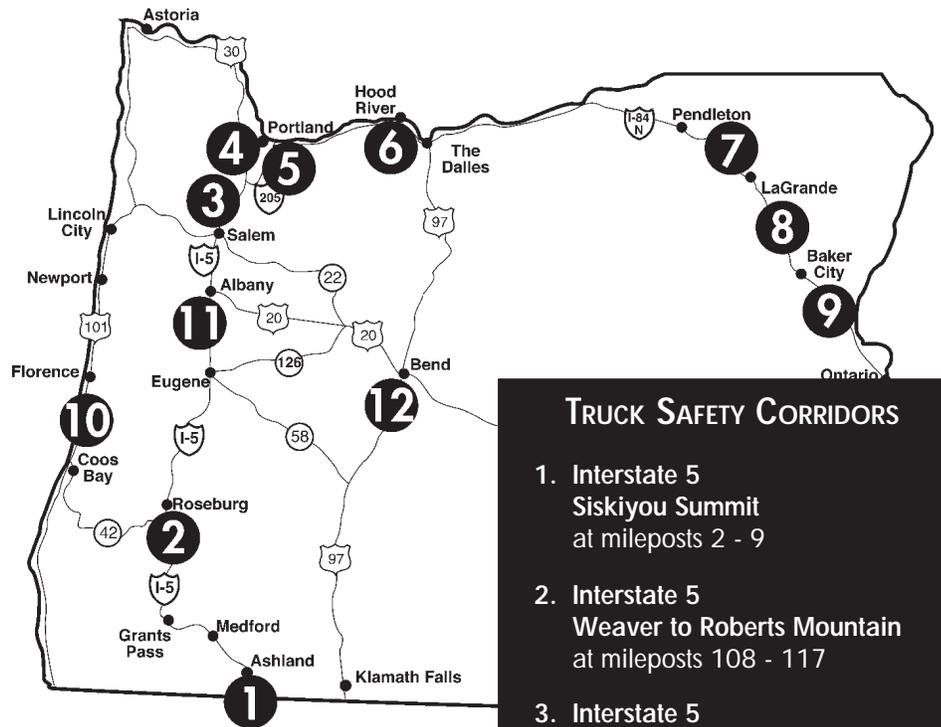
Oregon adds Truck Safety Corridors

When Oregon motorists see a sign that says, "Lights On For Safety," they know they're entering a safety corridor — a stretch of highway plagued with accidents, injuries, and fatalities. Motorists will soon see new signs along more sections of highway, this time marking areas plagued with truck accidents.

New "Truck Safety Corridor" signs are going up around the state to get the attention of both truck and car drivers. Highways were chosen for safety corridor designation based on the amount of truck traffic and the number of crashes involving trucks.

The Federal Highway Administration is funding the safety corridor project, which has both enforcement and education components.

Enforcement efforts include special patrols by law enforcement officers. They'll look for bad driving habits, such as speeding, tailgating, or changing lanes unsafely, the three



most common factors contributing to crashes. Education efforts include news media coverage and presentations to groups. The Motor Carrier Transportation Division is also distribution brochures with tips about driving near trucks, available free of charge by calling 503-378-2082.

TRUCK SAFETY CORRIDORS

1. Interstate 5
Siskiyou Summit
at mileposts 2 - 9
2. Interstate 5
Weaver to Roberts Mountain
at mileposts 108 - 117
3. Interstate 5
Salem area
at mileposts 252 - 260
4. Interstate 5
Tualatin to Portland
at mileposts 289 - 300
5. Interstate 205
West Linn to Clackamas
at mileposts 8 - 14
6. Interstate 84
Hood River to Mosier
at mileposts 63 - 73
7. Interstate 84
Cabbage Hill
at mileposts 219 - 228
8. Interstate 84
Ladd Canyon
at mileposts 270 - 278
9. Interstate 84
Nelson Point to Weatherby
at mileposts 331 - 340
10. US Highway 101
North Bend - Coos Bay
at mileposts 233 - 243
11. Interstate 5
Eugene
at mileposts 191 - 202
12. US Highway 97
Terrebonne to LaPine and
US Highway 20
Sisters to Bend

Oregon Trucking Associations — Highway Safety Contest

A contest for school age children through age 17

Check your knowledge of highway safety. Mail your answers to these ten questions to the OTA Office (address below) by September 30, 1999. All contestants receive a "Youth Truck Safety Specialist" certificate. Also, gift certificates and merchandise (values \$10 to \$200), including bikes and a CD player, will be awarded to ten contestants by a random drawing October 1, 1999. You don't have to be present to win.

1. The "NO ZONE" describes areas around a truck where a truck driver may not be able to see you. True__ False__
2. It is o.k. to pull up on the right side of a truck that is trying to turn right. True__ False__
3. You do not need to wear safety belts in your vehicle if you are traveling a short distance. True__ False__
4. Trucks need extra space in front in order to stop safely. True__ False__
5. If you are following a truck and cannot see its mirrors, the truck driver probably cannot see you. True__ False__
6. When passing a truck, you should be sure you can see the cab of the truck in your rear-view mirror before pulling back in front. True__ False__
7. All drivers should practice _____ driving behavior. a. defective b. defensive c. detractive
8. You should never drive or walk in behind a truck, as the driver may not be able to see you. True__ False__
9. The following driving practices could contribute to a collision:
a. Following too closely b. Excessive speed c. Improper lane changes d. All of the above
10. If your car is equipped with air bags, it is o.k. for small children to ride in the front seat. True__ False__

Send along with your name, address, city, state, zip, and phone number to:
Oregon Trucking Associations, 4005 SE Naef Road, Portland OR 97267

Carriers confuse name change and change of ownership

Has your business expanded and you've incorporated? Have you added or deleted partners, or converted your business entity into a Limited Liability Company? Did you know that each one of those changes has a unique significance in terms of registration with the Motor Carrier Transportation Division?

Last year, when MCTD staff began processing applications from Oregon-based carriers requesting a USDOT number, they noticed that literally hundreds of carriers had changed their legal business entity. Many had incorporated, added or deleted partners, formed a Limited Liability Company (LLC), or accomplished some other form of ownership change.

MCTD had to tell each of them that what may appear to be just a name change is often a change of ownership. All changes in ownership require the new entity to establish a new account, transfer truck license plates, and file insurance and bonds in the new entity's name. This usually results in the following additional expenses:

- Plate transfer fee for each vehicle
- Commercial and/or apportioned registration fees (these fees are not transferable)
- Special Transportation Permit fees for over-dimension vehicles
- A new International Fuel Tax Agreement application fee
- A new Class 1A Permit application fee, for carriers hauling for-hire in Oregon intrastate commerce
- Transponder transfer fees, if trucks have transponders issued under Oregon's Green Light weigh station preclearance program

MCTD is reminding carriers that when they make a change to their business entity, they should immediately advise the MCTD Salem Registration Services office at 503-378-6699, or the nearest Port of Entry, and complete the necessary related paperwork.

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Truck Safety Inspection Statistics for 1998

Number of truck safety inspections conducted in Oregon:.....	44,488
Compared to 1997, percentage increase in inspections:	14.5
Rate at which truck inspections occur:	One every 12.4 minutes
Most inspections conducted in a single day:.....	990
Average minutes needed to conduct a complete Level 1 truck inspection:	29.15
Hours spent inspecting trucks:	17,922
Miles all trucks inspected, parked end to end, would extend:	505
Height in feet all paper inspection forms, stacked in a pile, would reach:.....	6.6
Percent of inspections conducted using laptop computers:	43.9
Average violations per inspection of Oregon-based trucks:.....	2.75
Average violations per inspection of trucks based elsewhere:	2.08
Percent of inspections with ten or more violations:	1
Most violations found in one inspection:	26
Number of carriers inspected more than 100 times:	19
Number of truck drivers caught falsifying log books:	1,968
Number of drivers caught using radar detectors:	158
Number of drivers caught using alcohol or drugs:	45
Number of drivers placed out-of-service:	4,187

Truck Accident Statistics for 1998

Total truck crashes in Oregon:	1,705*
Most truck crashes in one day:.....	15
Most crashes by one company:.....	21
Percent of truck-at-fault crashes caused by speed:	26.5
Median age of truck drivers involved in crashes:.....	43
Number of truck drivers killed in crashes:	13
Age of the oldest driver involved in a crash:	79
Number of people injured in truck crashes:	569
County with the most truck crashes and fatalities:	Multnomah
Percent of crashes involving Oregon-based carriers:.....	58.5
Average length of time, in hours, between truck crashes:	5.2
Percent of crashes involving trucks with hazardous materials:.....	3.1
Total property damage from truck crashes in 1998:	\$125,662,595
Ratio of fatal collisions caused by car drivers to those caused by truck drivers:	1.4 : 1
Number of truckers driving off the road grabbing a cup of coffee or adjusting the radio:.....	28

*1998 crash data is 98% complete and will change slightly as late accident reports are added in the next two months.

—Enforcement

During the fourth quarter, October through December 1998, Motor Carrier Transportation Division staff finalized a total of 142 formal enforcement actions. The number following each name indicates the number of violations confirmed in the process.

- ◆ Denotes failure to comply with an out-of-service notice.
- ** Denotes second complaint within five years.
- Denotes failure to produce records, resulting in suspension of authority.
- Denotes failure to produce records a second time, resulting in cancellation of authority.

Safety Violations

A total of 28 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.

D Belgarde Excavation 7**
Cross Creek Trading Co. 66**
Delphia Oil, Inc. 60
Douglas Welding Supply, Inc. 12
E W Dunsworth Trucking 3
Eagle Systems, Inc. 1
Leslie Harris Trucking 30**
Bud Hoffman Sanitation Service 10
J B Logging 10
Dan Kauffman Excavating 9
LME, Inc. 18
Loren D Obrist Excavating 53
May Rock and Excavating 6**
May Trucking Company 71
McElley Transport 25
Mt Hood Meadows Oregon LTD 37
Moo Lines 38
Orlin's Meat Specialties, Inc. 6**
Pacific West Coast Trucking, Inc. 7
Profit Enterprises, Inc. 3 and 1◆
Ram Trucking, Inc. 24
Reliable Transfer Co. 31**
Rogue Valley Transport 9
L & L Sawyer Painting & Sandblasting 1
David A Scoggins Excavating 8**
Stokes Construction Company 15**
United Foods, Inc. 16**
Doug Wagner 21

Other Safety Violations

A total of 42 enforcement actions involved failure to return a Driver or Equipment Compliance Check Form after a safety inspection, or failure to produce safety-related records.

Ashland, Inc. 1
Benge Construction Co. 1
Diego Bernal, dba Bernal Trucking 1
Blue Flame Oil Co. 1

Glenn Bradley Trucking 1
Butler Amusements, Inc. 1
H Craig Carter Trucking 1
Deluxe Fuel Oil Co. 1
Do'ers, Inc. 1
E C T I 1
E K Trucking 1
Ely Enterprises, Inc. 1
Roy L Houck Construction Co. 1
Howser Steel, Inc. 1
In-Line Equipment Transfer, Inc. 1
J N S Transport Corp. 1
John C Jeffries 10•
Henry Kempton 1
L P Trucking 1
Lane Concrete Cutting, Inc. 1
Leonardo Truck Lines, Inc. 1
Lewis Homes 1
Dale Lovett Construction 1
M T C, Inc. 1
Fred A Moore, Inc. 1
Milton Butch Nadgwick 1
Northwest Scale Systems, Inc. 1
Jose Ochoa 3
Robert Olson Trucking, Inc. 1
P R T I 1
Post Trucking, Inc. 1
Reliable Interstate Express, Inc. 1
Roadrunner Trucking, Inc. 1
Specialized Training Service 1
Super Truck, Inc. 1
Tomco Express 10•
Frederick B Turner 1
United Northwest Transport 1
U S Land Development Co., Inc. 1
Velam Contracting Corp. 2
Clarence Wilson Trucking 1
Ken Zigler Trucking 1

Other Violations

A total of 72 enforcement actions involved violations related to operating without valid registration, permit, plates and passes, operating without a required size or weight variance permit, or failure to produce records related to trucking operations.

Alderwood Equipment 4
All Service Transport Corp. 33
Angeles Metal Systems 2
Avery Northwest, Inc. 40
B & B Transport 3
B & K Enterprises, Inc. 2
Barbour Trucking Company, Inc. 3
Bellegante Trucking 3
Blue Mt Recycling, Inc. 3
Brian Endicott Trucking 3
James Brown 15
Bulk Liquid Feeds 87
C & J Auto Transport 3
Chipman Corp. 2
Clyde Bybee Farms LLC 54
Continental Express, Inc. 3
James Cordie Trucking 4
Discount Delivery & Moving 3**
Kevin Thomas Drever 3
Eagle Express Trucking 9
James C Eastlick 9
Steve Forler Trucking, Inc. 7
Alan Garza, Jr. Trucking 4
Golden Eagle Transport LLC 10•

Miguel Gomez 6
Ruben Guerrero 3
Hemphill Bros Coach Co. 1
Elmer D Hill 3
Indigo Transportation, Inc. 4
Interstate Equipment 3
J Lazy J Ranch 4
Jeffrey J Jenks Trucking 24
JUJ Trucking 14
Katy Did Trucking 6
Liquid Transfer LLC 3
C R Lovell Trucking 8
M T I Motor Transport, Inc. 1
Matisons Trucking 11
Mehna Transportation, Inc. 4
Monarch Transport LTD 2
Montgomery Trucking 4
Muleshoe Cattle Company 2
Nevada West Coast, Inc. 3
Oak Harbor Freight Lines, Inc. 3
Oneill & Sons, Inc. 2
Oraymart, Inc. 4
P R T I 2
Pacific Rose Charters, Inc. 2
Precision Countertops, Inc. 2
Prime, Inc. 205
Primewood Transportation Service 3
R B & B J Trucking 2
Carl O Rasmussen 46
Dave Rayburn 7
Randy Raymond Trucking 11
Renegade Construction 10
John J Robustelli 11
Rocor Transportation Companies 8
Rick Rodgers 2
Larry Root & Sons 14
Jerry Schmoie Trucking 3
Specialized Training Service 7
Dan Stearns Trucking, Inc. 4
C J Thompson Trucking 19
J R Turner Construction Co. 6
U S Land Development 37
J & W Walker Farms, Inc. 3
Westerfield Transportation, Inc. 4
Western Ports Transportation, Inc. 5
Willamette Truck & Equipment 4
Yakima Rendering Company 3
Sheryl Yeretsian Trucking 6

So. Oregon carrier admits safety violations

After doggedly pursuing a Southern Oregon trucking company as it operated under two different corporate names, safety investigators from the Medford office of the Motor Carrier Transportation Division (MCTD) have successfully arrived at a settlement in which the company admits violations and agrees to pay a substantial penalty.

In a Final Settlement Order issued March 2, 1999, Plunk Transportation, Inc., admits to 178 safety violations. Under terms of the agreement, Plunk Transportation, Inc., assumes liability for safety violations committed while the company was operating as Gene Plunk Trucking, Inc. Monetary penalties total \$37,250, which includes \$19,450 that had been suspended from a 1996 enforcement action.

The majority of violations found in the most recent investigation were related to driver's hours-of-service, including requiring or permitting a driver to falsify log books. The first investigation of the company's safety compliance was conducted several years ago when MCTD investigators responded to allegations that the carrier was requiring drivers to violate hours-of-service regulations.



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

Other 9

Alleged Accident 7
 Ran Stop Sign / Signal 11
 Forced Car Off Road 16

Spilled Load 25

Tailgating 46

Careless Driving 53

Speeding 98

Unsafe Lane Change 61

Other includes:
 Impeding traffic
 Mechanical violations
 Fail to stop for school bus
 Polluting air
 Excessive noise
 Parking in no truck zone

Hotline Calls
 - 1998 -

Truck Hotline calls decline in 1998

Calls to Oregon's Truck Safety Hotline declined in 1998. Of all the calls received last year, only 326 of them led to safety advisory letters from the Motor Carrier Transportation Division (MCTD) to the trucking companies involved. Compared with 1997, this represents a 22 percent decline in verifiable incident reports.

Oregon established the Hotline in 1988 as a sane outlet for road rage. Motorists who spot trucking hazards such as speeding or tailgating can simply pick up their phone and call the toll free number — **1-800-248-6782** — to report the incident. Hotline calls are recorded 24 hours a day, 7 days a week. If callers provide enough information to clearly identify the vehicle involved, MCTB sends a letter to the company responsible asking that it look into the complaint.

Considering that truck drivers drive more than 1.5 billion miles each year over Oregon highways, it's remarkable that the Safety Hotline would receive only 326 calls reporting truck driving problems.