

**REVENUE:** No revenue impact

**FISCAL:** Fiscal statement issued

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<b>Action:</b>	Do Pass as Amended and Be Printed Engrossed
<b>Vote:</b>	5 - 0 - 0
<b>Yeas:</b>	Deckert, George L., Monnes Anderson, Starr, Metsger
<b>Nays:</b>	0
<b>Exc.:</b>	0
<b>Prepared By:</b>	Janet Adkins, Administrator
<b>Meeting Dates:</b>	1/17, 2/1

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**WHAT THE MEASURE DOES:** Authorizes the Department of Transportation to enter into agreements with other jurisdictions for registration, collection of fees, and insurance verification for trucks operating interstate. Deletes a requirement that trucks operating in Oregon, but based elsewhere, file proof of liability insurance with Oregon. Deletes a requirement that trucks carry weight receipts or passes on the vehicle. Declares an emergency; takes effect on passage.

**ISSUES DISCUSSED:**

- Pre-empted policies
- Base state registration process
- Unified database
- Streamlining aspects of the change
- Likelihood that carriers will mostly continue to display state credentials in order to obtain tax-exempt fuel in Oregon

**EFFECT OF COMMITTEE AMENDMENT:** Adds an emergency clause. Authorizes Department of Transportation to adopt rules to implement provisions. Rewrites existing provision in ORS 825.104 to simplify and clarify requirements for interstate carriers operating in Oregon.

**BACKGROUND:** The federal legislation that reauthorized highway programs (passed in 2005) pre-empted state registration programs and state insurance requirements for interstate motor carriers (trucking companies). The federal legislation creates a “base-state” system – the Unified Carrier Registration Agreement – for registration of interstate motor carriers, brokers, leasing companies, and freight forwarders. The Agreement has not been implemented, but Oregon met a November 2006 deadline to submit a non-binding statement of intent to participate. The system is expected to be operational later this year. Oregon will receive funds back in addition to their costs to implement the program and may spend those funds for truck safety enforcement.

The changes in SB 222-A are intended to bring Oregon into compliance with the federal law. Motor carriers will be required to register and pay fees in their base state and to carry liability insurance, but will not be required to provide insurance information to each state in which they operate or to carry or display state certifications. States are not precluded from requiring carriers to obtain state credentials, such as the weight-mile tax credential, but are precluded from requiring the display of such credentials.