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DC DEPARTMENT OF MOTOR VEHICLES

IRP NEWSLETTER

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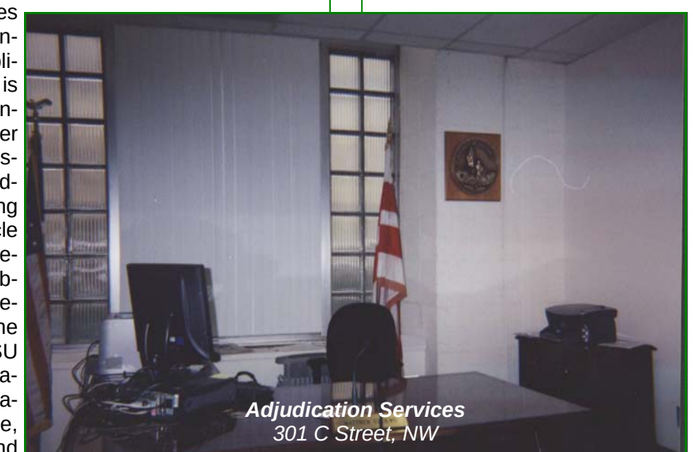
MINOR MOVING VIOLATION TICKETS ISSUED TO OWNERS OF APPORTIONED VEHICLES

The Metropolitan Police Department's Motor Carrier Safety Unit is responsible for enforcement of heavy weight vehicle regulations in the District of Columbia. As safety ambassadors, MCSU officers cited nearly 300 apportioned vehicles during the months of March, April, May and June 2006. Owners incurred fines amounting to more than $150,000 and these included infractions ranging from having an overweight carrier to other IRP violations. The MCSU reported additional infractions to the Major Crash Investigations Unit during this same period. Operators were cited for failure to have a medical certificate at the time of citation; for mechanical violations; for failure to have DOT markings on their vehicles; for overweight vehicles; for having expired tags; for mechanical violations; and literally hundreds of stops were effected to carry out routine inspections.

Although other agencies assist in conducting inspections, the Metropolitan Police Department is the lead agency responsible for motor carrier enforcement in the District of Columbia. In addition to laws pertaining to commercial vehicle safety, hazardous materials, the Controlled Substances Act and selected portions of the Criminal Code, MCSU officers enforce regulations governing registration, tax compliance, size and weight, and over-dimensional loads.



Adjudication Services
301 C Street, NW

From October 1, 2005 through July 30, 2006 Motor Carrier/Major Crash Unit inspectors conducted 6,273 inspections, amounting to approximately 627 inspections per month. They appeared at numerous administrative hearings to offer testimony on the tickets they issued.

The Metropolitan Police Department, DDOT and the DMV work together to assure the carrier community receives timely notice about legislative changes affecting your industry. For example, earlier this year, police officers blanketed the region, issuing bright yellow handouts to drivers entering the city before they began enforcing new 2006 IRP regulations.

When a moving violation ticket is issued, most states require a vehicle owner or his representative to appear in court.

Some few jurisdictions – like the District of Columbia, New York City, Chicago and Los Angeles — have provided an option to the courts for minor traffic violations. Certain minor traffic violations were decriminalized in 1978. This means that D.C., lawmakers separated traffic infractions that mandate major penalties and jail time from minor citations. Drivers who incur major violations must appear in Superior Court.

In D.C., non-criminal traffic offenses can be heard, or adjudicated, at an administrative law hearing. Most Adjudication Services examiners are law school graduates. While hearing examiners can not practice law while employed by the government most of them are members of a local bar association.

A driver who is cited for a minor moving violation can challenge a traffic ticket by requesting a scheduled in-person hearing or by requesting that his citation be adjudicated by mail. There are two answers to a moving violation: admit or deny. The driver will be asked to answer the ticket at the scheduled hearing and he or she can be represented by an attorney. A hearing examiner will first consider the government's claim that a violation did occur and he or she will thoroughly evaluate testimony or evidence provided by the issuing officer. The driver of the vehicle is given an opportunity to challenge the officer's testimony before the hearing examiner makes a decision. After hearing all testimony, the hearing examiner will decide to dismiss or upheld the citation. If the hearing examiner finds the driver liable for the moving violation, traffic points may be assessed. An accumulation of points may adversely affect one's driving privileges. In the District of Columbia, driver's can be suspended or revoked for traffic points. Suspension is mandatory if a driver accumu-

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lates 10 points within two years. Revocation is mandatory when 12 points are accumulated within two years.

During the last fiscal year, Adjudication Services conducted more than 236,614 parking and minor moving violation hearings. This number includes 16,387 scheduled moving violation hearings and 8,342 photo enforcement ticket hearings. A person who is dissatisfied with the outcome of an Adjudication Services hearing may file a formal appeal asking that his or her case be reviewed by the independently constituted Traffic Adjudication Appeals Board of the District of Columbia. The formal appeal must be filed within 15 days of the date of notice of the hearing examiner's decision.

The Department of Motor Vehicles Adjudication Services Office is located at 301 C Street, NW, Washington, DC 20001. Additional information can be found on the DMV website: www.dmv.dc.gov.

M.C. DEAN ELECTRICAL CONTRACTOR

Turn left on New York Avenue at Bladensburg Road NE, and you're in close proximity to an important unit of one of the nation's leading integrators of complex electrical and electronic systems. M.C. Dean, Inc. supports local construction projects and other designs in 35 countries on five continents. The company employs nearly 2,000 engineers, technicians, and support staff at fifteen offices worldwide. In their northeast commercial park office building, they employ at least 50 men and women whose job it is to support construction projects in the metropolitan area. M.C. Dean, Inc. is a family owned business with local owners.

Tom Ross Mike Keatley

Representatives Mike Keatley and Tom Ross report that M.C. Dean, Inc., itself a former small business, is proud to actively support all categories of small business contractors and suppliers. Dean's own staff and their subcontractors have designed, installed, and maintained complex systems and infrastructures at locations such as: The Pentagon, Washington Dulles International Airport, Langley Air Force Base, The Social Security Administration Building, Baltimore Washington International Airport, the City of Baltimore and the District of Columbia's Unified Command Center. The company reports that over the past five years, their small business subcontractors have installed or supported the installation of five million feet of cabling and conduit; 10,000 CCTV cameras; 350 miles of duct banks; 20,000 alarm system door contacts and 30,000 cubic yards of concrete.

M.C. Dean says their company is always looking for small businesses interested in performing challenging and meaningful work on important, high profile projects. If your company is interested in working with M.C. Dean, go to www.mcdean.com and click on "Supplier Diversity".

Although M.C. Dean, Inc. has 30 vehicles registered in D.C under their Transportation Systems Group, the company is relatively new to the IRP. Their Safety Coordinator is Tom Ross, whose responsibilities include accident investigations and oversight over the company's OSHA training program and field activities to assure compliance with occupational safety requirements. Tom is a former Metropolitan Police officer who retired from the force after 25 years of service to the District.

After retiring in 1995, up until he joined M.C. Dean four years ago, Tom worked with other firms to recover stolen and missing vehicles. He now works to assure that CDL operators submit to timely physicals and that the company complies with drug testing requirements whenever an accident occurs. Tom says employees at the D.C. facility represent all ethnic groups and several foreign countries – including Romania and Russian expatriates – and that all these workers possess varied skills levels.
M.C. Dean's Washington general manager, Mike Keatley, was educated at Drexel University as a civil engineer. He provides oversight and direction to a staff of 50. Mike describes his company as being on the cutting edge of new technology, with offices in Germany and throughout the United States. The company's contracts extend beyond the United States to Afghanistan, Iraq, and Europe. Though M.C. Dean, Inc. is a relatively new institution compared with some other electrical contractors, its clients include the United States Department of Defense, the District of Columbia, the City of Baltimore, the City of Atlanta, Virginia's Department of Transportation, the General Services Administration, and the United States Department of State.

M.C. Dean maintains an apprenticeship program designed to attract new employees while offering mobility to current workers. As an example, Keatley cites their four year Traffic Technician Program which leads to certification as a Journeyman with credentialing recognized throughout the industry. The Journeyman has an important role in this industry, Keatley says, because some projects require the presence of a Journeyman at all times.

M.C. Dean Electrical Company, Inc.

2006

DMV VEHICLE INSPECTORS

The DMV maintains a world-class eight bay service center in southwest Washington with two shifts of vehicle inspectors. Their tours of duty extend from 6:00 am to 2:30 pm and from 10:00 am to 6:30 pm, Monday through Friday. Saturday hours are from 7:00 am to 3:00 pm. Each examiner is qualified to inspect vehicles ranging from a two-wheeled scooter to a 45 passenger bus or an apportioned vehicle.

Inspecting a Commercial Vehicle in the 40's

roles in creating safe, habitable and secure environments. I found an interesting memorandum recently at the D.C. Archives at Naylor Court, NW that was written on April 17, 1971 by Joseph P. Murphy, who was Director of Motor Vehicles. Mr. Murphy addressed the issue of reciprocity between the District of Columbia and nearby counties of Maryland, reporting that he had been advised that "it may be in the best interest of certain members of the trucking industry based in the District of Columbia to enter into a reciprocal agreement . . . so as to permit District of Columbia trucking companies to obtain local hauling jobs from point to point in Montgomery and Prince Georges Counties without the necessity of the owners of such companies being required to register their vehicles in both the District of Columbia and Maryland . . . "

The reciprocity proposal discussed in Murphy's 1971 memorandum to Mayor Walter E. Washington preceded adoption of the International Registration Plan presented to the American Association of Motor Vehicle Administrators (AAMVA) in September 1973. A resolution was passed at the AAMVA conference that year which made IRP a reality. The organization's ambitious goal was to create the first national uniform inter-jurisdictional registration plan. Today, the 48 contiguous US States, the District of Columbia and ten Canadian provinces are all members of IRP and participate in the plan, authorizing registration of over 2.0 million commercial vehicles. In addition, the repository continues to have an open dialogue with Mexico as an entrant into IRP.

1940 Era DMV Vehicle Inspectors

The District of Columbia did not join IRP until 1996. The DMV did not begin to enforce IRP regulations until after October, 1998. Effective this date, the IRP removed a trucker's burden of having to purchase a full fee plate in each state where a vehicle conducted operations. This also meant that apportioned vehicle owners in the District were no longer required to comply with other registration agreements, except for another state's requirements for fuel decals (IFTA stickers) or oversize/overweight permits, or when they are seeking operating authority granted from another state's regulatory commission.

A unique part of D.C.'s history is its requirement that all vehicles must be submitted to inspection and display a valid sticker on the windshield. Only seventeen other jurisdictions have similar inspection requirements, and not all counties within these jurisdictions regulate such review. In D.C., first time commercial vehicle registrants and renewal applicants must bring their vehicles in for inspection. While the DMV has undergone significant safety and emissions requirements from the time it was a four bay inspection station in Northeast Washington in the 40's, vehicle inspection is still a requirement. The District denies a registration sticker to unsafe vehicles and to those that do not meet reduced pollutant standards.

The DMV's 20th Century IM/240 Diagnostic Testing

The District's inspection program provides residents with a periodic, low cost means of evaluating the health and safety of their vehicles. If a vehicle fails, a report is produced to assist the owner's mechanic in diagnosing and repairing problems that are discovered. Vehicles are tested using the IM/240 computer, the Idle test or the On-Board diagnostic computer. These tests measure emission levels.

The following is a listing of items which may cause a commercial vehicle to fail inspection: missing documents, miscellaneous items, body, safety apparatus, lights, glass, suspension, exhaust, tires and brakes.

If a vehicle fails its initial or renewal inspection, a "failed inspection" sticker having 20-days duration will be placed on the windshield. The customer will also be provided a report listing the items that failed inspections. A Resolution Coordinator is available at the inspection station to assist drivers.

Cable Installation in Underground Manhole

In addition to their high profile assignments, you may have seen M.C. Dean, Inc. employees erecting permanent street lighting in front of the White House. Or when they were working within the 24 hours allotted for removal of traffic signals prior to and after the inauguration of the president.

Cable Installation Thru Underground Infrastructure

You may have seen their workers removing traffic signals for a state funeral, or when they were removing and replacing light poles in your neighborhood following a traffic accident. Not to confuse the work of M.C. Dean with PEPCO, Keatley reminds us that PEPCO provides the actual electrical power while Dean's technician's work to assure that everything in their cabinetry is properly aligned for delivery of electric power.

GOALS For 2007 and the Rest of Your Life

1. Nourish your body by eating right.
2. Keep your heart healthy.
3. Read a book—turn off the TV or computer.
4. Release yourself from stress: Yoga or Pilates.
5. Make fitness a part of your everyday life.
6. Eat more healthy fruits & vegetables everyday.
7. Learn and teach proper food and health hygiene.
8. Get at least 6-8 hours of sleep a night.
9. Become more flexible—not just physically but mentally.
10. Keep your health records up-dated.
11. Prevent weight gain—watch what you eat.
12. Relax—don't let problems or issues stress you out.

FREQUENTLY ASKED QUESTIONS ABOUT IRP

Q: How will participation in IRP help my trucking operations?

A: In the past, reciprocity agreements restricted a trucker's operations in other states to interstate commerce requiring an owner to purchase a full fee plate in each state where a vehicle conducted operations. Under the IRP an apportioned vehicle is allowed to conduct both interstate and intrastate operations.

Q: When a state or jurisdiction joins IRP, does the Plan supersede all former registration agreements?

A: Yes. However, the IRP does not supersede another jurisdiction's requirements such as fuel decals or oversize/overweight permits, or operating authority granted from a state's regulatory commission.

Q: What is the minimum number of vehicles that may be apportioned in a fleet?

A: The IRP defines "fleet" as one or more apportioned vehicles allowing for single-vehicle fleet apportionment.

Q. How are Special-purpose registered vehicles such as farm vehicle treated under IRP?

A: Under the Plan, restricted plate vehicles such as those restricted to the commodities they can transport or in the area they may serve are not apportioned vehicles and hence are treated under other agreements between jurisdictions.

Q: Must I register my equipment in all IRP states at the same gross vehicle weight (GVW)?

A: No. Your GVW as shown both on your application and cab card may vary from state to state. However, enforcement personnel may issue a citation to your vehicle if it is found operating in any IRP jurisdiction at a weight exceeding that for which it is registered.

Q: If I anticipate operating in a state during the next registration year that I did not operate in during the current year, how I get these states on my cab card?

A: List the added jurisdictions and weight when you renew your IRP credentials, using estimated miles.

Q: On the occasion of my first apportioned registration under the Plan, What mileage figures should I use if I have little or no data?

A: If you have any mileage data about your prior operations, this information should be the basis for apportioning your Registration fees. If you have no data, you may estimate your miles in each jurisdiction, but that estimate is subject to review and adjustment. Estimates should be made as accurately as possible.

Q: If I anticipate operating in states not listed on my current cab-card(s) years?

A: Complete a supplemental IRP application form, adding the new jurisdictions and weight using estimated miles.

Q: How do I add or delete vehicles or transfer registration in my fleet during a registration year?

A: These changes are accomplished by submitting supplemental applications.

Q: Can I renew for 1 year or 6 months?

A: In the IRP, you are required to renew for 12 months.

Q: Can my IRP registration fees change from year to year?

A. Yes, typically they will change every year. IRP fees will change based on changes in the number of miles traveled in each jurisdiction, any changes in the registration weight, or if the jurisdictions change fee structures.

SUDOKU PUZZLE

Soduku—The Numbers' Game

What is Soduku?
The Soduku puzzle is a Japanese logic game which entered the western world in the last few months and is gaining popularity very fast.

What's so special about this Soduku puzzle? First, the Soduku puzzle can be anything from ridiculously easy to fiendishly difficult. Second, it's a puzzle which is comprised only of numbers, digits 1 to 9. There is actually no need for math knowledge, you solve the Soduku puzzle with reasoning and logic.

One simple rule: "Fill in the grid so that every row, every column, and every 3x3 box contains the digits 1 through 9.

I see no point in playing it . . .
Well, Soduku is definitely one of the more challenging puzzles you can do. Soduku requires logic and will help you develop logical thinking and decision making.

Tips for the Beginner Soduku Player

- Make sure you have free time.
- Resist the temptation to guess and use logic instead!
- Solving time for the Soduku is typically 10 to 30 minutes, depending on your Soduku skill and experience. Don't quit if you're Soduking for 5 minutes and getting nowhere.

A Mind Teaser:

Complete the grid so that every row, column and 3 x 3 box contains the digits 1 through 9. Digits cannot be repeated within the same row, column or box.

				3	1			
	5			8		2		7
			7	9			6	3
4								8
	3	9				6		
		7					9	1
2	9		5		3			
		1			8	7	2	
		8		2				6

Answers in the next Issue.

Please Respond in a Timely Manner When Contacted by Auditors from the DMV's IRP Program

KEEP GOOD RECORDS TO SUPPORT YOUR CARRIER OPERATIONS.

DC HISTORY AND CHANGES AT THE DMV

If you are like some people you believe that Walter E. Washington was the first elected mayor of this city. There are partial truths in this statement, because before there was a District of Columbia the community operated under a series of charters and commissions authorized by Congress. These charters and commissions were headed by individuals whom Congress designated to govern, even though they were not elected to do so. The District has a unique place in history but any belief that Walter E. Washington was "the first elected mayor" is not true. The distinction lies in the words "District" and the "District of Columbia." The district refers to decades of government characterized by special charters and commissions. Whereas the District of Columbia refers to a once-divided territory brought together to form a centralized government.

The Martin Luther King Library on 9th Street, NW is a treasure trove of information about the District of Columbia. For example, I found that as early as 1790 there was a law that provided for three commissioners to govern the federal district. The federal district consisted of five separate units: Washington City, Georgetown and Washington County on the Maryland side of the Potomac River, and Alexandria and the County of Alexandria on the Virginia side of the river. These cities or places were considered separate jurisdictions with their own mayors. In 1802 citizens of Washington City petitioned for their own municipal charter. It was granted by Congress and Washington became an incorporated city, much like Alexandria and Georgetown. During the 1800's Washington City moved toward greater independence in managing its own affairs.

In the 1820's Congress granted Washington City yet another charter giving the local government more than it had before. It extended the right to vote to all white male property owners who paid at least 50 cents in taxes and had resided in the city for a year. Eligible voters had the power to elect a mayor directly instead of having the council select him. Some decades later there was a territorial government with three appointed commissioners whose job it was to manage the District. This unfortunately was a return to the system in effect between 1790 and 1802 when the city received its first charter. New Commissioners, like earlier ones, were supposed to govern the District temporarily and arrange for payment of its debts through loans guaranteed by the federal government.

The Organic Act of 1878 settled the future of the District government for almost a century. The Act was a compromise which resulted in the lost of home rule. Washingtonians were to receive a generous federal subsidy and in exchange Congress promised the District a federal payment equal to half the city's expenses. This was justified as compensation for the great value of tax-free federal property in Washington. Congress conferred upon three newly appointed Commissioners nearly absolute power. The Organic Act was intended to give Washington honest, economical administrations but it took away Washington resident's say in their government. While citizens could vote to elect a council, the mayor of the city was appointed by the President.

President Lyndon B. Johnson appointed Walter E. Washington as mayor-commissioner. Washington took the oath of office and was installed in 1967. He served as mayor-commissioner for seven years. After approval of the Home Rule Charter in 1974, Mr. Washington ran for election and served one term as the elected mayor. He was defeated when he ran for reelection. The mayors who were elected after Mr. Washington were Marion Barry, Sharon Pratt-Kelly, and Anthony Williams. The fifth elected mayor of the District of Columbia is Adrian Fenty. Before, and even after the Walter Washington administration, this city with more than half a million residents was expected to provide many services and perform tasks that other states and large municipalities do.

1940 Era Northeast Inspection Station

Many Congressmen who served on the Committee on the District of Columbia have been characterized as insensitive or unfriendly to the interests of city residents. After Congress' recent shelving of the District's petition for voting rights, a number of residents again have serious questions about this body's support of American citizens who live in this city.

Looking back in history, we believe that the District government's first departments were probably designed to address public safety and health issues created to keep the peace and curtail diseases. With the city's growth came the demand for better trash collection and workable sewer systems. From mud roads to highways, we have evolved. While history shows that thousands of residents died here because of frequent outbreaks of diseases like cholera and poor sanitation, today's Washington is a world-class city.

The city's major agencies surely included a police department, a department of water and sewers, a department of corrections, a health department and probably a department of motor vehicles. These offices still play important