

MCTAC Agenda

February 13, 2014

Time: 8:30 a.m.

Location:

**Natural Resource Center
3415 Commercial Street S.E.
Salem, Oregon 97302**

Facilitator: Ed Scrivner

- I. Status update on the compatibility of OSP's Zebra printers with ASPEN .
. . Mike Bolliger.**
- II. New electronic mileage recorders and Oregon mileage tax record
keeping requirements . . . David Gray**
- III. Availability of Single Trip Permit applications on Trucking Online &
phasing out of faxed STP requests . . .Charlie Hutto**
- IV. OAR: document receipt date for IFTA . . . Gregg Dal Ponte**
- V. Update on the IRP Full Reciprocity Plan rollout . . . Jenn Coffin**
- VI. EROAD Update . . . Gayle Green**
- VII. MCTD Quarterly Business Review . . . Ed Scrivner**

MINUTES

MOTOR CARRIER TRANSPORTATION ADVISORY COMMITTEE MEETING February 13, 2014

Attendees:

David McKane – ODOT/MCTD
Lanny Gower – Con-Way Freight
David Gray – Glostone Trucking Solutions
Leon Fischer – Siletz Trucking Co.
Don Miner – OMHA
Ed Scrivner – ODOT/MCTD
Steve Bates – Redmond Heavy Hauling
Christy Jordan – ODOT/MCTD
Bert Hartman – ODOT/Bridge
Mike Bolliger – ODOT/MCAD
Capt. Tom Worthy – OSP/Salem GHQ
Lt. Jim Rentz – OSP/Salem GHQ Patrol
Charlie Hutto – ODOT/MCTD
Jennifer Coffin – ODOT/MCTD
Gayle Green – ODOT/MCTD
Kristan Mitchell - ORRA
Bob Russell – OTA
Gregg Dal Ponte – ODOT/MCTD
Tara L. Caton – ODOT/MCTD
Dave Jostad – May Trucking Company

Facilitator: Ed Scrivner

Status update on the compatibility of OSP's Zebra printers with ASPEN . . . Mike Bolliger

- ◆ Currently, OSP troopers use a 4" Zebra brand thermal printer for citations and a second printer to print truck inspections from FMCSA's ASPEN system. Truck inspections are formatted for 8.5 x 11" paper. It is inconvenient to carry two printers in the limited space available on motorcycles or in patrol vehicles, so OSP asked if it would be possible to configure the Zebra printer in such a way that the truck inspections could also be printed on it. **(See Attachment A)**

Initially OSP worked with the e-citation vendor Advanced Public Safety to see if the 4" thermal printer could be made compatible. When APS was not willing or able to make the necessary format changes, ODOT was asked by if they could create a printer driver that could.

ODOT's Motor Carrier Application Development (MCAD) group tested both the Zebra printer and a comparable Citizen PD-24 printer to see if the ASPEN information could be shrunk down to the 4" printer using Windows 7 and still be legible. MCAD tested both printers and attempted to use existing products and PDF technology. They were able to send a PDF version of the truck inspection data to the 4" printers; however, it was so small as to be completely illegible.

MCAD technicians also contacted both printer companies and asked them if they would consider making a driver that could convert standard size information down to the 4" width and still make the content readable. Neither company was willing to go to the trouble and expense to develop a driver that would do this in Windows 7 as the audience is currently too small to make it financially worthwhile. MCAD also checked for any competitors on the market with similar technology and couldn't find any. Per Mike, some of the states have rewritten the software themselves, but he couldn't find anyone who was doing this exact thing or even thinking of it.

Don Miner asked if MCAD couldn't configure Window's 7 to operate as Windows XP since there are ways to convert standard documents down in XP. Mike answered that it wasn't an option and Capt. Worthy added that XP is no longer going to be supported and OSP is required to maintain supported software because of their connections to the FBI's databases.

Captain Worthy said that California Highway Patrol is going to 4" thermal printers for e-ticketing too. Though ticketing and truck inspections are two separate things, there may be more interest in the future in making the truck inspections compatible with the smaller printers once more officers at roadside are inspecting trucks. Per Capt. Worthy, the only thing the 4" thermal printer lacks is the ability to work for truck inspections.

Steve Bates asked if it would be possible to switch the orientation of the truck inspection information to landscape and then perhaps have the information print lengthwise on the 4" thermal printer rather than vertically.

Mike said he would take the question back to the MCAD technician who has been working on the issue to see if it is something that might work.

Captain Worthy thanked ODOT/MCAD for being willing to try and figure out a solution, even if there is not one currently available. Their efforts are appreciated.

David McKane said that ASPEN is FMCSA's program and they anticipates a future rulemaking which will lead to electronic inspections downloaded directly to the company rather than giving a driver a paper report of any kind at roadside. The printer compatibility issue may become a moot point once that actually becomes rule.

**New electronic mileage recorders & Weight/Mile record keeping requirements . . .
David Gray**

- ◆ David provided copies of Oregon's Weight-Mile Tax Records Requirements and IRP's Records Requirements. **(See Attachment B)**

Because of the increasing availability and use of on-board GPS technology which records origin and destination points, David thinks that some of current Oregon requirements are now obsolete. Although the data recorder doesn't collect bills of lading or destination and pickup points, he thinks the records created by the mileage recorders could be accurate enough to be sufficient for audit purposes. He added that IRP is planning a rewrite of their record keeping requirements and found that bills of lading or references to pick-up and destination weren't necessary. David is suggesting that ODOT reevaluate the need for bills of lading as currently required per statute.

Gayle Green, ODOT/MCTD's Audit Program Manager, said that the problem we have is that there are different levels of service available for purchase under GPS technology providers. When EROAD conducted their pilot and was audited by MCTD and the Oregon Secretary of State's office, they were found to be in compliance **because they ping the vehicle once per second and maintain the data**. Also, their **device is hard wired into the vehicle**. If a company is only paying to ping a vehicle once per hour and the data is not maintained, that will not meet Oregon record maintenance requirements for audit. Alternate GPS devices, like a cell phone or transponder which could be moved from truck to truck, are also too difficult to track. To write a rule to cover all of the various levels of technology would be very difficult.

Gregg Dal Ponte commented that Gayle's points are precisely why a product like **Drivewyze** offers is ineligible to be used in Oregon. He suggested that it is possible to specify what the requirements are for an e-device to be judged to be acceptable for use in Oregon. The device would have to collect and retain suitable audit data to meet our audit requirements. If we are going to say 'yes' or 'no', we can write a list of parameters; however, carriers are ultimately responsible to maintain and provide appropriate tax records upon request. For example, taxpayers have to pay IRS income tax. Gregg uses TurboTax software to calculate and process his tax filings, but he is ultimately responsible if there is an audit of his return. The burden is on him to maintain paper documentation to back up the electronic data that was submitted. He added that he doesn't think the state can prescribe the level of risk you are willing to take as a taxpayer.

David Jostad stated that FMCSA requires carriers to maintain the supplemental records anyway. He confirmed with Gayle that auditors default to paper records already in the event that the electronic records don't meet the requirements. He added that May Trucking Company already is entirely electronic for reporting and for supporting documentation.

Gayle added that under both IFTA and IRP record requirements, the GPS data is also specific to the truck.

David Jostad added that GPS technology brought May Trucking's compliance with record requirements to 100%. He said that litigation against the company has become almost non-existent because the technology backs up everything they do and maintains a record of it all.

STP applications availability on TOL & phasing out of faxed STPs . . .
Charlie Hutto

◆ **(See Attachment C)**

Currently MCTD OD Permit analysts take Single Trip Permit (STP) application information down over the phone from the carrier or by fax and fill out a paper form to be worked at a later time, possibly by a second analyst. This can lead to multiple errors and potential misinterpretation. Common problems are illegibility and missing information. This method also leads to multiple calls from carriers asking where their permit is in process.

Alternative 1: The carrier will be able to directly input their application for an STP using trucking online (TOL). This method allows the carrier to input the information for the requested permit themselves and the data is prefilled in MCTD's mainframe screens. This will improve the accuracy of the permit and also remove the problem of legibility. The carrier will also get an email confirmation of the submission which will list the application information, the permit number, and the name of the analyst assigned to work the permit.

Alternative 2: The carrier calls or faxes an STP application in and an analyst takes the information and keys it directly into the Oregon Trucking Information System (OTIS) as opposed to recording it on a paper form to be keyed later on in the process. The carrier can choose to receive an email confirmation which will list the application information, the permit number, and the name of the analyst assigned to work the permit. The carrier can review the email and notify the OD Permit Unit if the permit data has an error. In this solution, mainframe screens are also prefilled with the data.

Application assignment is done via OTIS. All applications are queued in time order received. Analysts can only assign the oldest application to themselves; however, system administrators can move an application to the top of the list or assign it to any analyst. This will allow for better tracking of the status of permits. Carriers will again be notified by email when the permit is submitted, when it is assigned, and when it is complete.

We anticipate fewer phone and fax applications as carriers switch to electronic submission. Electronic submission will also do away with illegibility problems associated with fax submissions.

Steve Bates asked if superload applications will still be processed in their own place and Charlie answered that there is a superload application available online.

We are currently going live with keying fax and phone permits into OTIS. The week of February 18th, we will go live with 10 pilot carriers submitting their own applications via TOL. March 3rd is the full release and implementation of the STP applications on TOL. **6 months after implementation, we will discontinue accepting faxes for STPs; carriers will be required to submit single trip permit applications via TOL or by phone.**

OAR: document receipt date for IFTA . . . Gregg Dal Ponte

- ◆ MCTD was contemplating a new Rule for IFTA reports and payments transmitted through USPS which do not have a clear postmark date; however, we don't propose to go forward at this time.

Standard operating practice was to use the postmark date to determine the date filed, but we didn't have a written policy or procedure to define what we do in the absence of a post mark date. Also, this isn't an issue that is unique to IFTA reports and payments. Gregg said that he thinks we need to have a definable standard that we can use in any circumstance. He added that he doesn't think this requires a legislative mandate to correct the issue.

David Jostad said that carriers should send the information via certified mail if there is any question about mailing documentation out close to the due date. He asked that we bring our proposed uniform objective standard back to MCTAC once we've developed it.

Update on IRP Full Reciprocity Plan rollout . . . Jenn Coffin

- ◆ The Full Reciprocity Plan (FRP) goes into effect is January 1, 2015. All member jurisdictions must have their programs ready by that date. **(See Attachment D)**

The FRP seeks to eliminate estimated mileage for new carriers and carriers adding jurisdictions mid-year. Instead, carriers will pay a fee based on the chart miles for each jurisdiction during the carrier's first year of operation. After the first year, carriers will pay registration based on miles actually travelled in IRP jurisdictions the prior year. In both cases, cab cards will list and allow travel in all IRP jurisdictions.

Steve Bates asked how you determine the weight to declare for each jurisdiction. Would it be a standard 80,000 lbs, the base state declared weight, or something else? Gayle answered that the question is unresolved at this time since Oregon, for example, would allow a base registration at 105,500 lbs, but that is not a legal weight in all other jurisdictions. Questions like this will be addressed as we move closer to implementation.

Lanny Gower thanked Gregg and ODOT for moving forward with the FRP proposal and eventual IRP adoption. Bob Russell thanked Lanny for his participation in the process as well.

Jenn advised that there is more to come. MCTD is working with our Information Technology staff because there are a lot of programs we need to update for compatibility by October 1, 2013 since our renewal process starts in the fall rather than at the beginning of the calendar year.

EROAD update . . . Gayle Green

◆ **(See Attachment E)**

Gayle started out by reminding everyone that you should always maintain backup documentation for electronic records. Redundancy is key if something occurs to render your primary files unusable.

Technology has evolved over the years and has reached the point where we proved the concept of truck road use electronics as a way to successfully eliminate manual tracking of trucks in Oregon.

David Gray asked if EROAD has the ability to handle and track configuration changes. Both Gayle and Steve Bates confirmed that it does.

Steve went on to say that it will work on various engine types including pre-ECM engines. It takes about an hour to hardwire the device into the truck.

MCTD confirmed that EROAD collected abundant data and it was very accurate. The Oregon Secretary of State confirmed the EROAD system accuracy and reliability.

Lanny Gower asked if there is any contemplation of ODOT providing an incentive like a reduced rate or discount to encourage carriers to use EROAD because it makes auditing easier and lessens administration.

Gregg Dal Ponte answered that the idea had been discussed, but the current thinking is that the geo-fencing ability for identifying off-road or private road miles creates an opportunity for sufficient carrier cost savings in most cases.

EROAD's production environment is currently being tested to accept January 2014 Oregon Highway Use Tax Reports. They are also developing an environment to accept Road Use Assessment Fees for heavy haul operations.

Lt. Rentz said that this is a good tool for law enforcement.

Gayle said that the main EROAD launch in Oregon is scheduled for April of this year.

Motor Carrier Quarterly Business Review . . . Ed Scrivner

- ◆ Ed reviewed the information contained in the second quarter of the 2013-2015 MCTD QBR. **(See Attachment F)**

Bob Russell asked what the percentage for driver out-of-service is. Per David McKane, it hovers around 14-15%.

Gregg noted that ever since we started doing 24/7 hours of service (HOS) operations, we have seen articles from the industry advising drivers to not even attempt to falsify log books in Oregon.

David added that our inspectors target vehicles that give us cause to inspect them, an obvious defect for example.

Lt. Rentz asked for a copy of the HOS plan so that OSP can be aware of planned operations and/or assist. David said that he will provide it to Lt. Rentz.

David added that the industry is getting better overall and commerce is getting better. The crashes are probably going to increase when we get the latest numbers; however, we expect the severity of the crashes to be less.

Gregg said that there are both controllable and uncontrollable variables which affect truck at fault crashes.

David extended his thanks to OSP for their attention and quick response regarding the vandalism at our Wyeth scale location. Twice in the past several months, the copper wiring at that site has been stolen. The second time, OSP caught the thief in the act when a patrolling trooper noticed that the scale closed sign was turned off rather than powered on and stopped to investigate further.

Gregg asked if anyone in the meeting has noticed degradation in our telephone customer service since the calls abandoned and hold times have dramatically increased. Steve Bates answered that most of the carriers in the room use trucking online rather than call in for permits. He said he thinks it must be foreign carriers that are experiencing this phenomenon.

Meeting adjourned at 11 am.

Thermal (4") Printers

- Zebra RW420

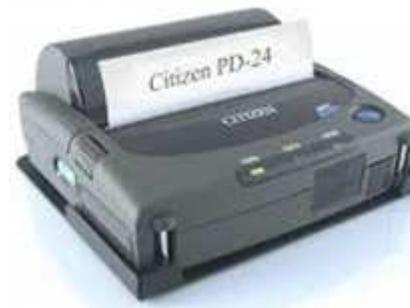


Zebra Technologies Corporation
Corporate & International Headquarters
475 Half Day Road, Suite 500
Lincolnshire, Illinois 60069 USA

Phone: 1-847-634-6700
Toll-free: 1-866-230-9494
Fax: 1-847-913-8766

www.zebra.com

- Citizen PD-24



Citizens Systems America Corporation
363 Van Ness Way Suite 404
Torrance, CA 90501

Phone: 1-310-781-1460
Fax: 1-310-781-9152

www.citizen-systems.com

Chain of Events

- Summer of 2009 APS (Advanced Public Safety) the OSP E-Citation vendor hired to create a form to print on thermal printer.
- APS abandoned project after many meetings citing difficulties.
- OSP made request to FMCSA to have ASPEN configured to print on 4" paper with letter of support provided by MCTD.
- FMCSA looked to CVSA for recommendation.
- MCTD met with ISC (Information Systems Committee) hoping for a positive recommendation.
- Waiting on FMCSA response to OSP.

CVSA Change Request

U.S. Department of Transportation
Electronic Change Request System (eReqs)
 Federal Motor Carrier Safety Administration

eReqs Login | CONTACT US | FMCSA | FMCSA PORTAL | DOT.GOV

eReqs 1.1 **Electronic Change Request System**

IT Systems Change Requests

REQ Number	Subject	Submitter	Status	Progress	Date Requested	Date Closed
REQ-2013-00225	Make ISS and Aspen, Efotm, and Sentri install Silently.	Reeves, Linda	In Progress - CVSA ISC Review	1 2 3 4 5 6 7 8 9 10	07/23/2013	
REQ-2013-00207	Aspen - IEP Mechanic signature is not on carrier inspection.	linda, reeves	In Progress - CVSA ISC Review	1 2 3 4 5 6 7 8 9 10	07/03/2013	
REQ-2013-00206	Aspen IEP Mechanic Signature not on inspection	Reeves, Linda	In Progress - CVSA ISC Review	1 2 3 4 5 6 7 8 9 10	07/03/2013	
REQ-2013-00062	Printer drivers for Capri needs updating	reeves, linda	In Progress - Identify Affected Systems and Conduct Requirements Analysis	1 2 3 4 5 6 7 8 9 10	03/04/2013	
REQ-2012-00311	Intermodal chassis change	Reeves, Linda	In Progress - Identify Affected Systems and Conduct Requirements Analysis	1 2 3 4 5 6 7 8 9 10	11/07/2012	
REQ-2012-00310	393.13(a) is written incorrectly in Aspen	Reeves, Linda	In Progress - Review Requirements Analysis and Propose Preliminary Priority	1 2 3 4 5 6 7 8 9 10	11/07/2012	
REQ-2012-00179	Aspen and mapped network drives	reeves, linda	In Progress - Identify Affected Systems and Conduct Requirements Analysis	1 2 3 4 5 6 7 8 9 10	05/16/2012	
REQ-2011-00206	Would like option to have Aspen Inspection Reports printed on 4 inch paper.	Reeves, Linda	In Progress - CVSA ISC Review	1 2 3 4 5 6 7 8 9 10	11/15/2011	

1/1 10

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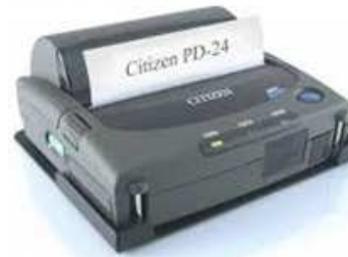
Done Local intranet 100%

MCAD created (for OSP) official change request through the VOLPE Center 11/15/2011 to have inspection form modified for output to a thermal printer.

MCAD Test Results



- Windows 7 OS
- PDF output prints entire file down to 1.75 X 2.25 inches
- Aspen Software - Inspection report prints left 4" and cuts off the rest



- Windows 7 OS
- PDF output shows one line in header then prints blank paper
- Aspen Software - Inspection report prints left 4" and cuts off the rest

Printer Vendor Comments

- Both printer vendors state the application you print from controls the output.
- Both printer vendors not interested in developing print driver.
- Both printer vendors not aware of competitors capable of meeting Oregon requirements.

Oregon Weight-Mile Tax Records Requirements

- (1) All carriers must maintain records of their motor vehicle operations and make reports on forms approved by the Department. Such records must be:
 - (a) Stored at the carrier's principal office or place of business;
 - (b) Made available for inspection by the Department or its representatives upon request; and
 - (c) Retained for a period of three (3) years unless otherwise authorized by the Department.

- (2) All carriers must maintain records containing the following information for each vehicle:
 - (a) Origin and destination points;
 - (b) Oregon entry and exit points;
 - (c) Actual Oregon miles for each trip;
 - (d) Pickup and delivery points in Oregon for each trip;
 - (e) Routes for travel for each trip;
 - (f) Dates of each trip;
 - (g) Daily beginning and ending odometer or other mileage recording device readings for each vehicle;
 - (h) Load tickets and/or bills of lading for each shipment transported;
 - (i) Identification of any exempt miles claimed, which shall include beginning and ending odometer or other mileage recording device readings for the exempt portion of each trip. If repeated trips are made to and from the same locations, a one-time recording of odometer or other mileage recording device readings for the exempt portion of those trips may be applied to the total number of trips;
 - (j) Carriers operating motor vehicles that are issued or required to obtain an annual variance permit under ORS 818.200(1)(a) to (c) with a combined weight of more than 80,000 pounds shall also provide for each reporting period:
 - (A) Number of axles in the vehicle configuration; and
 - (B) A record of changes of operation. A change of operation occurs when the vehicle configuration remains the same but the actual weight of the vehicle and load changes from over 80,000 lbs. to 80,000 lbs. or under. Empty movements are not changes in operation; and
 - (k) Carriers operating motor vehicles in multiple configurations shall provide the number of miles operated in each motor vehicle configuration for each trip.

- (3) All registrants that pay registration fees via registration trip permits must retain a copy of each registration trip permit.

- (4) Records generated from on-board recording devices, vehicle tracking systems, or other electronic data recording systems may be used in lieu of, or in addition to, the records required in this rule provided that the electronic records:
 - a) Meet all the requirements of sections (1) through (3) of this rule; and
 - b) Are provided in printed format upon request.

International Registration Plan

Records containing the following elements shall be accepted by the Base Jurisdiction as adequate under Section 1005(a):

For Records produced wholly or partly by a vehicle-tracking system, including a system based on a global positioning system (GPS):

- (i) the original GPS or other location data for the Vehicle to which the Records pertain**
- (ii) the date and time of each GPS or other system reading**
- (iii) the location of each GPS or other system reading**
- (iv) the beginning and ending reading from the odometer, hubodometer, engine control module (ECM), or any similar device for the period to which the Records pertain**
- (v) the calculated distance between each GPS or other system reading**
- (vi) the route of the Vehicle's travel**
- (vii) the total distance traveled by the Vehicle**
- (viii) the distance traveled in each jurisdiction**
- (ix) the Vehicle identification number or Vehicle unit number**



Oregon Department of Transportation



1

ATTACH. C

Single Trip Permit Application on TOL February 13, 2014

Presented by
Charlie Hutto

Motor Carrier Transportation Division
Over-Dimension Permit Unit



The Plan

- Current OD Permits Unit processes today.
- How things will be better when electronic submission of single trip permit applications is live.
- Increased productivity and efficiencies.
- Implementation plan.



Process Today – Phone Applications

- Carrier calls in and provides application data to analyst.
- Analyst writes down information on application form.
- Later (minutes to hours), analyst keys information into Mainframe.
- Analyst processes permit.



Issues Today – Phone Applications

- MCTD “touches” the data at least twice, leading to potential errors.
- Legibility of handwriting and other shorthand.

201051
PERMIT NUMBER

TYPE: CLASS:

SPECIAL TRANSPORTATION PERMIT APPLICATION

OREGON DEPARTMENT OF TRANSPORTATION
MOTOR CARRIER TRANSPORTATION DIVISION
500 CAPITOL ST NE
SALEM OR 97301-2530
(503) 373-0000 FAX: (503) 378-2873

(1) CARRIER FILE # 160869 CHW
(4) PERMITTEE NAME Liberty Adg. Contractors
(14A) MAILING ADDRESS
(4B) CITY STATE ZIP
(14) REAR OVERHANG (15) FRONT OVERHANG (16) GROSS WEIGHT (17) WEIGHT TOLERANCE (18) # AXLES (19) TRAILER WIDTH (20) TRAILER LENGTH
(21) DESCRIPTION OF VEHICLE(S) (DE: 4-12-82-82 Gt TRUCK, TRACTOR SEMI TRAILER) TL51
(22) HAULING EQUIPMENT LENGTH
(23) LIST DIMENSIONS BETWEEN AXLES IN THE SPACE BELOW (in feet & inches)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----

(24) AXLE WEIGHTS
(25) ORE DOT PLATE # TRANSPOUNDER # YEAR MAKE COMPLETE V.I.N. BASE LICENSE # STATE UNIT #
7C1AFG GA
(26) ORE DOT PLATE # TRANSPOUNDER # YEAR MAKE COMPLETE V.I.N. BASE LICENSE # STATE UNIT #
(27) ORE DOT PLATE # TRANSPOUNDER # YEAR MAKE COMPLETE V.I.N. BASE LICENSE # STATE UNIT #
(25A) MOBILE HOME SERIAL NUMBER: (26A) MOBILE HOME SERIAL NUMBER: (27A) MOBILE HOME SERIAL NUMBER:
(28) BUILDING/LAND USE PERMIT# (29) VEHICLE EQUIPMENT LIST ATTACHED PDX ANNUAL PERMIT TO ACCOMPANY
(30) STARTING LOCATION: 7D-01 (31) ENDING LOCATION: 5555 N Channel (and
(32) ROUTE: 84-20805 → 5-302-A

(33) UNLADEN TRAVEL: WIDE OVERALL LENGTH
FROM: TO: VIA:
PILOT VEHICLES: 2 LANE 4 LANE NONE FRONT REAR RIDER
SPECIAL PROVISIONS:

COUNTY: APPROVED BY: FEE \$
COUNTRY: APPROVED BY: FEE \$
(34) PERMIT ORDERED BY CARRIER PERMIT SERVICE LOG #
CONTACT NAME: PHONE NUMBER:
(35) CARRIER CONTACT NAME: Michelle PHONE NUMBER: 678-608-2124
PERMISSION GRANTED TO (36) # VEHICLES (37) # TRIPS ROAD USE RATE \$ MILES (38) PAID BY Credit card Guaranteed Draft (39) CHARGE TO CARRIER ACCT
 DUPLICATE

Permit issued by: [Signature] Location:
Important! - DO NOT leave any credit card information on this form - you will receive a notification once the permit is ready for pickup with instructions on how to pay; or call our office at (503) 373-0000 and select option 2.
FORM 734-1814A (5-05) STR# 200372

719200078



Process Today – FAX Applications

- Carrier FAXes in application.
- Support staff log receipt of the FAX.
- FAX application is put into a plastic bin in (usually) time order of receipt.
- Later (minutes to hours), analyst checks the application out of the log and keys information into Mainframe.
- Analyst processes permit.



Issues Today – FAX Applications

- MCTD “touches” the application at least twice, leading to potential errors.
- Legibility of FAXes.
- Pending FAX applications are out in the open.
- Missing information.

JAN-21-2014 08:10 HM, INC 541 826 9330 P.02/02

PERMIT APPLICATION TYPE: 237015 CLASS:

026360 HOSTFAX 57

01 CARRIER FILE # 026360 (2) MAIL FAX TRANSMIT (3) LOCATION

02 PERMITTEE H M INC (6) DATE OF ISSUE (6) HOUR (7) EFFECTIVE DATE (8) EXPIRATION DATE

04 MAILING ADDRESS PO BOX 1050 (9) COMMODITY Processor 330

08 CITY STATE ZIP EAGLE POINT OR 97524 (10) LOAD LENGTH (11) LOAD WIDTH (12) TRAILER HEIGHT (13) OVERALL LENGTH

14 REAR OVERHANG 15 FRONT OVERHANG 16 GROSS WEIGHT 17 WEIGHT TABLE # 18 # AXLES 19 TRAILER WIDTH 20 TRAILER LENGTH

15' 0 126,000 4 7 13' 06" 85'

21 DESCRIPTION OF VEHICLES (E.E. 4-3-S-82 or TRUCK TRACTOR SEMITRAILER) (22) HAULING EQUIPMENT LENGTH (23) FREED EXPANDED STRETCHED

4-S3 W 48' Trailer 70'

24 LIST DIMENSIONS BETWEEN AXLES IN THE SPACES BELOW (in feet & inches)

1 13'2" 2 5'7" 3 4'7" 4 31'6" 5 5'0" 6 5'0" 7 8 9 10 11 12 13 14 15

25 AXLE WEIGHTS S Axle 12000# L/Axle 8000# Drivers 43000 3 Axle Trailer 63000#

26 ONE DOT PLATE # TRANSPOUNDER # YEAR MAKE COMPLETE V.I.N. # BASE LICENSE # STATE UNIT #

YCCP 092 545480934 04 Ptbtt 1XPFBEX24D833876 OR 3

27 ONE DOT PLATE # TRANSPOUNDER # YEAR MAKE COMPLETE V.I.N. # BASE LICENSE # STATE UNIT #

28 MOBILE HOME SERIAL # (29) MOBILE HOME SERIAL # (30) MOBILE HOME SERIAL #

29 BUILDING/LAND USE PERMIT # (31) VEHICLE EQUIPMENT LIST ATTACHED

30 STARTING LOCATION: 2 miles East of Eagle Point (31) ENDING LOCATION: 8 miles NE of Belle Falls

32 ROUTE: Eagle Stevens Rd @ 1919 Meridian Rd Hwy 140 Hwy 62, Belle Falls Hwy Belle Falls - Prospect Hwy, exit @ M/F 7 onto Private

33 UNLADEN TRAVEL: WIDTH: ANNUAL UNLADEN OVERALL LENGTH FROM: TO: UNLADEN VIA:

34 PERMIT ORDERED BY CARRIER PERMIT SERVICE LOG #

CONTACT NAME: PHONE NUMBER: (541) 826-2596

35 CARRIER CONTACT NAME: Ed Hodgson 541-840-6574 PHONE NUMBER: FAX# (541) 826-9330

36 # VEHICLES (37) # TRIPS (38) \$ PAID: (39) \$ CHARGE:

Permit Issued By: Location:

RECEIVED TIME JAN. 21. 8:20AM

TOTAL P.02



Issues Today – Application Process

- “Where’s my permit?”
- Managing work flow within OD Permits Unit.





Solution #1: Application Submission via TOL

- Carrier submits application information electronically.

000519A - FRANZ BAKERY

Over-Dimension (OD) Permits Menu

<input type="checkbox"/> Report RUAF Miles (Road Use Assessment Fees)	More Info		Payment Options
<input type="checkbox"/> Pay Your OD Statement of Account	More Info		Visa, MC, or Direct Payment Only.
<input type="checkbox"/> Pay For Permits	More Info		Visa, MC, or Direct Payment Only.
<input type="checkbox"/> OD Permit History	More Info		No Fee
<input type="checkbox"/> Calculate Oregon Weights	More Info		No Fee
<input checked="" type="checkbox"/> OD Single-Trip Permit Application	More Info		Payment Options
Triples Permitting			
<input type="checkbox"/> Add/Renew Triples Permits	More Info		Charge to Account or Direct Payment Only
<input type="checkbox"/> Report Triples Miles	More Info		No Fee
<input type="checkbox"/> Order Triples Maps	More Info		No Fee



Solution #1: Application Submission via TOL (Trucking Online)

Carriers can expect these improved efficiencies:

- Receive email confirmation, including:
 - application information.
 - permit number.
 - name of the analyst assigned to work on the permit.
- Mainframe OD Permit screens are pre-filled with information provided by the carrier (improving accuracy, reducing processing time).



Solution #1: Application Submission via TOL

From: TruckingOnline@odot.state.or.us
 To: EMS-WALKER, Leslie
 Cc:
 Subject: Permit 237177 has been assigned to an analyst (test)

Sent: Fri 1/31/2014 3:00 PM

***** THIS IS NOT A PERMIT *****

Thank you for your permit application. Your request has been assigned to an analyst. The applicant will allow a minimum of 2 business hours for processing. Requests for changes to the permit will require a new application. Due to road construction or other restrictions, the route, the time frame or the permit conditions may be changed as necessary by the Department or Road Authority.

Assigned: 01/31/2014 2:59 PM
Analyst: HUTTO, CHARLES
Permit Number: 237177

DO NOT reply to this email! If you have any questions, please contact 503-373-0000, Option 1. We are available Monday-Friday between the hours of 7 AM & 5 PM Pacific time, closed on state holidays, and on Wednesdays from 12 noon to 1 PM Pacific time for staff meetings.

Single Trip Permit - Non-Divisible			
Carrier Information			
Name	Account No.	Contact Name	
SYSTEM TRANSPORT INC	149312	fred	
Address	Phone No.	Permit Service	
PO BOX 3456 SPOKANE, WA 99220	503-730-0000		
Email	Move Request Date		
	01/30/2014		
Non-Divisible Load Dimensions			
Commodity	Load Length	Load Width	Travel Height
forwarder	38'	12' 4"	14' 4"
Overall Length	Front Overhang	Rear Overhang	Gross Weight
74'	4'	1/2	LEGAL
Fixed	Stretch	Expanded	None
()	()	(X)	()
Trailer Width		Trailer Length	
1"		59'	
Description of Vehicles			
truck tractor/semitrailer			
Weight Table		Number of Axles	Axle Width
1		5	
Proposed Route			



Solution #2: Application Submission via OTIS (Oregon Trucking Information System)

- Analyst keys information into OTIS while talking to the carrier.
- Analyst keys FAX applications into OTIS.
- Carrier can choose to receive email confirmation, including application information, permit number, and which analyst was assigned to work on the permit.
- Mainframe OD Permit screens are pre-filled with information provided by the carrier.



[Inquiries](#)
[Analyst](#)
[Audit](#)
[OD](#)
[Reg Trans](#)
[Admin](#)
[Symposium](#)

Request/Work A Permit

Single Trip Permit - Non-Divisible - '237047'

Carrier Information [Show/Hide](#)

Name FRANZ BAKERY	Account No. 000519A	Contact Name Charlie
Address 340 NE 11TH AVE PORTLAND, OR 97232	Phone No. 503-866-6108	Permit Service
Email charles.hutto@odot.state.or.us	Move Request Date 01/31/2014	

Non-Divisible Load Dimensions

Commodity * excavator	Load Length * 50 ' "	Load Width * 10 ' 1 " "	Travel Height * 14 ' 6 " "
Overall Length * 85 ' "	Front Overhang * <input type="checkbox"/> Legal LEGAL ' "	Rear Overhang * 1/3WB ▾ 1/3WB	Gross Weight * <input type="checkbox"/> Legal 120000
Trailer Type * <input type="radio"/> Fixed <input type="radio"/> Stretch <input checked="" type="radio"/> Expanded <input type="radio"/> None	Trailer Width 8 ' 6 " "	Trailer Length * 58 ' "	

Description of Vehicles (IE: 4-J2-S2-B2 or TRUCK TRACTOR SEMITRAILER) *

4-j2-s3-b1

Weight Table 4	Number of Axles * 10	Axle Width 8 ' 6 " "	Online Weight Analysis Calculator
--------------------------	--------------------------------	--------------------------------	---



Solution #3: Application Assignment via OTIS

- All applications are queued in time order received (including FAXes).
- Original application information is retained.
- Analysts and support staff can see all applications in the queue.
- Analysts can only assign the oldest application to themselves.
- System Administrators can move an application to the top of the list, or assign any application to any analyst.



Solution #3: Application Assignment via OTIS

Displaying records 1 to 9 of 9

<u>Permit Number</u>	<u>Trucking Company</u>	<u>Submit Date</u>	<u>Effective Date</u>	<u>Commodity</u>
244445	NELSON BROTHERS TRUCKING INC	02-11-2014 08:58:00	02-12-2014	shovel
244418	ALL WAYS TOWING	02-11-2014 09:05:00	02-11-2014	log loader
244419	TIMBERLAND LOGGING	02-11-2014 09:06:00	02-11-2014	feller buncher
244420	ALL WAYS TOWING	02-11-2014 09:07:00	02-11-2014	processor
244421	BARTON LASER LEVELING INC	02-11-2014 09:07:00	02-11-2014	EXCAVATOR
244426	TIMBERLAND LOGGING	02-11-2014 09:10:00	02-12-2014	log loader
244428	VANPORT TRUCKING	02-11-2014 09:11:00	02-11-2014	metal barge
244430	TIMBERLAND LOGGING	02-11-2014 09:12:00	02-12-2014	processor
244442	SOUTHERN PRIDE TRUCKING INC	02-11-2014 09:26:00	02-12-2014	jet engine

Displaying records 1 to 9 of 9



Issues Resolved

- “Where’s my permit?”
 - Better tracking – staff better able to track status of permits in process.
 - Carriers will be notified by email when the permit is submitted, when it is assigned (including permit number, time, and analyst name), and when complete.
- Illegible / unreadable applications.
- Application information will be “touched” only one time (at most) by MCTD staff before analysis in Mainframe.
- Work flow management.
 - Truly first in – first out method of processing applications.
 - We anticipate fewer phone and FAX applications as carriers switch to electronic submission.



Current Schedule

- Week of February 3 – final acceptance testing.
- February 10 – go live with keying FAXes and phone applications into OTIS.
- February 18 – go live with 10 pilot carriers to submit applications via TOL, including:
 - Gresham Transfer
 - Redmond Heavy Hauling
 - Jay F. Oldham
 - Sherman Brothers
- March 3 – full release of TOL application to all eligible carriers.
- September 3 – carriers required to submit single-trip permit applications via TOL, or call.



Marketing

- Announcement on Trucking Online (after carrier logs in).
- Link on public Trucking Online.
- MCTD Website – ongoing News Item.
- Article in Motor Carrier News.
- GovDelivery announcement.
- Color insert in monthly RUAF report and OD statement in March, April, and May.
- MCTAC.







ATTACH. D

IRP: Full Reciprocity Plan

Jenn Coffin
Vehicle Registration Manager
February 13, 2014



Full Reciprocity Plan

- The IRP is single point of collection for payment of apportionable fees on the basis of total distance operated in all jurisdictions.
- The Full Reciprocity Plan (FRP) seeks to eliminate estimated mileage for new carriers and carriers adding jurisdictions



Full Reciprocity Plan

- **Today**
 - Carriers adding jurisdictions during the registration period estimate mileage and pay fees above 100% of the annual registration fee.
- **Under FRP**
 - The FRP eliminates the requirement that a carrier estimate mileage.



Full Reciprocity Plan

- **Under FRP**
 - Carriers will pay a fee based on the chart miles for each jurisdiction during the Carrier's first year of operation
 - Cab cards will list and allow travel in all IRP Jurisdictions (full reciprocity)



Full Reciprocity Plan

- **Under FRP**
 - Renewing carriers will pay registration fees on their renewal based on the actual miles traveled in IRP Jurisdictions in the prior year
 - Cab card will list and allow travel in all IRP Jurisdictions (full reciprocity)



Full Reciprocity Plan

- **Under FRP**
 - Industry benefits include operational flexibility and as the name implies, Full Reciprocity.
 - Carriers will not be required to contact their base state to add jurisdictions, saving time and money.



Full Reciprocity Plan

- **Under FRP**
 - State benefits include not needing to evaluate and approve estimated mileages for new carriers or those adding Jurisdictions.



Oregon Department of Transportation



ATTACH. E

TESTING OF EROAD PILOT ELECTRONIC WEIGHT DISTANCE TAX REPORTING

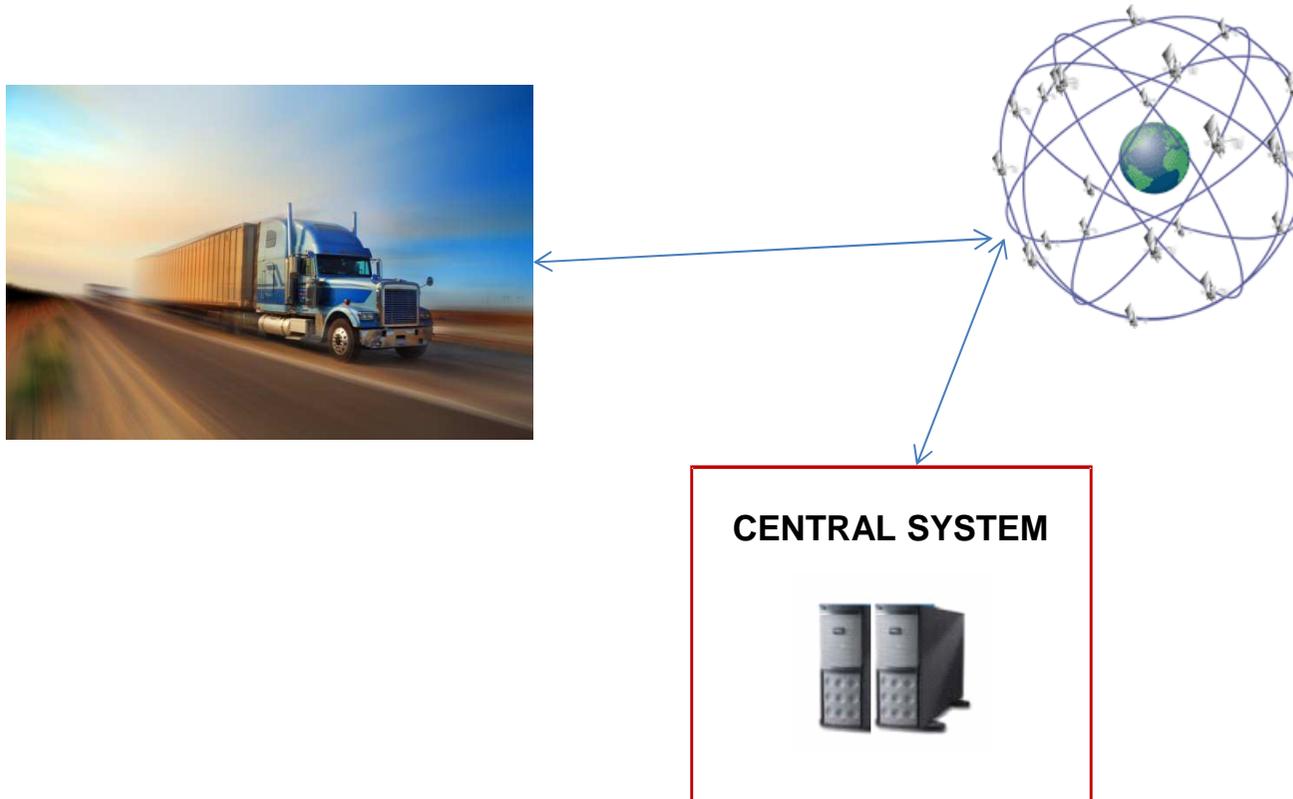


Can We Pay Tax Like a Utility Bill?





Certified Wide-Area Road Use Monitoring (C-WARUM) 1999





Truck Road Use Electronics (TRUE) - 2010

- Proof of Concept to Eliminate Manual Tracking of Trucks in Oregon
- Cell Phone GPS Tracking
- Greenlight
- MCTD Database
- MCTD Sends Electronic Tax Report with Miles
- Carrier Pays Tax Report Electronically



TRUE – Success But Some Issues

- Some Cell Phone Coverage Lapses
- Portability of Device from Truck to Truck
- MCTD Workload



EROAD

- New Zealand company already providing tax reporting services similar to Oregon's Highway Use Tax





EROAD

- \$120 million fee collection in New Zealand since September 2009
- They charge the motor carrier a monthly fee of \$40-\$60
- Anticipate providing additional services such as IFTA and IRP reporting and electronic driver logs along with other vehicle management reports.



Electronic Onboard Recording Device

- Onboard unit hardwired to engine ECM
- GPS pings once per second
- Accelerometer to detect motion of vehicle
- Geofence off-road or private road areas
- Reverts to taxable if degraded GPS service





MCTD Regulatory Pilot

- 7 Pilot Motor Carriers
 - Interstate Line Haul
 - Urban Delivery
 - Logging
 - Heavy Haul
 - Agricultural Products
- Compared May 2012 and June 2012 physical records to EROAD records



Another Example of Physical Records

Hermiston Potato Tally
May-13
Mileage Tally - Truck #115

Load Tally						Miles	Fuel
DATE	LWH	LWB	OPC	Other	LWR	WA MILES	FUEL
5/1/13	2	1					45.2
5/2/13	2	1					
5/3/13	2						90
5/4/13	1	1			1	81	75.4
5/5/13	1				1	82	59.9
5/6/13	2				1	81	75
5/7/13	1				1	82	62
5/8/13	1	1					
5/9/13	2						77
5/10/13	2				1	81	74.8
5/11/13	1						
5/12/13							
5/13/13					2	163	115
5/14/13	2				2	163	130.2
5/15/13	2				1	82	88
5/16/13	1				1	82	65
5/17/13	2				1	82	84.1
5/18/13	2				1	83	80.2
5/19/13	1				1	82	59.3
5/20/13	1				1	82	60
5/21/13	1				2	164	110
5/22/13	1				2	163	114
5/23/13	1				1	164	88.9
5/24/13	1				2	82	74.9
5/25/13	1				1	82	60.6
5/26/13					1	82	
5/27/13							
5/28/13			4				77
5/29/13					2	164	96.6
5/30/13					2	163	83.6
5/31/13					1	81	42
TOTALS:	33	4	4	24	29	2371	1988.7
OFF	211.2	25.6	25.6	24	0		

Starting Odometer:	698,217	OR:	4,943
Ending Odometer:	705,817	WA:	2,371
Total Miles May-13:	7,600	OFF:	286
		TOTAL:	7,600



EROAD Daily Activity Report

Activity WM Tax IFTA IRP Service Reports

Daily Activity Friday, March 8, 2013

123 Plate: ABC123

Tools

Total Distance: 621.6 mi
 Site Visits: 0
 Running Time: 13h:01m
 Stop Time: 10h:59m

Type	Time	Journey Dist/Time	Config.	Reading	Speed	Location
Location	00:17			13350.0	0	
On	05:38	Stopped: 11h:23m		13350.0	0	Near W 5th Ave, Post Falls
Idle	05:49	0.0 mi		13350.0	0	Near W 5th Ave, Post Falls
State Line	07:10	71.9 mi		13421.9	39	I-90, Idaho
Idle	08:07	16.5 mi		13438.4	0	W Deborgia Haugan Front
Idle	10:09	110.7 mi		13549.1	0	Montana
Off	11:06	255.9 mi / 05h:29m		13605.9	0	Near Maverick Ln, Deer Lc
On	11:07	Stopped: 01 min		13605.9	0	Near Maverick Ln, Deer Lc
Off	11:46	35.1 mi / 39 min		13641.0	0	Near Mt-276, Montana
On	11:55	Stopped: 09 min		13641.0	0	Near Mt-276, Montana
Idle	12:06	0.0 mi		13641.0	0	Near Mt-276, Montana
Idle	15:33	198.4 mi		13839.4	0	Montana
Off	17:53	330.0 mi / 05h:57m		13971.0	0	S 10th Ave, Forsyth, Monta
Idle	17:53	0.0 mi		13971.0	0	S 10th Ave, Forsyth, Monta
On	18:51	Stopped: 58 min		13971.0	0	S 10th Ave, Forsyth, Monta
Off	19:22	0.0 mi / 32 min		13971.0	0	S 10th Ave, Forsyth, Monta
Idle	19:22	0.0 mi		13971.0	0	S 10th Ave, Forsyth, Monta
On	19:58	Stopped: 35 min		13971.0	0	S 10th Ave, Forsyth, Monta
Idle	20:12	0.1 mi		13971.1	0	Front St, Forsyth, Montana
Off	20:19	0.6 mi / 22 min		13971.5	0	Front St, Forsyth, Montana

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MCTD Audit Conclusion

Overall, there is abundant vehicle trip data available in the EROAD Depot. In all cases, the auditor was able to verify vehicle mileage with greater accuracy when employing the Depot versus the carrier's standard records. With the exception of one scale observation, auditors found all time and location data from EROAD to match data collected by ODOT and other enforcement agencies at weigh stations and roadside vehicle safety inspections. The EROAD system was more accurate than the manual, paper record keeping system currently maintained by the pilot motor carriers.



Secretary of State Audit

We found that the EROAD system accurately and reliably captures and calculates Oregon weight-mile tax information from commercial motor carriers. We also found the company provides a secure and stable environment for transmitting, processing, and storing motor carrier weight-mile tax information. One other component, an ODOT interface to automatically receive weight-mile tax reports and electronic payments, is still under development by ODOT.



Next Steps

- Production environment currently being tested to accept January 2014 Oregon Highway Use Tax Reports
- Developing environment to accept Road Use Assessment Fee reports for heavy haul operations.



Oregon Department of Transportation



Questions?



Contacts

- Gayle Green, Motor Carrier Audit Manager
(503) 378-6656
- Gregg Dal Ponte, Motor Carrier Transportation
Division Administrator (503) 378-6351



Quarterly Business Review

October 1 – December 31, 2013

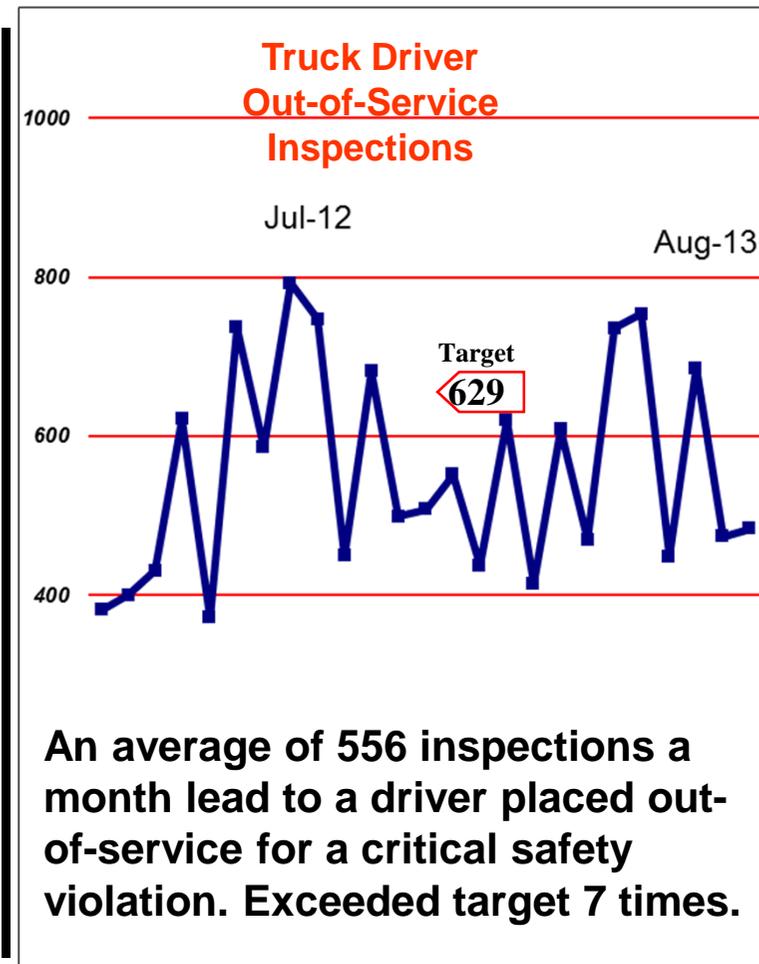
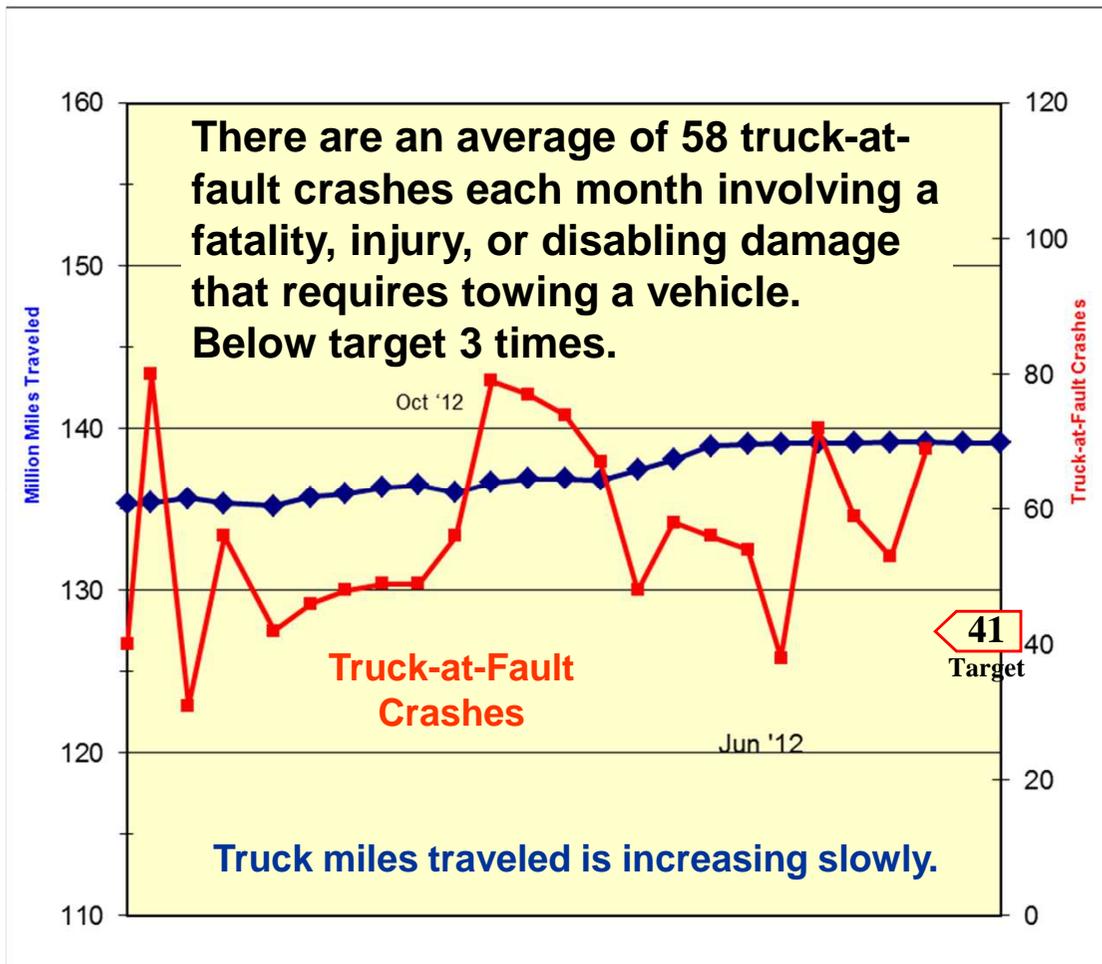


Motor Carrier
Transportation Division
Gregg Dal Ponte, Administrator



Linked to ODOT Safety Goals – Reduce Large Truck Crashes.

Truck driver actions cause most truck-at-fault crashes. Finding unsafe drivers and taking them off the road prevents crashes.





Linked to ODOT Safety Goals – Reduce Large Truck Crashes.

Trends in drivers placed out-of-service and truck-at-fault crashes

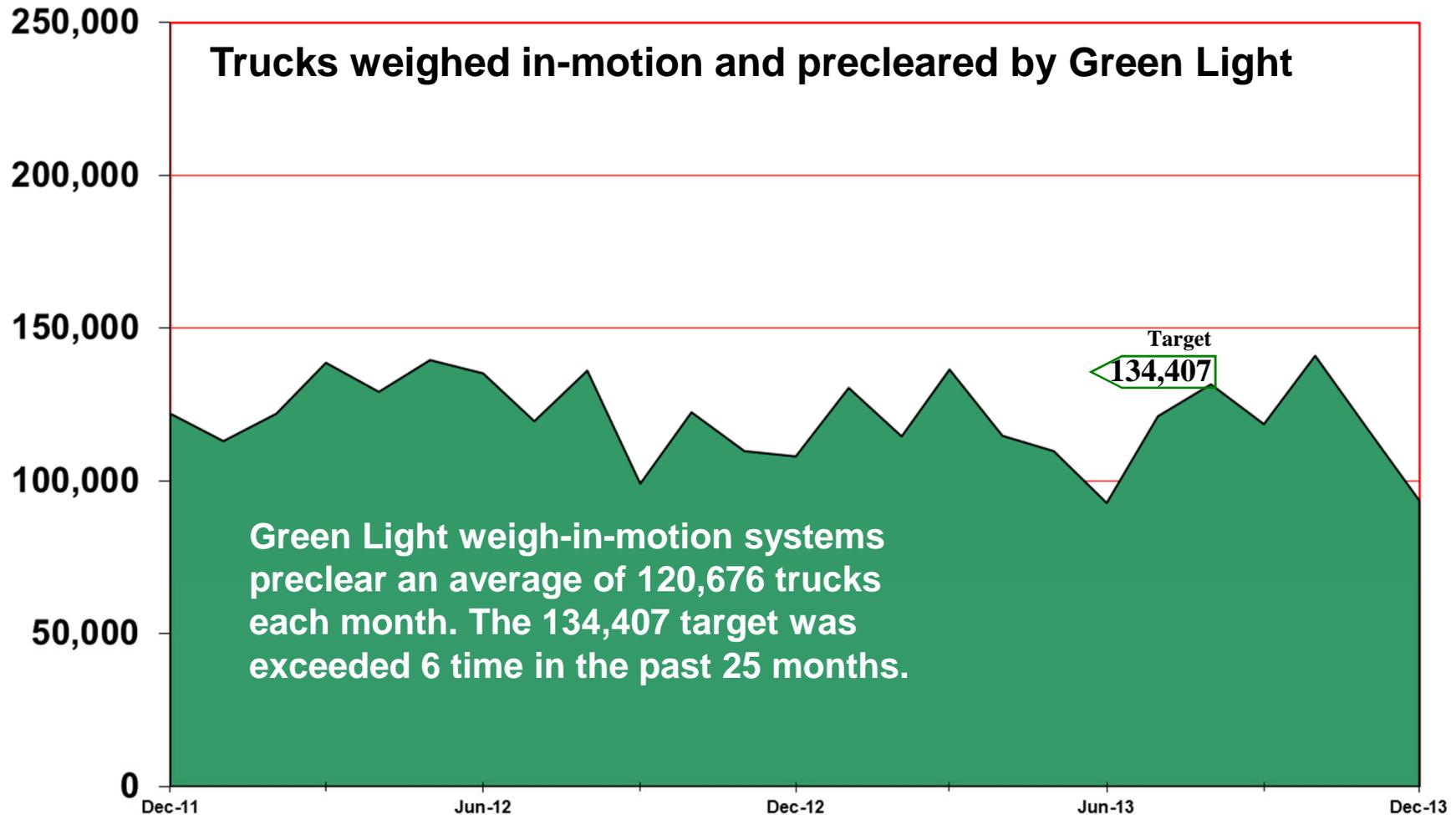
In the 4th Quarter. . .	4th Quarter 2011	4th Quarter 2012	4th Quarter 2013
<p>Average drivers placed out-of-service</p> <p>Target 626</p> <p>Target is ½ standard deviation above monthly average from 9/2009 thru 9/2011.</p>	449 per month	563 per month	548 per month
<p>Average truck-at-fault crashes</p> <p>Target 41</p> <p>Target is ½ standard deviation below monthly average from 1/2008 thru 12/2009.</p>	40 per month	74 per month	* per month

* crash totals for 4th quarter 2013 are not yet available



Oregon Department of Transportation: *A Century of Service*

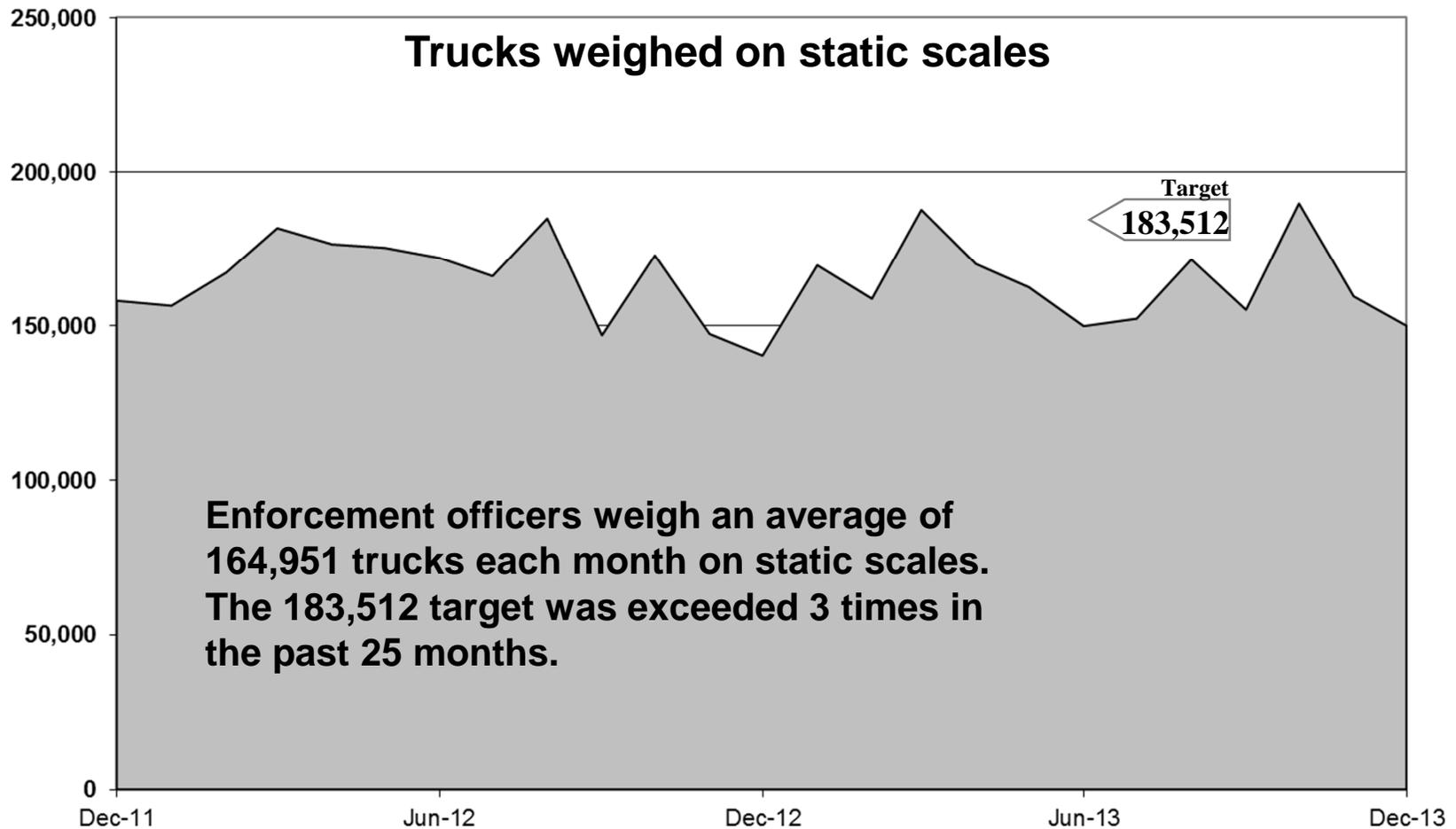
Linked to ODOT Mobility Goals – Helps Maintain Pavement and Bridge Conditions, Plus Green Light Reduces Travel Delay.





Oregon Department of Transportation: *A Century of Service*

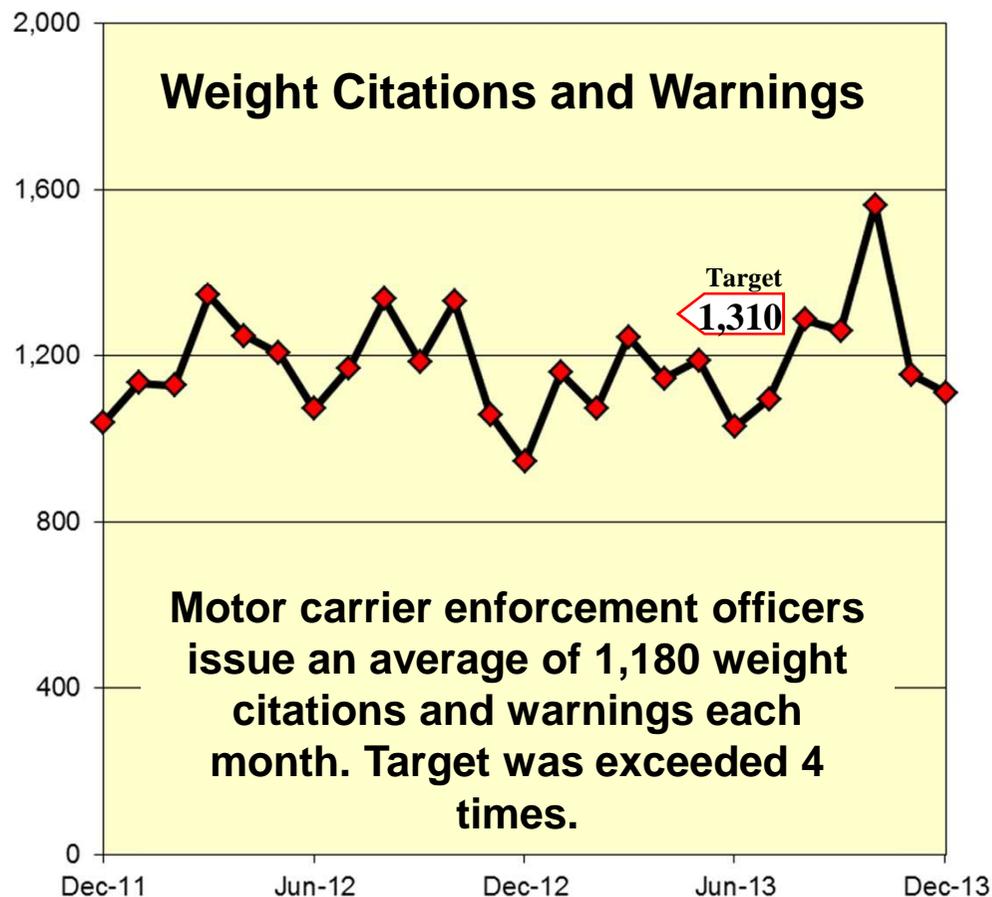
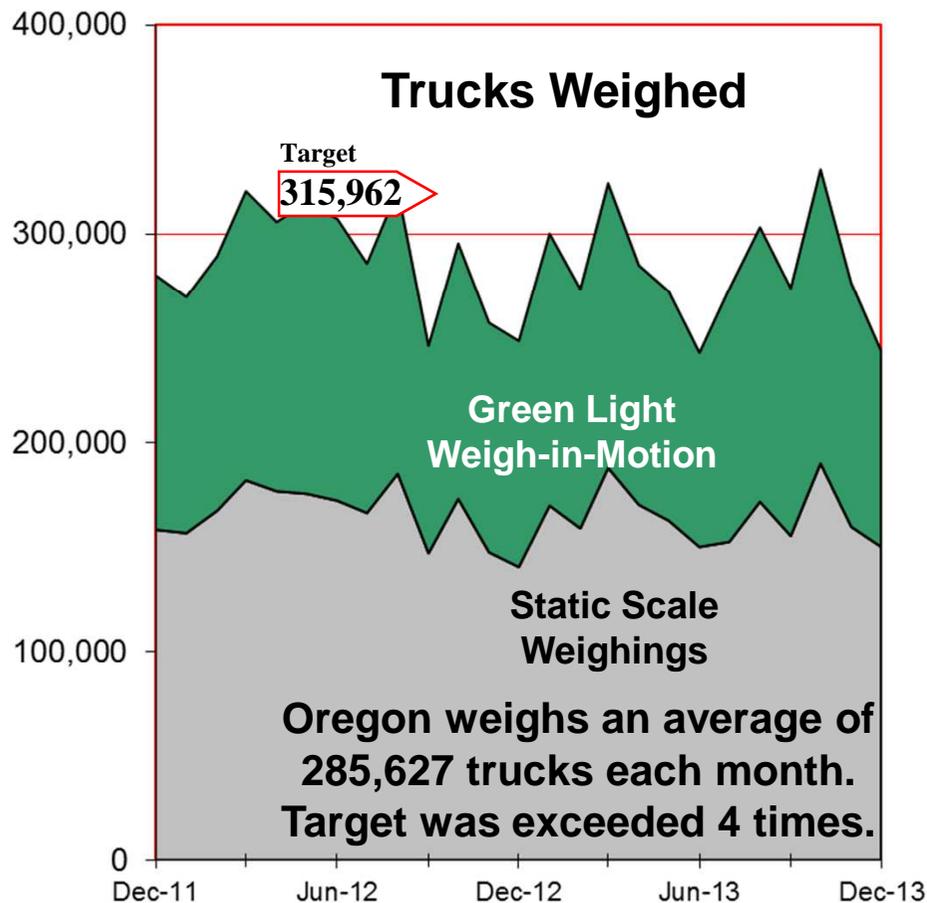
**Linked to ODOT Mobility Goals –
Helps Maintain Pavement and Bridge Conditions.**





Linked to ODOT Mobility Goals – Helps Maintain Pavement and Bridge Conditions, Plus Green Light Reduces Travel Delay.

Enforcement officers can check more trucks and find more weight violations because Green Light preclears many safe and legal ones.





Linked to ODOT Mobility Goals – Helps Maintain Pavement and Bridge Conditions. Also, Green Light Reduces Travel Delay.

Trends in trucks weighed

In the 4 th Quarter. . .	4 th Quarter 2011	4 th Quarter 2012	4 th Quarter 2013
<p>Average trucks weighed by Green Light</p> <p>Target 134,407 </p> <p>Target is 1 standard deviation above monthly average from 7/2008 thru 6/2010.</p>	121,354 per month	113,469 per month	117,139 per month
<p>Average trucks weighed on static scales</p> <p>Target 183,512 </p> <p>Target is 1 standard deviation above monthly average from 7/2008 thru 6/2010.</p>	159,810 per month	153,557 per month	166,478 per month



**Linked to ODOT Mobility Goals –
Helps Maintain Pavement and Bridge Conditions.**

Trends in weight-related citations and warnings issued

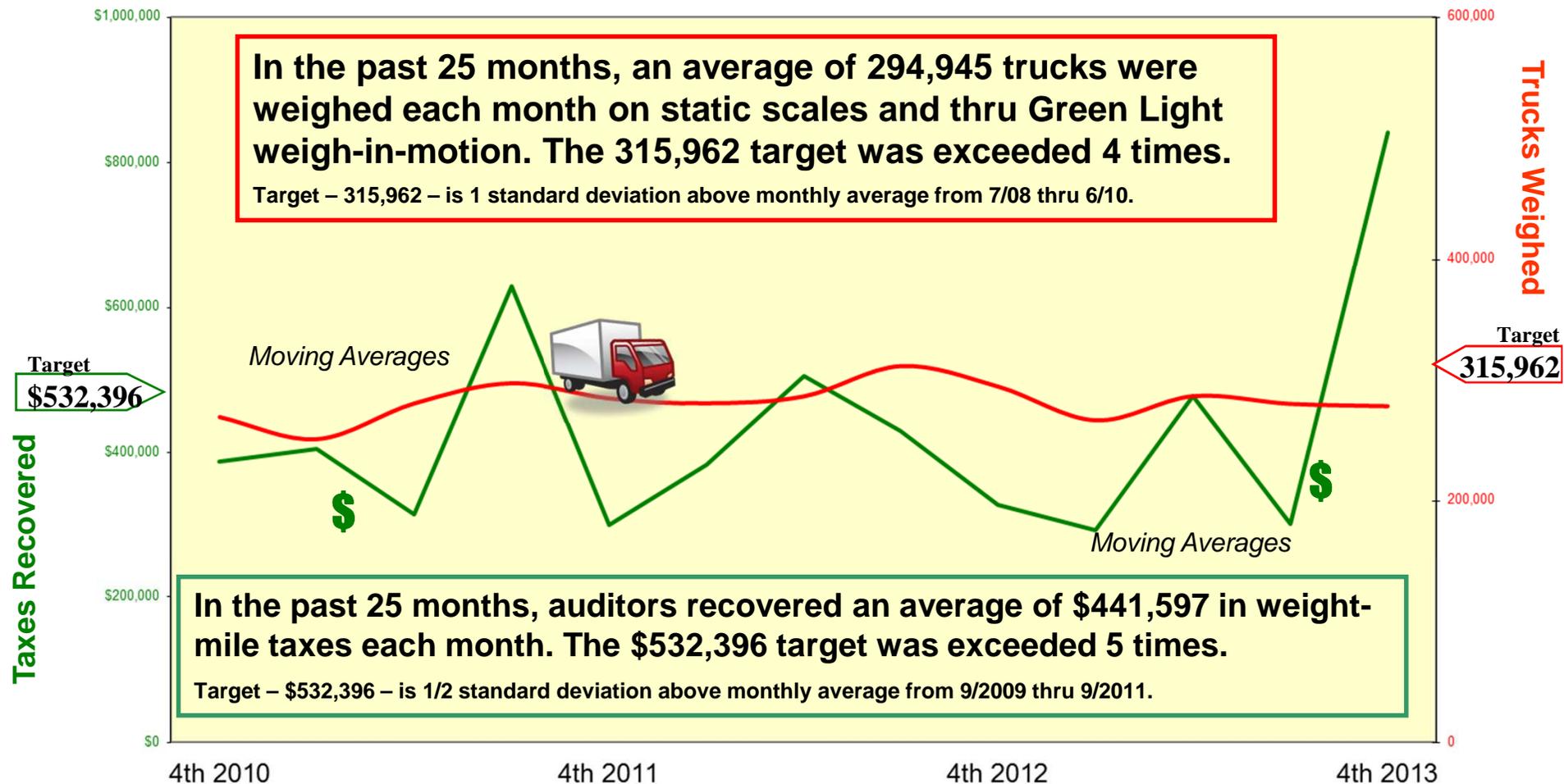
In the 4 th Quarter. . .	4 th Quarter 2011	4 th Quarter 2012	4 th Quarter 2013
<p>Average weight-related citations and warnings issued</p> <p>Target is 1 standard deviation above monthly average from 7/2008 thru 6/2010.</p>	1,208 per month	1,112 per month	1,277 per month

Target
1,310



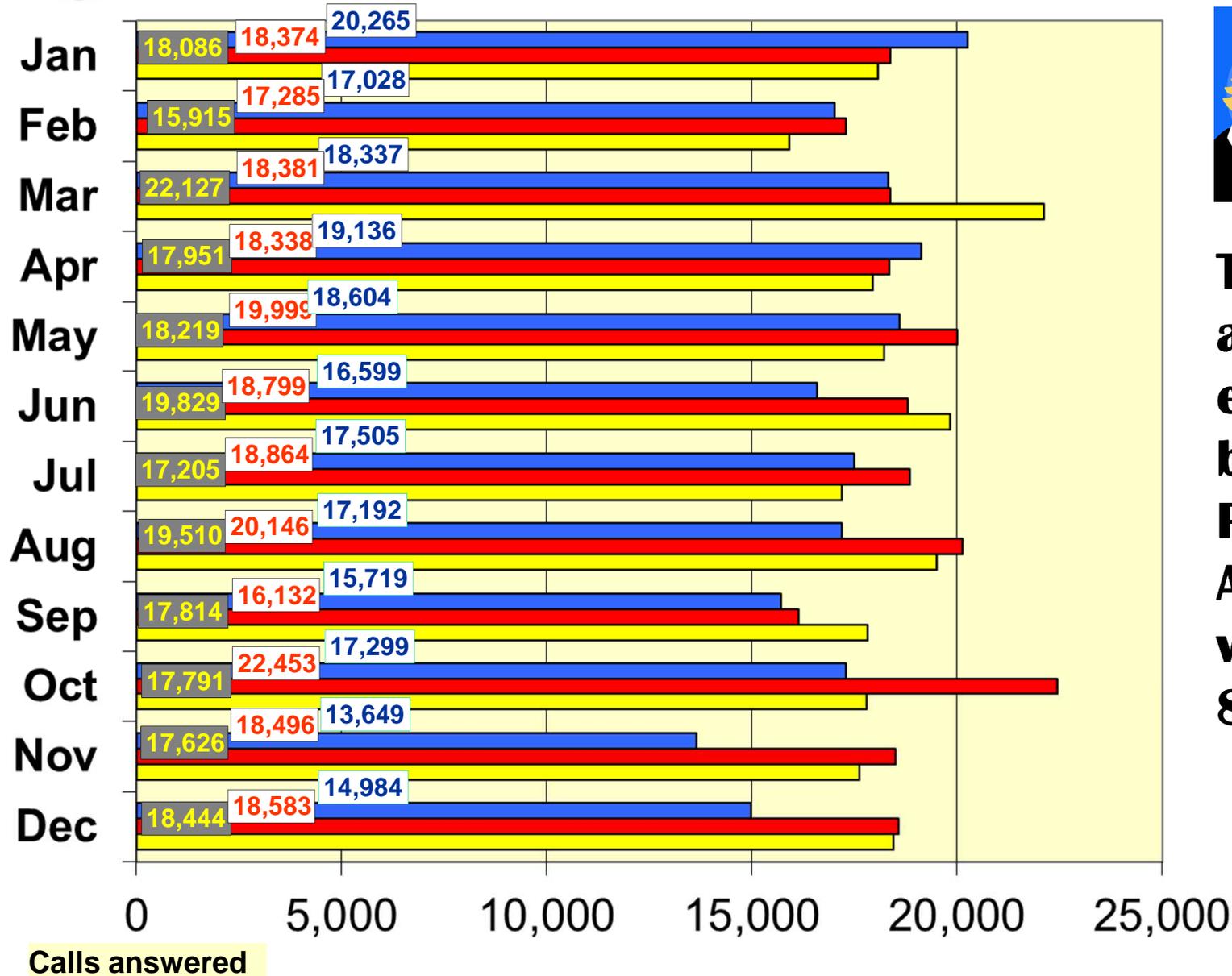
Linked to ODOT Mobility Goals – Helps Maintain Pavement and Bridge Conditions.

Weigh station records are critical to weight-mile tax auditors who rely on three years of records to help recover unpaid taxes.

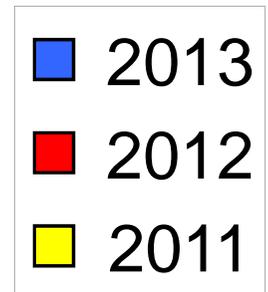




Oregon Department of Transportation: *A Century of Service*

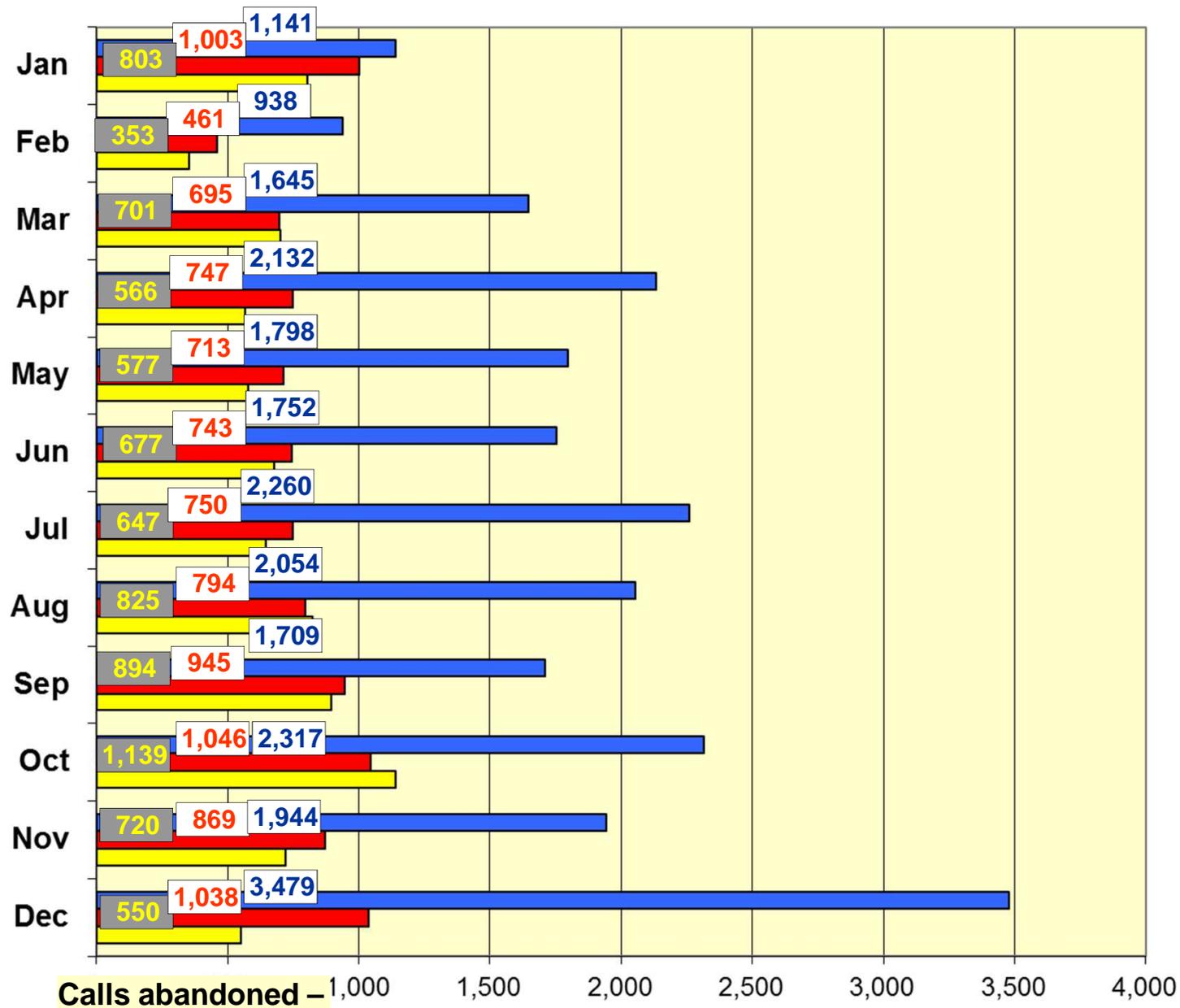


Total calls answered each month by Salem Permit Analysts, weekdays 8 am - 5 pm

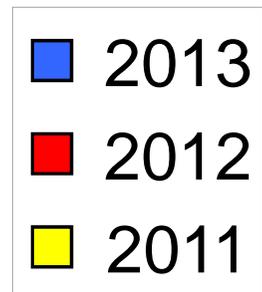




Oregon Department of Transportation: *A Century of Service*

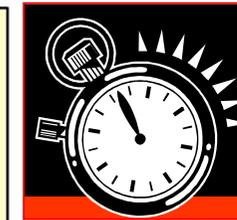
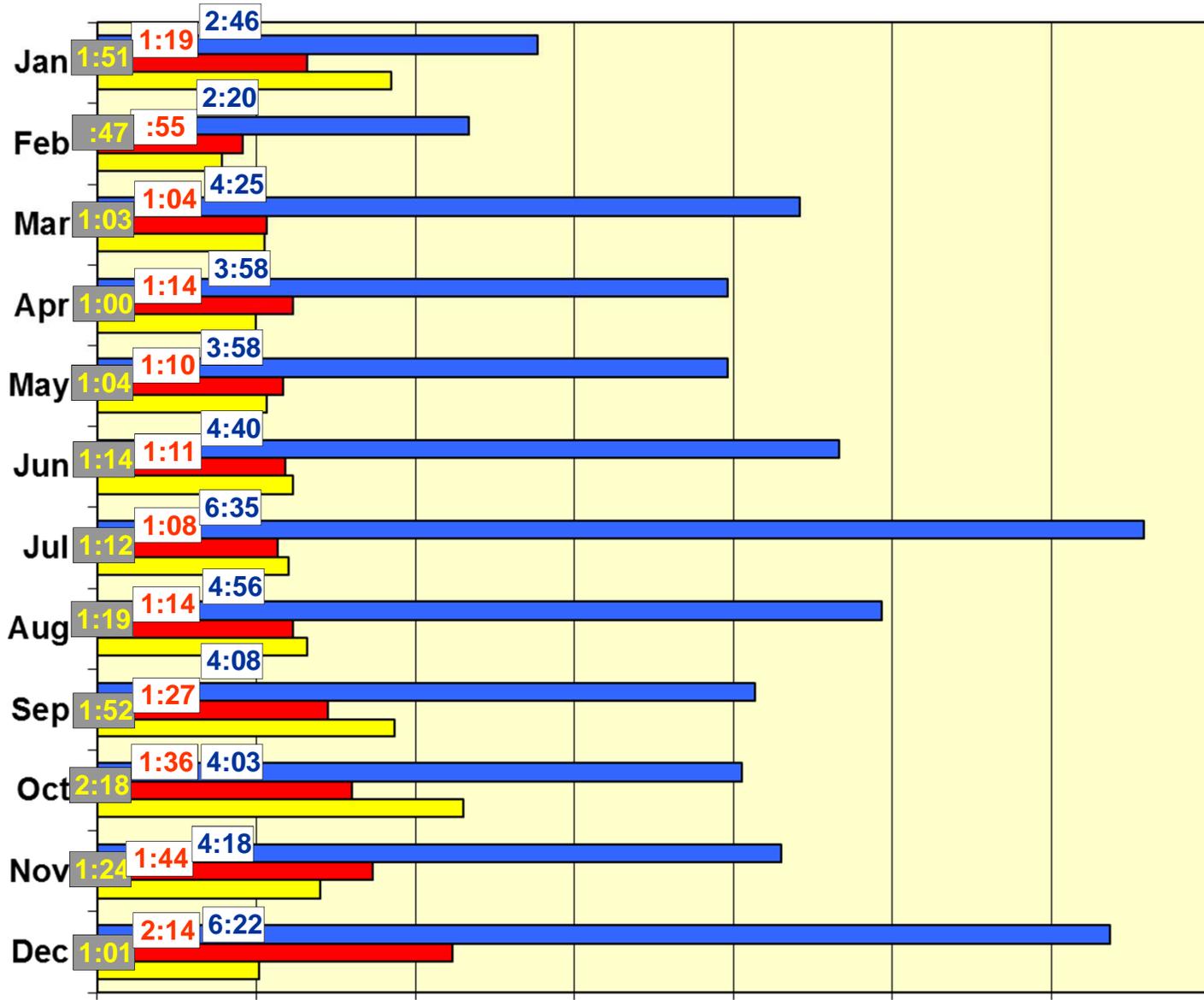


**Total calls
abandoned
each month
before
Analysts can
answer,
weekdays
8 am – 5 pm**





Oregon Department of Transportation: *A Century of Service*



**Average
minutes
customers
wait
on hold,
weekdays
8 am - 5 pm**



Minutes on hold – 2:00 3:00 4:00 5:00 6:00 7:00

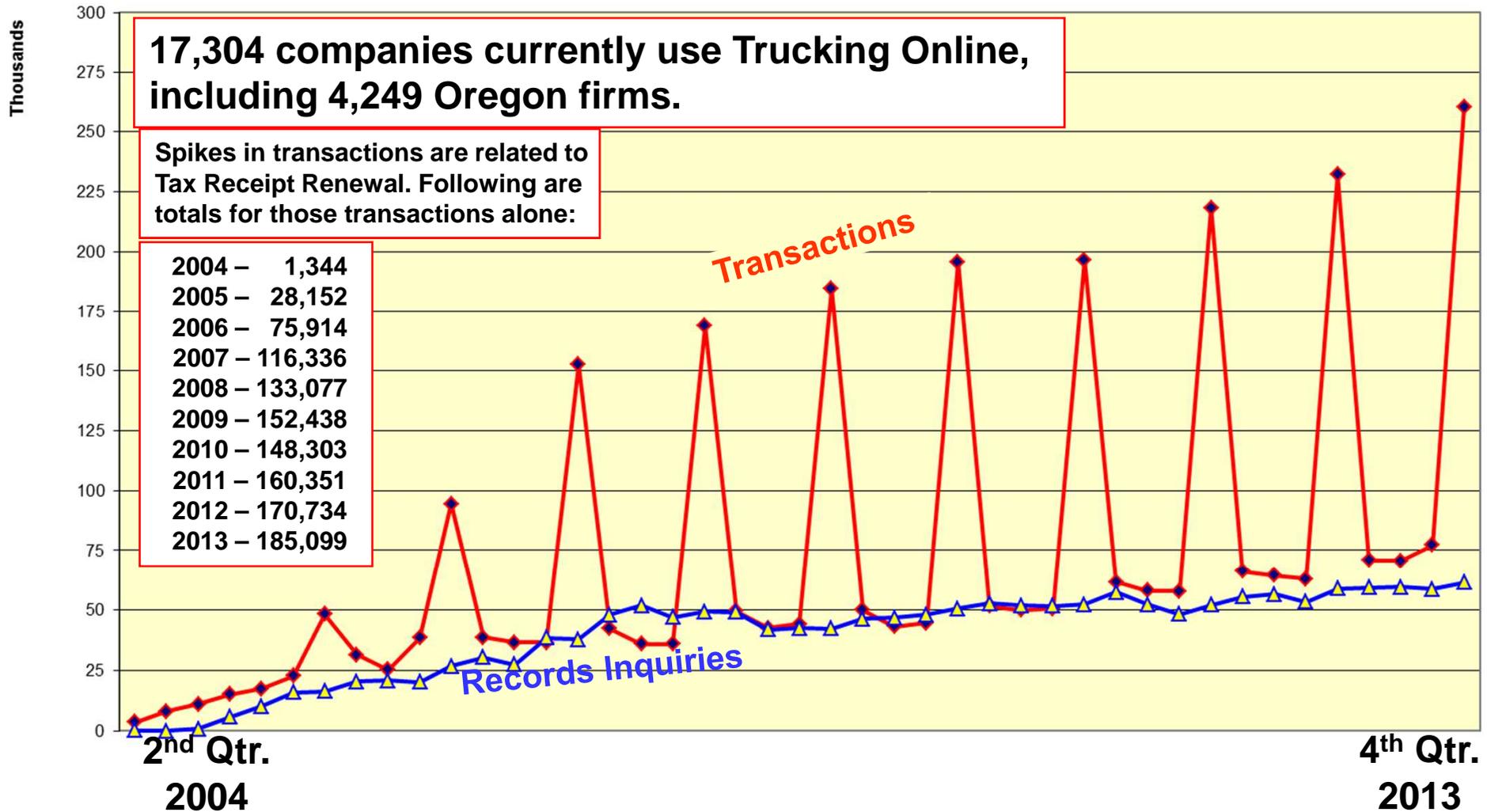


Users completed 321,598 transactions and records inquiries in the 4th Quarter 2013

17,304 companies currently use Trucking Online, including 4,249 Oregon firms.

Spikes in transactions are related to Tax Receipt Renewal. Following are totals for those transactions alone:

2004	1,344
2005	28,152
2006	75,914
2007	116,336
2008	133,077
2009	152,438
2010	148,303
2011	160,351
2012	170,734
2013	185,099





Online transaction activity includes increases in 9 of 9 major categories

	4 th Qtr. 2012	4 th Qtr. 2013
Weight Receipt & Tax Identifiers	31,573	36,262
Weight-Mile Reports & Payments	19,269	23,448
IRP Transactions	2,104	2,720
Payments on Account, including RUAF	3,979	5,110
Commercial Transactions	2,939	3,341
Temporary Passes	2,474	3,557
Block Passes	1,413	1,435
Registration Trip Permits	1,531	1,719
IFTA Transactions	1,389	2,736

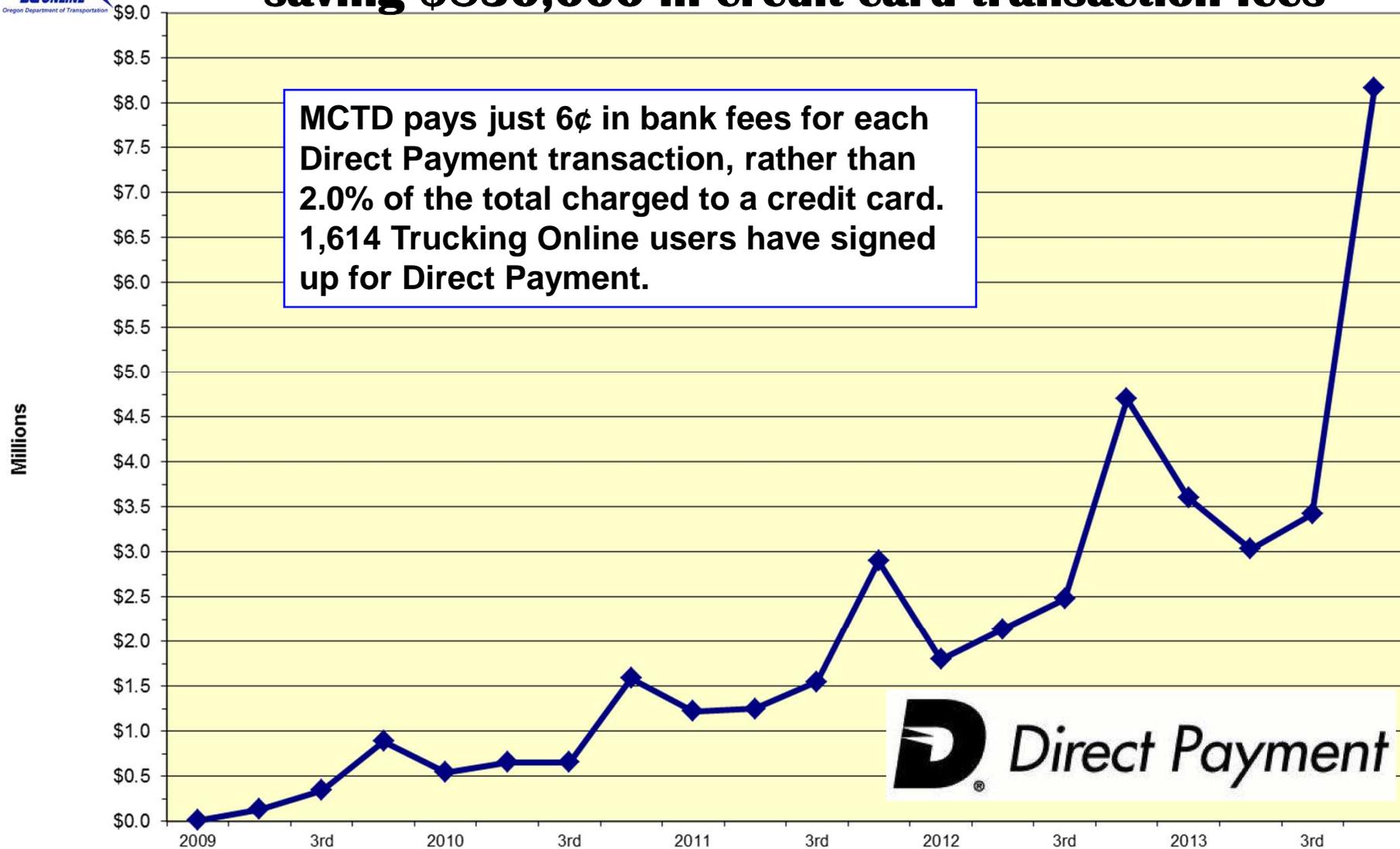


Records inquiries up in 7 of 10 major categories

	4 th Qtr. 2012	4 th Qtr. 2013
OSCAR Inquiry – Enforcement	13,744	12,809
OSCAR Inquiry – Carrier	7,579	8,185
Over-Dimension Weight Analysis	4,958	4,943
Over-Dimension Permit Inquiry	3,056	1,034
Insurance Inquiry	2,471	2,487
Carrier Info / Status Inquiry	2,252	2,292
Inspection Reports Inquiry	2,218	2,523
Weight-Mile Tax Payment Inquiry	2,046	2,468
View Highway Restrictions	2,545	4,110
Vehicle Look-up	1,638	2,279



Direct Payments total \$41 million since January 2009, saving \$830,000 in credit card transaction fees





Motor Carrier Division

Budget – Biennium to-date, through December 2013

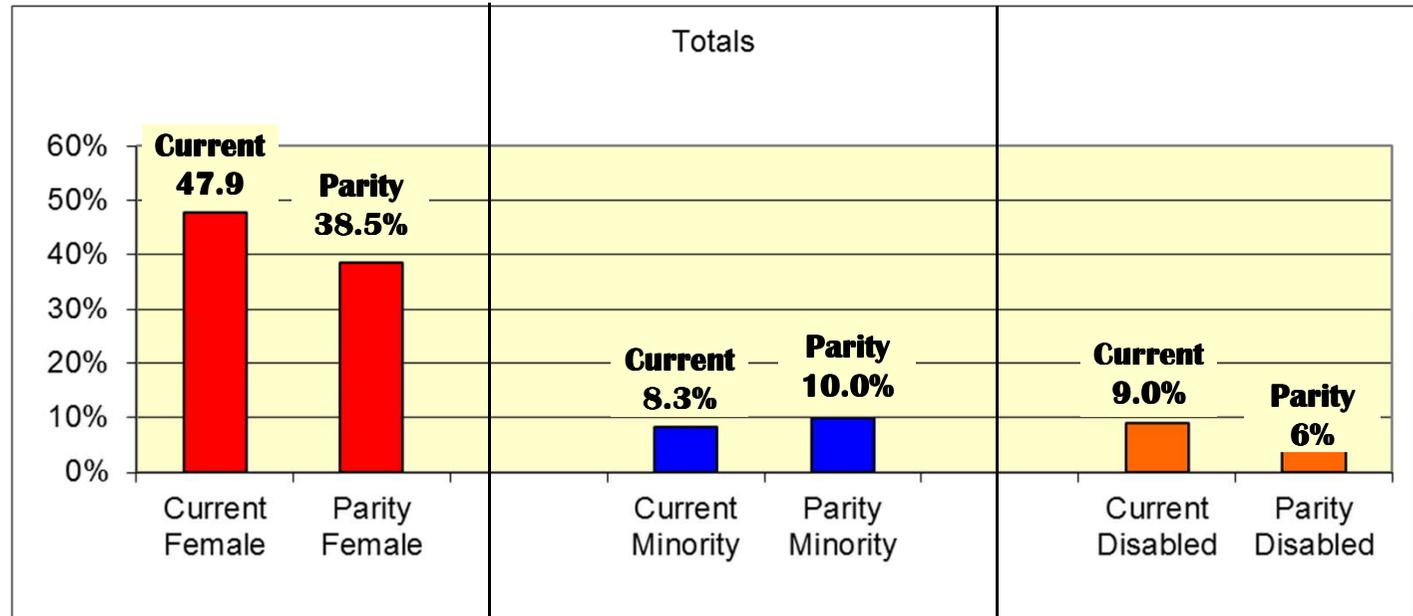
Motor Carrier Transportation Division	2013-2015 Operations Budget	2013-2015 Expended To-Date	Percent Expended
Administration	\$2,317,003	\$196,363	8.5%
Salem Motor Carrier Services	\$17,976,257	\$4,783,979	26.6%
Field Motor Carrier Services	\$18,121,469	\$3,518,960	19.4%
Investigations/Safety	\$8,066,653	\$2,065,146	25.6%
Motor Carrier Audit	\$9,732,875	\$2,045,379	21.0%
Economic Reg & Compliance	\$2,132,394	\$449,427	21.1%
Federal Programs	\$5,692,846	\$914,194	16.1%
Subtotal	\$64,039,497 *	\$13,973,448	21.8%
Fleet Acquisition			
State Funds	\$374,227		0.0%
Federal Funds			
TOTAL	\$64,413,724	\$13,973,448	21.7%

* MCTD will continue to post '13-15 expenses through Mid-August 2015.



**MCTD
Affirmative
Action status**

**2nd Quarter
CY 2013**



EEO Category –	Female	Minority	Disabled
Administrators / Officials	12	0	2
Professionals	36	8	8
Technicians	61	13	10
Administrative Support	29	3	6
Current totals for these job categories	138	24	26