

MCTAC Agenda

May 8, 2014

Time: 8:30 a.m.

Location:

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

Facilitator: Ed Scrivner

- I. OARs . . . Kim Cline
 - A. 740-050-0610 Procedures for Changing Tariffs
 - B. 740-055-xxxx (0045) Post mark/ mailing date
 - C. 740-030-xxxx annual Report for Operations Exempt under ORS 825.017
 - D. 740-010-0010 Agency Representation at Contested Case Hearings
 - E. 740-200-0040 Adoption of International Fuel Tax Agreement
- II. New Federal Regulations effective May 21st say CDL holders must use a medical examiner on the federal registry . . . Margaret Geer
- III. Status update on OSP 4” printers & Aspen program . . . Jon Reimer
- IV. Update on Sisters roundabout . . . Robert Bryant & Gary Farnsworth
- V. Proposal to add Truck Parking in Biggs . . . Robert Bryant & Gary Farnsworth
- VI. MCTD QBR . . . Ed Scrivner

MINUTES
MOTOR CARRIER TRANSPORTATION ADVISORY COMMITTEE MEETING
May 8, 2014

Attendees:

Ed Scrivner – ODOT/MCTD
Jessica Carpenter – OMHA
Bert Hartman – ODOT Bridge
Alex Vukonich – Glostone Trucking Solutions
Bob Russell – OTA
Bill Lundin – Independent Dispatch, Inc.
Christy Jordan – ODOT/MCTD
Steve Bates
Matt Briggs – North Santiam Paving
Jonathan Reimer – ODOT/MCAD
Leon Fischer – Siletz Trucking Company
David McKane – ODOT/MCTD
Gary Ouderkirk – ODOT/DMV: CDL Policy
Margaret Geer – ODOT/DMV: CDL Policy
Lt. Jim Rentz – OSP: Salem GHQ Patrol
Amy Joyce – ODOT/Government Relations
Kim Cline – ODOT/MCTD
Gregg Dal Ponte – ODOT/MCTD
Tara L. Caton – ODOT/MCTD
David Rios – FMCSA
Dave Jostad – May Trucking Company
Dale Hostler – Teamsters Local 162
Gary Farnsworth – ODOT/Region 4
Robert Bryant – ODOT/Region 4 Manager

Facilitator: Ed Scrivner

OAR Updates . . . Kim Cline

◆ **(See Attachment A)**

A. 740-050-0610 Procedures for Changing Tariffs

This deals with Household Goods regulation. OAR says that the collective tariff revisions apply to all individual tariffs of HHG movers generating annual revenue of \$250,000 or more. We are updating OAR language to increase the annual revenue amount from \$250,000 to \$500,000.

B. 740-055-xxxx(0045) Determination of Mailing Date

Proposed new rule to address reports and payments transmitted through the US Postal Service which are either missing the postal cancellation stamp or it is illegible. (ODOT uses the cancellation date to determine timely filing & payment.) ODOT's proposal was to assume the contents were mailed three (3) postal delivery dates prior to receipt in office.

Industry strongly suggested five (5) days to account for mail sent from anywhere in the continental US. After further discussion, ODOT agreed in the case of missing or illegible cancellation to word the rule to say, "...the department will consider the report or fee deposited in the United States mail as five (5) postal delivery days prior to the date received by the department."

C. 740-030-xxxx(0045) Annual Report for Operations Exempt Under ORS 825.017

ORS 825.018 directs carriers who qualify for exemption under 825.017 to file an annual report form with ODOT. The department "shall determine by rule the form and manner of the report." However, through an oversight, the rule and form do not exist. This proposed rule addresses the oversight and specifies the type of information that needs to be reported. We created a simple form to address the statutory requirement that is currently not being met.

Bob Russell wanted to know if the information gathered is going to be included in the highway use statistics.

Steve Bates asked if Tri-met will be required to fill out this form. Yes, as they are exempt under 825.017, as are government vehicles, school buses, etc.

Gregg asked Jon Reimer if we could post the reporting form on the internet and make it fillable and then capture the data in a way that will allow us to pull it into an automated report of some sort. Jon answered that it can be done.

The usual rulemaking process takes about 3 months, so it's likely that the earliest this could be implemented would be January 2015.

D. 740-010-0010 Agency Representation at Contested Case Hearings

This is a minor amendment to the existing rule to add ORS Chapter 818 to the list of chapters already covered in the rule.

E. 740-200-0040 Adoption of International Fuel Tax Agreement

Amending the rule to specify that, "An amendment may be made to, or audit conducted of, a tax return not more than four (4) years from the date the taxes or fees were filed." While the record retention period is clearly 4 years in the IFTA agreement, there is no statute of limitations specified. We are using the new language to enunciate 4 years as the statute of limitations.

Bob Russell made a motion recommending approval of the proposed rules with the amendment to 5 postal delivery days to determine the mailing date for non-cancelled mailings. Steve Bates seconded the motion. Unanimously approved.

New Federal Regulations effective May 21st require CDL holders to use a medical examiner on the Federal Registry . . . Margaret Geer & Gary Ouderkirk

- ◆ As of May 21, 2014, CDL holders must use a medical examiner from the Federal Registry for their medical certification. This applies to new CDL drivers obtaining certification for the first time and to existing drivers who are renewing their certification. Field office employees are directing inquiries to the national website and phone number. Links to the DMV FAQ page as well as to the Federal Registry are below.

<http://www.oregon.gov/ODOT/DMV/pages/faqs/cdlmedcert.aspx> CDL Medical Certification Requirements FAQs (to be updated after 5/21/14 per Margaret)

<https://nationalregistry.fmcsa.dot.gov/NRPublicUI/home.seam> FMCSA- National Registry website. There are links to their FAQs there.

David Rios said that medical and health related questions should be directed to (202) 366-4001 or fmcsamedical@dot.gov

DMV indicates that there are 197 certified and registered Oregon medical examiners now, and another 553 registered to become certified. There should be 40,000 certified examiners nationwide by May 21st per FMCSA.

DMV hasn't made a final policy decision about their role in enforcement of medical certificates granted by physicians who haven't listed a valid medical registry number.

What does FMCSA expect once this becomes effective? According to David Rios:

- The employer has the obligation to review and verify that the medical doctor listed on the certificate is on the registry before they allow the driver to operate a vehicle.
- At the roadside, if the medical information is not part of the driving record then the driver should be carrying their medical card. If the registry information is not on the Commercial Driver's License Information System (CDLIS), the employer is responsible.

David McKane said that his inspectors are going to see a valid CDL at roadside inspections and call it good. He is not expecting his inspectors to verify federal registry information at roadside.

When asked what the consequences to the employer are if they don't verify that a federal registry physician was used, David Rios answered that there are levels of discretion there. It could be an opportunity for education, a finding, a fine, etc. This

would be something inspectors would look for in a safety compliance review situation.

David Jostad noted that the important thing operationally is that enforcement might shut your driver down.

David McKane said in Oregon this wouldn't happen at roadside, but could during a Compliance Review. However, it's important to note that other states may do it differently. He added that MCTD staff are finding that the new medical cards aren't always being issued for 2 years. In some cases, they are 30/60/90 days, 6 months, or one year depending on what the medical examiner is comfortable issuing.

Gregg Dal Ponte said that a good example of something that can impact the length of the medical certification period is sleep apnea. A physician might ask a driver if he has any symptoms of this condition and find nothing other than weight as an indicator, but decide that the driver shouldn't have a 2 year certificate without undergoing a sleep study. FMCSA indicated some time ago that they were going to develop a policy, but Congress passed a law requiring a rulemaking rather than policy.

Per Bob Russell, FMCSA has hired third party trainers to train the examiners to become part of the registry. The training is suggested to incline the doctors to provide a 90 day or 6 month card especially around sleep apnea. Industry is concerned that there is an absence of uniformity. Also, there are added costs for multiple doctor visits that the driver may be responsible to cover, especially if he is a new employee and doesn't yet qualify for insurance under the employer. The trucking industry as a whole needs to address this issue.

Leon Fisher confirmed that this is creating real problems for drivers and companies. For example, the doctor says a driver needs a sleep apnea test before he will give a 2 year medical certificate. The driver isn't covered by company insurance until he's been employed for 90 days. The driver can't afford to pay for a sleep study, so ultimately can't be hired.

David McKane summarized the discussion by stating that DMV will record the information on the medical certificates submitted to them, but won't verify it against the registry. If they notice there's something wrong, DMV will notify the carrier but still accept the certificate. Roadside, there are only 4 states in the country that haven't gotten their systems linked to the medical file. Oregon DOT is going to assume if the CDL is good then the medical card is good. We are going to rely on the validity of the CDL. If we are doing a compliance review, we would review that information as well and educate the driver/company on the rules.

David Rios said that there are only 4 medical conditions with prescribed standards as far as the medical certification is concerned. Those are: vision, hearing, epilepsy, and diabetes. There hasn't been much change in the medical examiner's direction.

Doctors still have the discretion of giving the 24 month card and have existing guidance documentation for any medical conditions other than the four mentioned above.

Steve Bates said that the entire issue is being driven by lawyers and liability mitigation.

David Rios said the original FMCSA goal was 20,000 registered and certified medical examiners by May 21st. As of yesterday, there were just under 18,000. He added that the National Registry Part 2 will have the doctors transmitting the medical certification information electronically to the DMV. At that point, the employers will be out of it entirely.

Ed Scrivner pointed out that anyone who has recently received a 2 year card won't have to worry about this until 2016.

Status update: OSP 4" printers & Aspen program . . . Jon Reimer

- ◆ As mentioned at a previous MCTAC meeting, the Aspen inspection software is not compatible with the 4" thermal printers used by Oregon State Police. As a result, the suggestion was made to create some sort of summary receipt that would have the pertinent elements of the inspection and print it to the 4" printers. The summary would include instructions on what the driver and carrier's responsibilities are and where they could go to get a full copy of the inspection. No personally identifiable information is printed on the receipt. The full inspection report would be available via TOL or through a public access site. **(See Attachment B)**

Steve Bates reviewed a sample summary and asked where the CVSA sticker information is. David McKane said that this process is for OSP, they do not issue stickers and our inspectors aren't going to be using this method for printing inspection reports.

Motor Carrier Application Development staff continue to work on the application development process and estimate completion in one month. Web development in TOL is expected to take about one week after the application is finished. Web development to the public access site is expected to take an additional two weeks and then the testing and implementation process will begin.

Steve Bates asked if anyone has done something to extend the image life on the thermal paper.

David McKane answered that the thermal image tended to fade if it was left in the sun, on a dashboard for example. In a maintenance file, the thermal print remains legible well beyond the one year required retention period.

Bob Russell asked if the public can access the inspection information.

Jon answered that there are key components required to access the data either on TOL or the public access site. An unauthorized person will not be able to access the data.

Lt. Jim Rentz noted that all OSP inspection data is going to be transmitted electronically once the trooper reconnects to the network and downloads the information. He wanted to know how long it should take for the report to be available to view. Jon and David said that a good estimate is 72 hours.

David McKane added that he's been involved in this discussion for several years. OSP asked FMCSA three years ago about making Aspen compatible with the printers. The printer companies didn't want to do the project and neither did CVSA. He thinks that in two months, we are going to have a pretty useful solution.

David Rios said that FMCSA has realized that they are terrible at making software which is why they are using other software developers for their programs now.

Update on Sisters roundabout . . . Robert Bryant & Gary Farnsworth

- ◆ ODOT Region 4 (Bend) is in the stakeholder information sharing and gathering stages on the Sisters roundabout discussion. The City of Sisters has adopted Barclay as an alternate route for truck traffic as events occur within the downtown community. During construction rebuilding on Highway 20, ODOT has used Barclay as the detour for truck traffic. The detour has worked fairly well and included putting in a temporary signal at the intersection of Barclay and US20. **(See Attachment C)**

Bob Bryant, Region 4 Manager, said that they were looking at developing a long term solution to accommodate traffic control for this intersection as they rebuilt US20. The City of Sisters has expressed community support for a roundabout at Barclay & US20. In December 2013, the City of Sisters was successful in securing Enhance funding for this roundabout intersection improvement in the Draft 2015-18 STIP Update. Now we need to further evaluate and test to see if we can make the city's preferred solution work on a state highway.

Gary Farnsworth said that they will be establishing test sites for trucks to be able to test out the full roundabout design. These sites will be at Portland Meadows and Deschutes County Fairgrounds. The current proposal is a single-lane design with construction to occur in 2016 and would include mountable portions of the approaches to be used by the accommodation vehicles. The vehicle used in the planning is a standard interstate truck, WB-67. Region 4 is incorporating design and right-of-way considerations for the long-term plan with the potential for a future retrofit to a multi-lane roundabout.

Bob Russell said that industry had provided two additional vehicles for the model and asked that Gary run those vehicle types through the simulation program too.

Gary answered that the two mockups at Portland Meadows and Deschutes Co. Fairgrounds will be used to test various vehicles combinations to see how well the roundabout design can accommodate a variety of vehicles.

Bob Russell said that he wants to be sure that these larger configurations can make it through the proposed roundabout without difficulty because today they can freely make it to Sisters and through on their way to their destinations.

Dave Jostad asked if it will just be one lane around the roundabout.

Bob Bryant said that he's aware that two lane roundabouts are a concern for trucks since they need to sometimes overshoot their lane around a curve. The current plan calls for a one lane roundabout. After testing combinations with the mockups, they will review data and be sure to purchase adequate right of way up front if the traffic flow eventually calls for adding a lane in the future. If they do eventually reconfigure it, the exterior circumference of the roundabout would remain the same and the added lane would come from reconfiguring the center island of the roundabout to a smaller diameter.

David Jostad said that it's already well known that everything bottlenecks in Sisters, especially Friday afternoon/evening going east and Sunday with westbound traffic. He wonders if this roundabout is going to create another bottleneck on the west side of town. He pointed out that it's not all just size, it is efficiency, speed, and volume of traffic. Is this design going to improve traffic, keep conditions the same, or worsen mobility through Sisters?

Bob Bryant indicated that it's the pedestrian crossings that bring everything to a screeching halt in Sisters. Through the main drive, pedestrians can still cross at every block. We are going to do two tests, incorporating design and right-of way considerations. We need to accommodate WB-67, the typical interstate truck, in its own lane and will also test a couple of other accommodation vehicles like the Booster-154, 22' wide long load on a 154' trailer. He added that ODOT would be prepared in 20 years to pull the entire thing out and reconfigure should the traffic increase to the point where a multi-lane roundabout would be more accommodating.

David Jostad said that we don't want a curb on the interior that would impede trucks and Steve Bates added that whatever is put inside the center should also be fairly short, at least near the traffic lane. Lt. Rentz pointed out that it is going to create additional pedestrian and driver issues if you put an "attractive nuisance" like artwork in the center of the roundabout.

Gary said that we want three dimensional mockups to have all those views and don't have any conflicts between the loads and the beautification efforts in the roundabout.

Lt. Jim Rentz asked the speed on either side of this intersection and was told that it is either 35 or 25mph, depending on where you are coming from.

Gary assured Bob Russell that ODOT has the accommodation vehicles he asked about and will run them through the program with the consultant. FYI, the City of Sisters is expanding their commercial downtown district over to Ash Street.

Proposal to add Truck Parking in Biggs . . . Robert Bryant & Gary Farnsworth

- ◆ **Biggs Junction: I-84 & US 97. (See Attachment D)**
We've recognized for years the issues and problems the interchange design has for freight, especially as lengths increase and loads change. The radius originally designed does not always accommodate current loads. The interchange is now under an 18 million dollar construction renovation. Due to less construction costs than originally anticipated, we have about 2 million dollars which can be used to further accommodate trucks in that area. It's not mandated that we use it in the same area as the original construction and we can take the money somewhere else if we find we could make better use of it elsewhere.

The junction of I-84 & US 97 has become a major hub for transportation of freight by truck, as well as the intermodal connection point for wheat from the region transferring from trucks to barges. About 40% of the total vehicle volume through Biggs is trucks. There are also unique conditions in the Columbia Gorge that will occasionally cause closure of I-84 in the winter, so we need to find adequate truck parking. Non-weather related parking issues include hours-of-service concerns. There's a parcel across the road from the Pilot Truck Stop that may be available.

Gregg Dal Ponte said that there's no question additional truck parking on I-84 would be excellent. The primary issue that has arisen around truck parking along I-84 is the lack of sites that are available for really long loads. They need to be able to enter and exit the interstate and still negotiate turns into and out of a designated parking area. If ODOT obtains the Biggs parcel, would we contract with someone to maintain it and what would be the cost, if any, for trucks to park there?

Bob Bryant said that they would investigate Public/Private partnerships. ODOT isn't in a position to expand our obligation to maintain parking facilities. We would need to enter into a partnership of some sort. We'd also need to determine what sort of amenities to include, if any. Do we provide electric for refrigerated loads? Restrooms? Alternative fuels? Technology? There are a number of questions we'd have to ask and answer.

Bill Lundin asked what sort of timeline we'd be looking at and was told a couple of years. He asked if we could acquire the property now and just leave it graveled.

Bob said the owner of the property has put it up for auction May 17th. ODOT has a decision to make in the next week and a half. Biggs is limited to what you can do

developmentally since the fire marshal has said he won't authorize the building of any more structures due to existing water limitations. Bob added that they have had conversations with Pilot Truck Stop in Biggs to see if they are interested in purchasing the parcel themselves.

Bob Russell said that there's already truck parking at that location (Pilot, etc.). There are other areas along I-84 where there is no adequate long truck parking where we would like to see it added.

Dave Jostad suggested that Bob and Gary speak with the Pilot corporate offices rather than the local representative since decisions of this magnitude are not authorized at the local level. Corporate will tell you if they have interest in the Biggs parcel or object to the State purchasing it. He also asked if there is a reserve on the auction.

Gary said that there's a registered amount of \$197,000. The back taxes are \$130,000.

FYI:

- ◆ Region 4 is looking at expanding the couplet and doing some improvements along the Highway 97 corridor on the south end of Madras. The project has the potential of affecting the Shell station that accommodates trucks today. We are working with the land owner. Our improvements would create some issues for ingress and egress, especially for south bound truck traffic. Bob said that he recognizes that trucks need fuel when they need fuel.

Steve Bates said that there is an old scale site north of town and Harris Street by the Pacific Pride where they might look at setting up alternate parking facilities.

MCTD QBR . . . Ed Scrivner

- ◆ Ed presented the MCTD Quarterly Business Review for January 1 – March 31, 2014. **(See Attachment E)**
 - Average drivers placed out-of-service is up in the 1st Q 2014 over the same period in 2012 & 2013.
 - Average truck weighings on static scales are up, though average weight-related citations are slightly down.
Ed noted 40% of MCTD Enforcement staff have less than two years on the job.
 - Total calls answered is down in 2014.
Bob Russell asked if that was due to more available options on TOL. Gregg answered that the single most prevalent phone transaction has been temporary passes. We approved rule changes here at MCTAC limiting the number of temp passes. The number of calls related to that has been dramatically impacted. Also, the lessened January and February numbers

are due to the identified and now fixed issues with faulty telephone cables and unbalanced line distribution.

- Hold times are again below 3 minutes for the first time since February 2013.
- Online transactions are up in 9 of 9 major categories.

Steve Bates asked about the status of getting the Oversize Permit Form online. He wondered if it was affecting the OD Unit's call volumes.

The calls tracked in the QBR are only for the Registration unit. Christy tracks her calls separately. She said that the online form has really helped with legibility. Telephone and Self-issue permits are static right now. However, she shared that OD is getting ready to launch a project with IS that will provide an online option for Self-issue permits.

David Jostad asked what the impact will be when Greenlight in LaGrande is shut down.

Ed answered that the entire scale is going to be closed during the construction period and staff redeployed to other area scales. There will be no weighing at all at the LaGrande scale during the active construction phase.

Additional Items:

- ◆ Lt. Jim Rentz wanted to share an issue brought up to AskOSP. Chuck Thomas, DOT Compliance Administrator for AP Freightways, asked, "If a CDL Oregon driver is out of state and his wallet is stolen, [and] the carrier can fax a copy of his license to him, can he be issued a violation for driving without a license in his possession?"

Technically a paper copy isn't valid so the driver can be cited for failure to carry his driver license. OSP had a conversation and suggested a national level discussion of the issue is necessary because the driver can't get on a plane, rent a car, etc. without having valid proof of his identity. What do we do? Proof of police report isn't definitive proof.

Steve Bates shared that he didn't have his CDL in Idaho several years ago and gave them his license number and was good.

Lt. Rentz said in Oregon you have to be in possession of it per Oregon law. He would like to get DMV agreement that drivers in this situation could go to a local DMV out-of-state and be issued a temporary license if they have a copy of the police report for the stolen wallet. The problem in this situation is that you have no ID to even get a temporary license if you are stranded out-of-state. The Real ID Act will cause even more problems. Is there something on the national level that can be done to address this?

Ed thinks his enforcement staff would accept the police report and faxed copy of the CDL and let the driver go.

Amy Joyce said she'd take this to DMV.

Gregg said that we will revisit it at next month's MCTAC meeting.

- ◆ David Jostad brought up a serious safety concern he sees daily. The Kuebler interchange with I-5 is creating traffic backup all the way into the right travel lane during peak hours, especially southbound traffic exiting the freeway to turn right on Kuebler at the end of the workday.

Steve Bates said the same problem is occurring in the morning at the Mission Street/Santiam Hwy & I-5 exit. Southbound traffic exiting to westbound Mission Street is backing up all the way into the freeway lane.

Ed will contact Sonny Chickering, Region 2 Manager, and ask him to have a representative at the next MCTAC meeting to discuss these traffic safety concerns.

Meeting adjourned at 11:15

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740-050-0610

Procedures for Changing Tariffs

- (1) All rates, fares, charges, classifications and rules and regulations governing the practices or services of a motor carrier participating in joint line rates or transporting household goods or engaging in regular route full-service scheduled transportation of passengers in intrastate commerce in Oregon must be filed as a tariff and fixed by order of the Department. Changes in tariffs must be made pursuant to Division 50 rules.
- (2)(a) Written petitions to amend tariffs may be submitted to the Department by a household goods carrier, a regular route full-service scheduled passenger carrier, carriers participating in a joint line rate, a tariff bureau under OAR 740-050-0640, or by any other party having an interest in the matter;
- (b) The Department may permit a tariff change to become temporarily effective if that action is in the public interest.
- (3)(a) All petitions for changes in tariffs will be assigned for public hearing. The hearing notice will set the time and place for the hearing;
- (b) If the petition is for a general increase, the Department will use the Oregon Consumer Price Index-Urban (ORCPI-U) as the basis for determining if the requested increase is justified. The Department will use a comparison of the ORCPI-U in effect at the time of the last general increase with the current ORCPI-U;
- (c) As used in this rule, "general increase" means a general increase in, restructuring of, or substantial change in rates previously approved by the Oregon Public Utility Commission or the Oregon Department of Transportation.
- (4)(a) The Department's notice will designate as respondents in petitions for general increases, unless specifically exempted, all carriers who participate in joint line tariffs, or possess authority to transport household goods and who are members of Oregon tariff bureaus pursuant to OAR 740-050-0640; or who publish individual tariffs and generate Oregon intrastate revenues from economically regulated commodities of \$[250,000] **500,000** or more annually;
- (b) Exemptions under subsection (4)(a) of this rule may be granted by the Department upon a showing that the territory served by the carrier, or the carrier's method of operation is such that the carrier does not compete with the petitioner;
- (c) If the Department approves the petition for general increase, the tariff change will apply to all respondents. A respondent may tender evidence at the hearing justifying independent rates which will apply only to that carrier. Upon giving seven days written notice to the Department, the petitioning carrier and any supporting rate bureau, any respondent may participate at the hearing as a party in opposition to application of the proposed general increases for its account. Upon a proper showing the Department may exclude such respondent from the application of the general increase proposal.
- (5)(a) A tariff bureau may support or oppose another tariff bureau's petition at the Department's hearing;
- (b) If the Department approves a tariff bureau petition which is not a general increase, the tariff change will apply to members of all Oregon tariff bureaus;
- (c) For a tariff bureau petition, other than that described in section (3) of this rule, the notice shall describe as respondents all carriers who possess authority and who are members of Oregon tariff bureaus pursuant to OAR 740-050-0640.
- (6) Individual carrier proposals submitted by independent action and approved by the Department shall apply only to the petitioning carrier.

Stat. Auth.: ORS 823.011, 825.200, 825.224 & 825.226

Stats. Implemented: ORS 825.200, 825.202 & 825.224

New Rule

740-055-xxxx (0045)

Determination of Mailing Date

For reports and payments transmitted through the United States Postal Service on which the post-office cancellation mark on the envelope or wrapper containing the report or payment is omitted or is not legible, the department will consider the report or fee deposited in the United States mail as ~~three (3)~~ postal delivery days prior to the date received by the department.

Five (5)

Stat. Auth.: ORS 184.616, 184.619 & 823.011

Stats. Implemented: ORS 818.225, 825.472, & 825.555

MCTAC endorses with change to 5 postal delivery days.

New Rule

740-030-XXXX (0045)

Annual Report for Operations Exempt Under ORS 825.017

- (1) Any owner or operator of a motor vehicle exempt from the provisions of ORS Chapter 825 by ORS 825.017 must file an annual report form number XX-XXXX. The annual report will cover operations for the prior calendar year. The report must be filed no later than the 31st day of March following the year in which the operations occurred.
- (2) The owner or operator's report must:
 - (a) Identify the specific exemption of ORS 825.017;
 - (b) List the mileage for each exempt vehicle; and
 - (c) Include the registered weight class for each exempt vehicle.

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740-010-0010

Agency Representation at Contested Case Hearings

(1) The Attorney General has given written consent as required by ORS [183.450] **183.452** for an officer or employee of the Department of Transportation to appear on behalf of the agency in the following types of contested case hearings conducted by ODOT:

(a) Assessment of civil monetary penalties for violation(s) of ORS Chapter **818**, 823, 825 and 826 or related rules;

(b) Suspension or cancellation of motor carrier operating authority;

(c) Cancellation of registration or tax identification plates issued to motor carriers or farmers;

(d) Surety bond increase;

(e) Tariff docket; and

(f) Reassessment cases involving weight-mile tax, commercial or prorated registration fees, **road use assessment fees**, or fuel taxes pursuant to ORS Chapter **818**, 825 and 826 or related rules.

(2) The agency representative may present evidence, ask questions of witnesses and present factual arguments.

(3) The agency representative may not make legal argument on behalf of the agency.

(a) "Legal argument" includes arguments on:

(A) The jurisdiction of the agency to hear the contested case;

(B) The constitutionality of a statute or rule or the application of a constitutional requirement to an agency; and

(C) The application of court precedent to the facts of the particular contested case proceeding.

(b) "Legal argument" does not include presentation of evidence, examination and cross-examination of witnesses or presentation of factual arguments or arguments on:

(A) The application of the facts to the statutes or rules directly applicable to the issues in the contested case;

(B) Comparison of prior actions of the agency in handling similar situations;

(C) The literal meaning of the statutes or rules directly applicable to the issues in the contested case; and

(D) The admissibility of evidence or the correctness of procedures being followed.

(4) When an agency officer or employee represents the agency, the presiding officer shall advise such representative of the manner in which objections may be made and matters preserved for appeal. Such advice is of procedural nature and does not change applicable law on waiver or the duty to make timely objection. Where such objections involve legal argument, the presiding officer shall provide reasonable opportunity for the agency officer or employee to consult legal counsel and permit such legal counsel to file written legal argument within a reasonable time after conclusion of the hearing.

Stat. Auth.: ORS [183.450] **184.616, 814.619** & [ORS] 823.011

Stats. Implemented: ORS [183.450] **183.452**, [ORS] 823.031 & [ORS] 823.033

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740-200-0040

Adoption of International Fuel Tax Agreement

(1) The provisions contained in the International Fuel Tax Agreement (IFTA) Articles of Agreement, the IFTA Audit Manual and the IFTA Procedures Manual, and all amendments thereto in effect January 1, 2014, are hereby adopted and prescribed by the Oregon Department of Transportation (ODOT) and apply to Oregon-based motor carriers who participate in IFTA.

(2) In addition to the requirements described in section (1) of this rule, the following requirements apply to Oregon-based motor carriers who participate in IFTA:

(a) Records required to be maintained for distance data must denote intermediate trip stops;

(b) Records of monthly over the road and bulk fuel reconciliations must be maintained;

(c) The Department will assess a penalty of \$50 or 10 percent of the amount of delinquent taxes due, whichever is greater, for failing to file a return, filing a late return, or underpaying taxes due on a return;

(d) The Department will assess a penalty of 10 percent of the amount of delinquent taxes due, for additional assessments as the result of an audit;

(e) Any person against whom a proposed assessment is made by the Department may petition the Department for reassessment within 30 days after service upon the person of the assessment notice. If a petition for reassessment is not filed within the 30-day period, the assessment becomes final. If a petition for reassessment is timely filed, the Department will reconsider the assessment. The decision of the Department upon a petition for reassessment will become final 30 days after notice of the decision is served to the petitioner. A petitioner may submit a request for hearing in the petition for reassessment; [*and*]

(f) If a request for hearing is timely received, a hearing will be scheduled and conducted in accordance with the provisions of ORS Chapter 183. The petitioner will be provided a minimum of 10 days' notice of the time and place of the hearing [*. The Department may assess a penalty of \$150 for failure to appear at a scheduled hearing.*]; **and**

(g) An amendment may be made to, or audit conducted of, a tax return not more than four (4) years from the date the taxes or fees were filed.

Stat. Auth.: ORS 184.616, 184.619 & 823.011

Stat. Implemented: ORS 825.490, 825.494 & 825.555



ATTACH. B

Safety Summary Receipt Application

Working in partnership with the Aspen inspection software



Motor Carrier Application Development

Status Update



Proposal



Create a companion application to the Federal Safety Inspection software (Aspen), that prints an inspection summary to a 4" thermal printer. This receipt will provide the carrier with pertinent inspection information such as deficiencies and/or violations.

It would also provide instructions to the motor carrier on how to retrieve additional information from the Motor Carrier Web site, via Trucking Online or through the public access site.



Safety Summary Receipt Application

Find Inspection

Report Number: ORAAZZ000301

Find Report - Open Form Print

Staff will enter the report number of the inspection. They will then have the option to print the receipt.

ODOT Inspection Receipt

DRIVER/VEHICLE EXAMINATION RECEIPT

ORAAZZ000301 Date 03/25/2014

Carrier RIVERBROOK FARMS INC

Address P O BOX 9186
BROOKS, OR 97305

Driver LARSON, JOHNNY 5 3

Inspector KENNETH M LEDUC

No.	Type	Make	Base Plate	State	Unit No
1	TR	FRHT	YARL310	OR	
2	FT	WERT		OR	

ID	Unit	Vio Code	Section	OOS
1	2	393.75A	393.75(a)	Y
Flat tire or fabric exposed				
2	2	393.55E	393.55(e)	N

No or Defective ABS Malfunction Indicator Lamp for trailer manufactured after 03/01/1998

DRIVER: Give this receipt to the Motor Carrier listed at the top of the form.

To obtain a full size copy of the inspection, follow the instructions below.



Summary Receipt

Driver/Vehicle Examination Receipt

A summary of the inspection is printed and given to the driver.

No Personally Identifiable Information (PII) is printed on the Receipt.

DRIVER/VEHICLE EXAMINATION RECEIPT
ORAAZZ000301 Date 03/25/2014

Carrier RIVERBROOK FARMS INC
Address P O BOX 9186
BROOKS, OR 97305

Driver LARSON, JOHNNY
Inspector KENNETH M LEDUC

No.	Type	Make	Base Plate	State	Unit No
1	TR	FRIT	YARL310	OR	
2	FT	WERT		OR	

ID	Unit	Vio Code	Section	OOS
1	2	393.55(e)	393.75(a)	Y
2	2	393.55(e)	393.55(e)	N

No or Defective ABS Malfunction Indicator Lamp for trailer manufactured after 03/01/1998

DRIVER: Give this receipt to the Motor Carrier listed at the top of the form.
To obtain a full size copy of the inspection, follow the instructions below.



Retrieving An Inspection Report Using Trucking Online (TOL)

Driver/Vehicle Inspections Inquiry - All Oregon Inspections - Windows Internet Explorer provided by Oregon Dept. of T

https://www.oregontruckingonline.com/ct/MCAD/metaEntry/safetyNet/index.cfm?fuseaction=getList&whichOnes=All&authNo=202605

Home Oregon Department of Transportation Search

202605 - RIVERBROOK FARMS INC

Driver/Vehicle Inspections Inquiry - All Oregon Inspections

CERT code: T=To be returned; C=Returned & Certified; N=Not required
(You may sort by Driver Name or by Insp. Date by clicking on the column name)

Report No.	CERT	Driver Name	Insp. Date	Hwy.	MilePost
ORAADF000342	C	STEWARD, JEFFERY A	04/30/12	US 26	55
ORAALD001260	C	BICE, RONALD G	07/30/12	I5	274.18
OR000S640044	C	SCHROEN, LOUIS S	08/16/12	US26	44
ORAALC002013	C	BICE, RONALD G	10/23/12	I5	274.18
OR000S644834	N	STEWARD, JEFFERY A	11/26/12	US26	1
ORAALU000262	C	STEWARD, JEFFERY A	12/11/12	I5	274.18
OR000S639932	N	LARSON, JOHNNY C	03/19/13	OR99	29
ORAABT000521	C	STEWARD, JEFFERY A	05/16/13		
OR000S648114	C	PHILLIPS, LONNIE A	05/30/13		
ORAALQ001947	C	BICE, RONALD G	06/05/13	I84	44.93
ORAALH002981	C	BRINSON, ROBERT S	09/10/13	101	14.33
ORAALQ002623	C	PALMER, GARY D	12/04/13	I84	44.93
OR000S687352	C	BRINSON, ROBERT S	01/15/14	I5	
OR000S699051	C	DOWNER, STEVEN W	01/29/14	I5	195
ORAALH003398	C	LARSON, JOHNNY C	03/11/14	18	24.07

Oregon Trucking Online
Motor Carrier Transportation Division 3930 FAIRVIEW INDUSTRIAL DR SE
SALEM, OR 97302-1166 Salem Headquarters - (503) 378-6699

Internet | Protected Mode: On 100%



Retrieving An Inspection Report Using Trucking Online (TOL)

May 7, 2014

RIVERBROOK FARMS INC PO BOX 9186
BROOKS , OR 97305

Listed below is information from the Oregon Department of Transportation Driver Vehicle Inspection Report issued to one of your drivers.

Inspection #: ORAALH003398 **State File #:** 202605 **USDOT #:** 00518107
Date: 3/11/2014 **Time:** 2:14:PM **Driver:** LARSON,JOHNNY C

Unit	Make	Company #	License #	State
1	FRHT	37	YARL310	OR
2	WESE			OR

Unit	Out of Service?	Violation Code	Description
2	Yes	393.75A3	Flat tire x8 left outside dual <50% sidewall rating. 52/110 psi
2		393.55E	No or Defective ABS Malfunction Indicator Lamp for trailer manufactured after 03/01/1998. ABS stays on entire time

If you have questions or if all violations cannot be corrected within the time provided, please call the Motor Carrier Transportation Division at (503) 373-0982.



Retrieving An Inspection Report Using MCTD Public site

Public Access Menu

- Verify a Carrier's Insurance Status with ODOT/MCTD ?
- Submit a Motor Carrier Accident Report ?
- Find a Trucking Company by Name or Account No. ?
- Find Oregon Account No. by USDOT No. ?
- Find USDOT No. by Oregon Account No. ?
- Find a Trucking Company by Base License Plate No. ?
- IRP Plate Inquiry ?
- Road Restrictions ?
- Calculate Oregon Weights ?
- Transponder Application ?
- Vehicle Detail Inquiry ?
- Sign Up for GovDelivery Email Updates **NEW!** ?

Trucking Online Statistics

- Carriers with PINs: 17,304
- Record Inquiries Completed: 1,717,955
- Transactions Completed: 3,167,137
- Services Available: Over 80

What's New Online

New transactions now available for all users:

- Sign Up for GovDelivery Email Updates**
Obtain email updates regarding topics of interest to MCTD customers.
- Report Forms Request**
Request that monthly tax report be mailed to motor carrier. Use the Forms tab at the top of this page.
- Calculate Oregon Weights**
Determine allowable or permissible weights while operating in Oregon.
- Obtain Reprints of Permits Issued by Phone Call**
Obtain reprints of various permits issued by a phone call to MCTD within the last 120 days.

New transactions now available for PIN holders:

- Issue Weight Receipts in Bulk - December 2012**
Obtain multiple Weight Receipts through submission of spreadsheet.
- IFTA Return Status / Detail**
Check if an IFTA Return has been received and accepted. View detailed information regarding entries and computations.
- Over-Dimension Permit Lookup**
List over-dimension permits issued in last two years.
- Road Use Assessment Fee (RUA) Payments**
Pay for permits on which Road Use Assessment Fees are owing. This may be done on an individual permit, or a monthly, basis.
- Over-Dimension Payment on Account**

Popular Links

- Highway Restriction Notice -Size / Weight
- ODOT Home
- Trip Check
- Motor Carrier Education
- MCTD Homepage
- About Trucking Online
- Green Light Program
- Motor Carrier News
- Over Dimension Permits
- Get an Employer ID# (EIN)
- Farm Trucking in Oregon
- Unified Carrier Registration Agreement (UCRA)
- CSA 2010 Data Review
- Recordkeeping
- Get a USDOT Number



Current Status

- ❖ **Application Development** – MCAD staff continue to work on the application. Estimated time to completion: 1 month
- ❖ **Web Development (TOL)** – MCAD will be making changes to the existing safety inspection application. Estimated time to completion: 1 week.
- ❖ **Web Development (Public Access)** – MCAD will create a new function on the MCTD public access page to allow carriers without TOL credentials to retrieve their Safety Inspection. Estimated time to completion: 2 weeks.
- ❖ **Testing and Implementation planning** – MCTD will test the application. MCAD staff will work with OSP to identify the steps necessary for a successful implementation.

**WORK
IN PROGRESS**



Questions?

For information, contact:

Jonathan Reimer
Motor Carrier Applications Development
(503) 373-7958
Jonathan.s.reimer@odot.state.or.us



**Proposed Roundabout for
US20 @ Barclay (Sisters)
May 8, 2014**

History Summary

November 16, 2011 - City of Sisters held US20/Barclay Intersection Improvements Community Workshop...overwhelming support from community for roundabout at intersection of US20 and Barclay.

April 13, 2012 – Meeting in Sisters, ODOT, City, and freight industry representatives. Initial discussion of potential roundabout, and freight industry concerns Consensus on moving forward with the analysis and involvement process.

November 9, 2012 – ODOT Directive “establishes the expectation and processes concerning freight mobility to be followed whenever a roundabout is proposed to be installed on the state highway system.”

January to May, 2013 – Meetings among ODOT/City/MCTD/Freight Industry, reached agreement on Design and Accommodation Vehicles.

December, 2013 – City of Sisters successful in securing Enhance funding for US 20 / Barclay roundabout intersection improvement, into the Draft 2015-18 STIP Update.

April 4, 2014 – Meeting in Sisters, ODOT, City, and freight industry representative, outcomes:

- Reconfirmed agreed-upon Design (WB-67) and Accommodation Vehicles (*Booster_154, Palm Harbor*)
- Important to layout roundabout design and have trucks test drive design.
- In consideration of long-term planning for City and ODOT, for possible future multi-lane expansion, Freight industry would like to see concepts with “Case 2” and “Case 3” tracking designs.
- Concerns with curb heights and potential for tipping.
- Getting to Agreement on roundabout design, need clear design, and testing opportunity.
- Summary of next steps for ODOT:
 1. Revise long-term Multilane concept as a Case 3
 2. Move to field layout and testing of layout
 3. Find examples of curb layout and other ways to deal with tipping concern

Current status

- Kittelson and Associates, Inc being tasked to evaluate multilane Case 2 and Case 3 designs – how big, and ROW impacts?
- Field testing of concepts planned for June 2014, parking lots at Portland Meadows and Deschutes County Fairgrounds.
- ODOT and Kittelson to respond to concerns on how to minimize potential tipping issues.

Barclay Roundabout Specifics – As Proposed to Date

Scope:

Proposed as single-lane design, construction in 2016. Would include mountable portions of the approaches to be used by the accommodation vehicles.

Incorporating design and right-of-way considerations for long-term plan – potential future retrofit to multi-lane (one left-turn lane and one through/right lane in each direction), likely single-lane approach on the McKinney Butte leg.

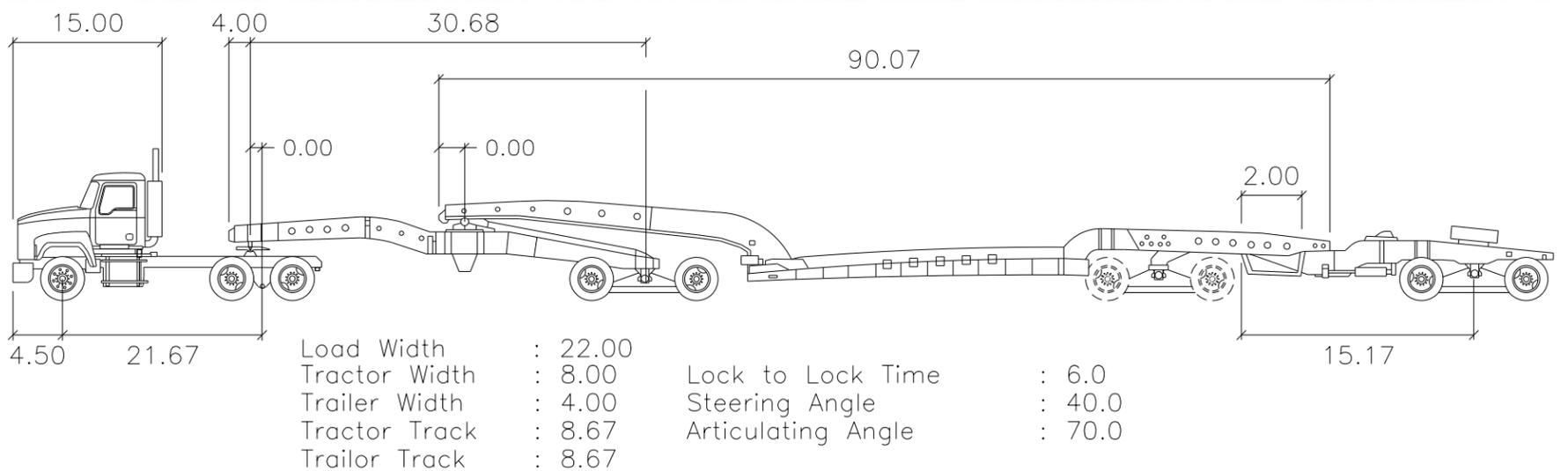
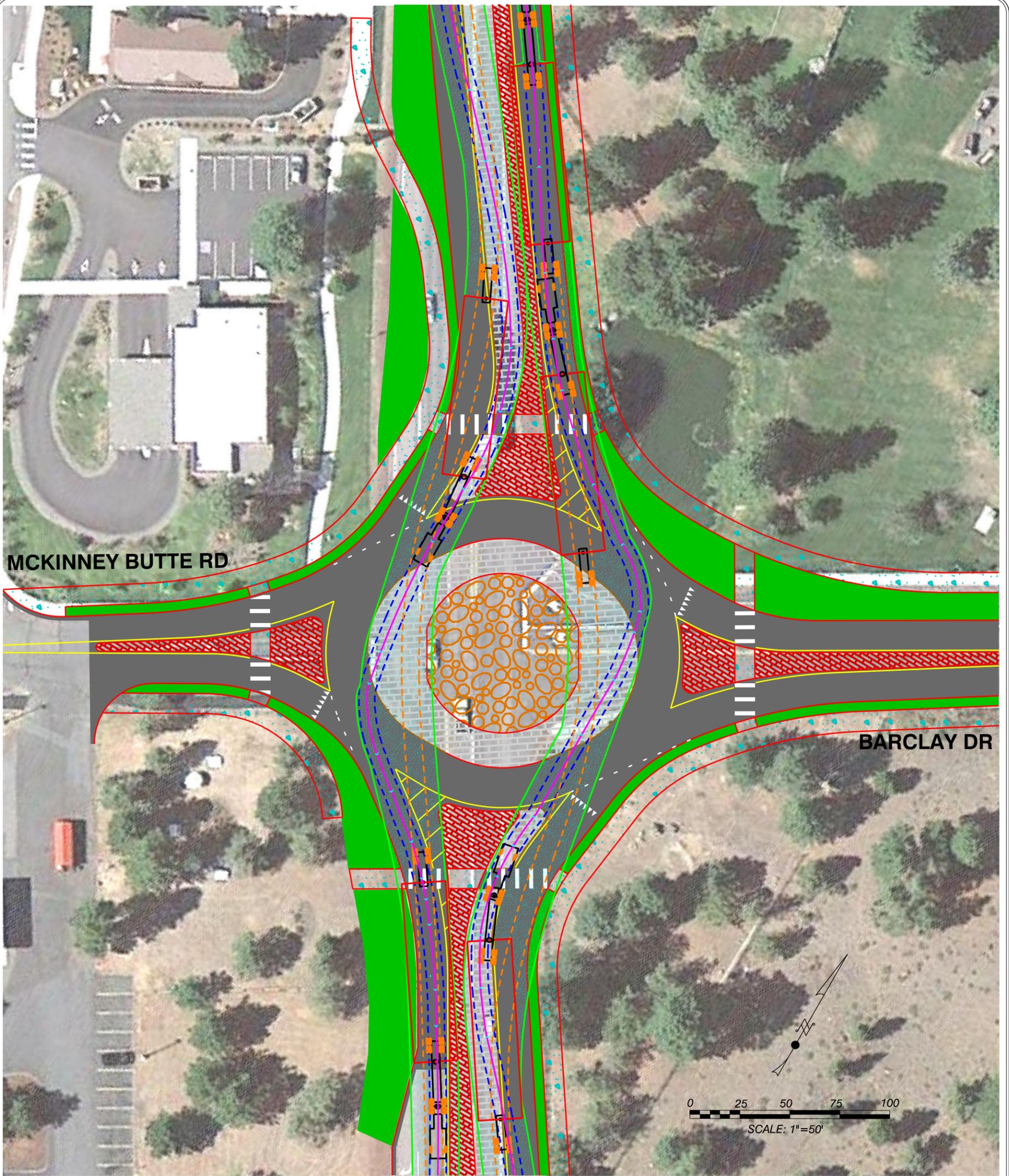
Design Vehicle:

WB-67, the typical interstate truck. For proposed single-lane – designed so truck cab does not need to use the truck aprons, trailer will use central island apron on certain movements, but not mountable portions of the splitter islands on the approaches.

Accommodation Vehicles:

22' wide long load on a 154' foot trailer (*Booster_154*). Design allows load to move through roundabout in the east-west direction on US 20. Because the long-term multi-lane roundabout is widened to the inside, by removal of the mountable portions of the splitter island and size reduction of the truck apron, the load will be similarly accommodated.

Palm Harbor 'B', typical manufactured home load and good surrogate for more frequently seen over-dimensional loads. Design allows circulation three quarters, notably from eastbound US 20 to northbound Barclay, ensuring access to the industrial area north-east of US 20.



BOOSTER_154
IN FEET

BOOSTER_154 TRUCK MOVEMENTS WITH 22' WIDE LOAD INTERIM ROUNDABOUT DESIGN SISTERS, OREGON

FIGURE 4B

I-84/Biggs Junction Truck Parking Needs

The junction of I-84 and US 97 (Biggs Jct) has become a major hub for transportation of freight by truck, as well as the intermodal connection point for wheat from the region transferring from trucks to barges. Biggs Jct has also experienced increased commercial development catering to highway traffic, resulting in significant increases in vehicular and pedestrian traffic at the intersection of US 97 with OR 206: Celilo-Wasco Spur (Hwy 301Y) and the Biggs-Rufus Frontage Road (Hwy 002FI).

More than 40% of vehicles traveling through the Biggs Jct area are trucks. The existing configuration of Biggs Jct has been inadequate to handle the increasing volume and size of trucks, causing delays to freight movement and other traffic. Furthermore, the growth of food service providers on all four quadrants of Biggs Jct has increased the frequency and number of pedestrian crossings. The I-84 @ US97 Interchange (Biggs Jct.) Project (*Phase 1*) is currently reconstructing the interchange to help address these issues.

The issues at Biggs Jct also include a lack of available truck parking, which is consistent with a general lack of truck parking spaces along the I-84 and US97 corridors, and a concern for the trucking industry, the Oregon Department of Transportation (ODOT), and the Federal Highway Administration (FHWA). FHWA has forecasted that the demand for truck parking spaces on Oregon interstate highways will increase by an annual rate of 1.8% through 2020.

There are currently an estimated 48 truck parking spaces at Biggs Jct. The nearest rest area to the west is 31 miles away and has 15 eastbound and 9 westbound truck parking spaces. The nearest rest area to the east is 57 miles and has 12 truck parking spaces available in each direction.

Given the shortage of available truck parking spaces at rest areas and other public places nearby, as well as private facilities within Biggs Jct, the situation is creating unsafe conditions such as trucks parking overnight on roadway access ramps and shoulders. Essentially trucks are parking at most any wide spot in the roadway that can accommodate them.

The expected increase in truck volume and parking demand will put further pressure on the existing operational issues at Biggs Jct and the limited supply of public and private facilities. Although the current interchange reconstruction work will provide a tremendous benefit to the area, and customer needs along the I-84 and US 97 corridors, it will not adequately address the truck parking related issues.

Potential Solution

A potential solution to address the above described truck parking issue at Biggs Junction is for ODOT to provide a new paved truck parking area, similar to what is described in the attached Truck Parking Facilities Program Grant Application from 2012, and accompanying letter of support.



Quarterly Business Review

January 1 – March 31, 2014



Motor Carrier

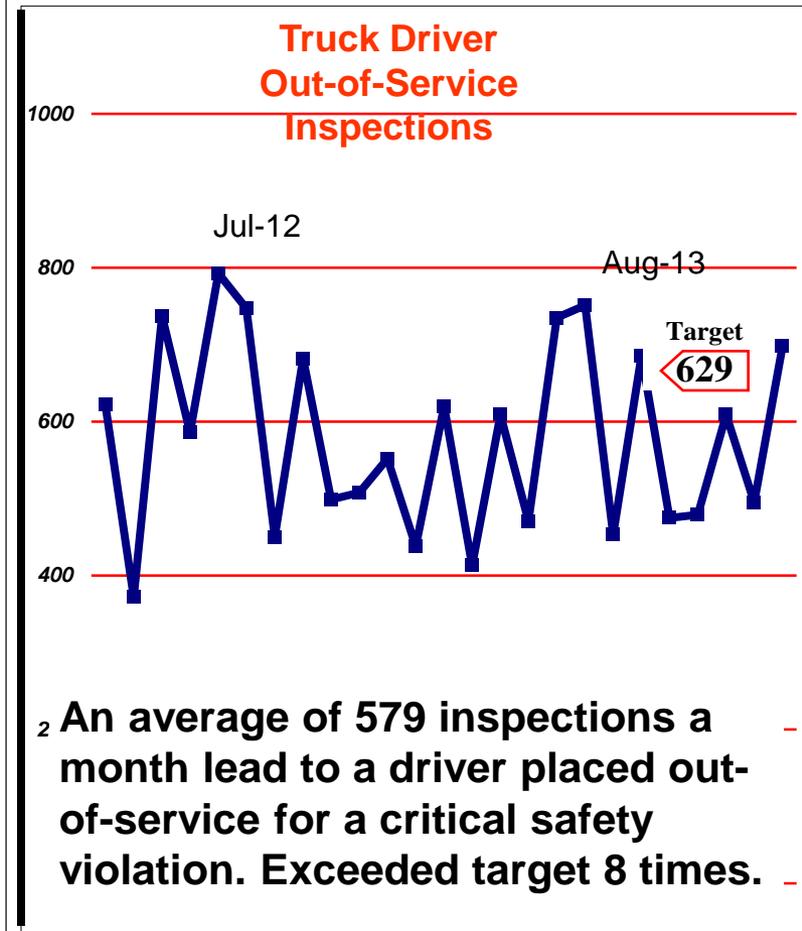
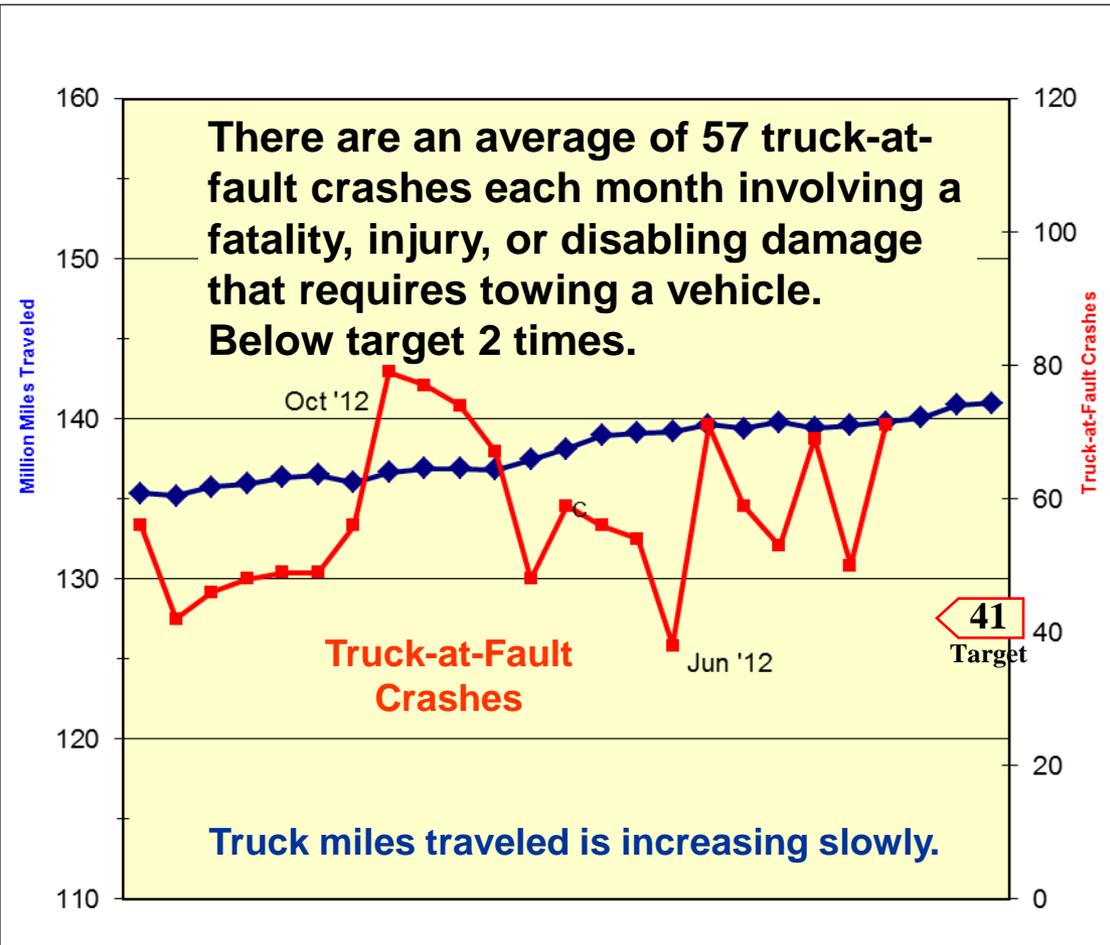
Transportation Division

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 1st Quarter. . .	1 st Quarter 2012	1 st Quarter 2013	1 st Quarter 2014
<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>	<p>484 per month</p>	<p>537 per month</p>	<p>601 per month</p>
<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>	<p>56 per month</p>	<p>58 per month</p>	<p>* per month</p>

* crash totals for 1st quarter 2014 are not yet available



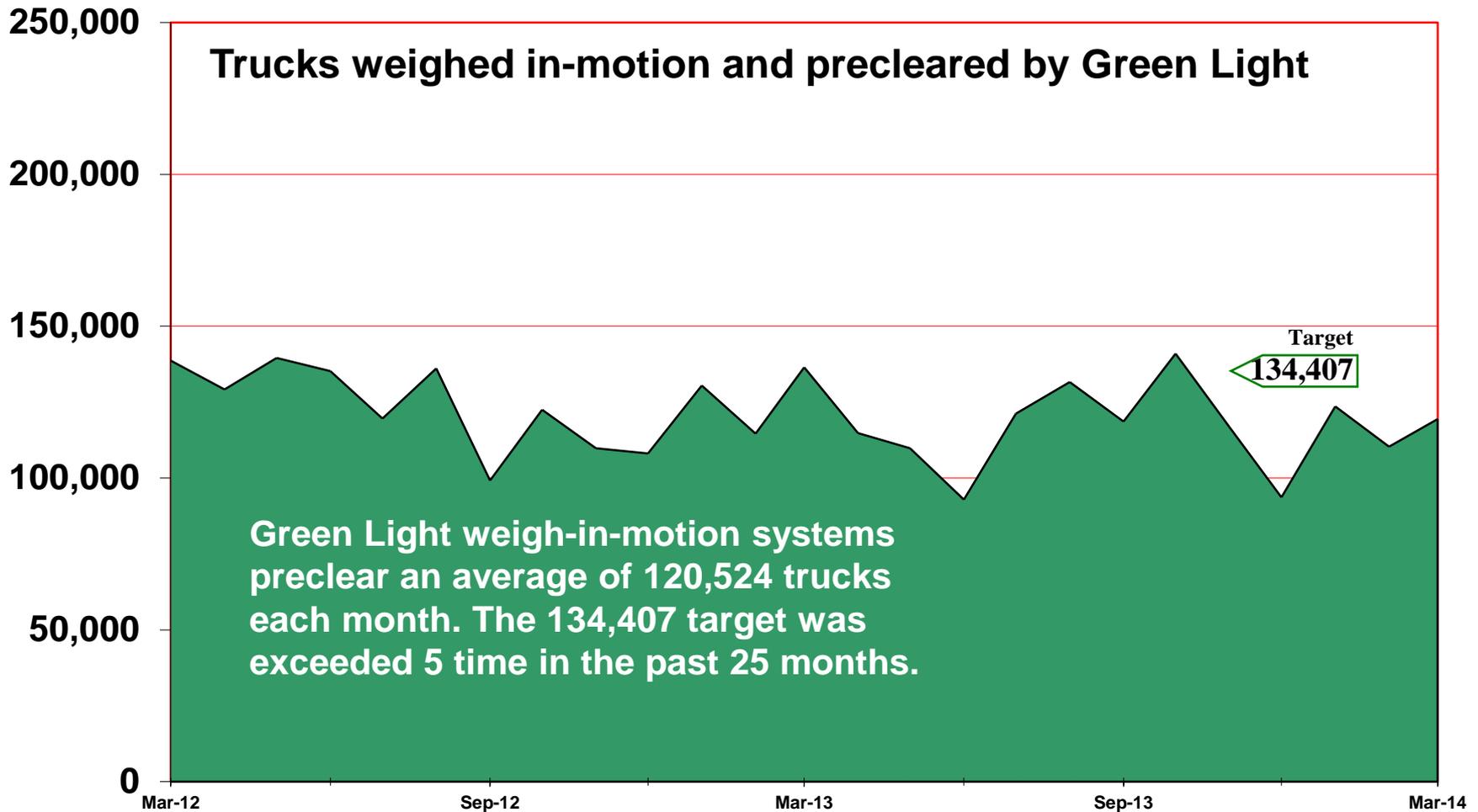
Joint Operation between Safety Shift 4 and OSP



Tue. 3/18	36 Inspections	13 Driver OOS = 36%
Wed. 3/19	20 Inspections	6 Driver OOS = 30%
Thr. 3/20	28 Inspections	13 Driver OOS = 46%
Fri. 3/21	33 Inspections	14 Driver OOS = 42%
Total	117 Inspections	46 DOS 39%

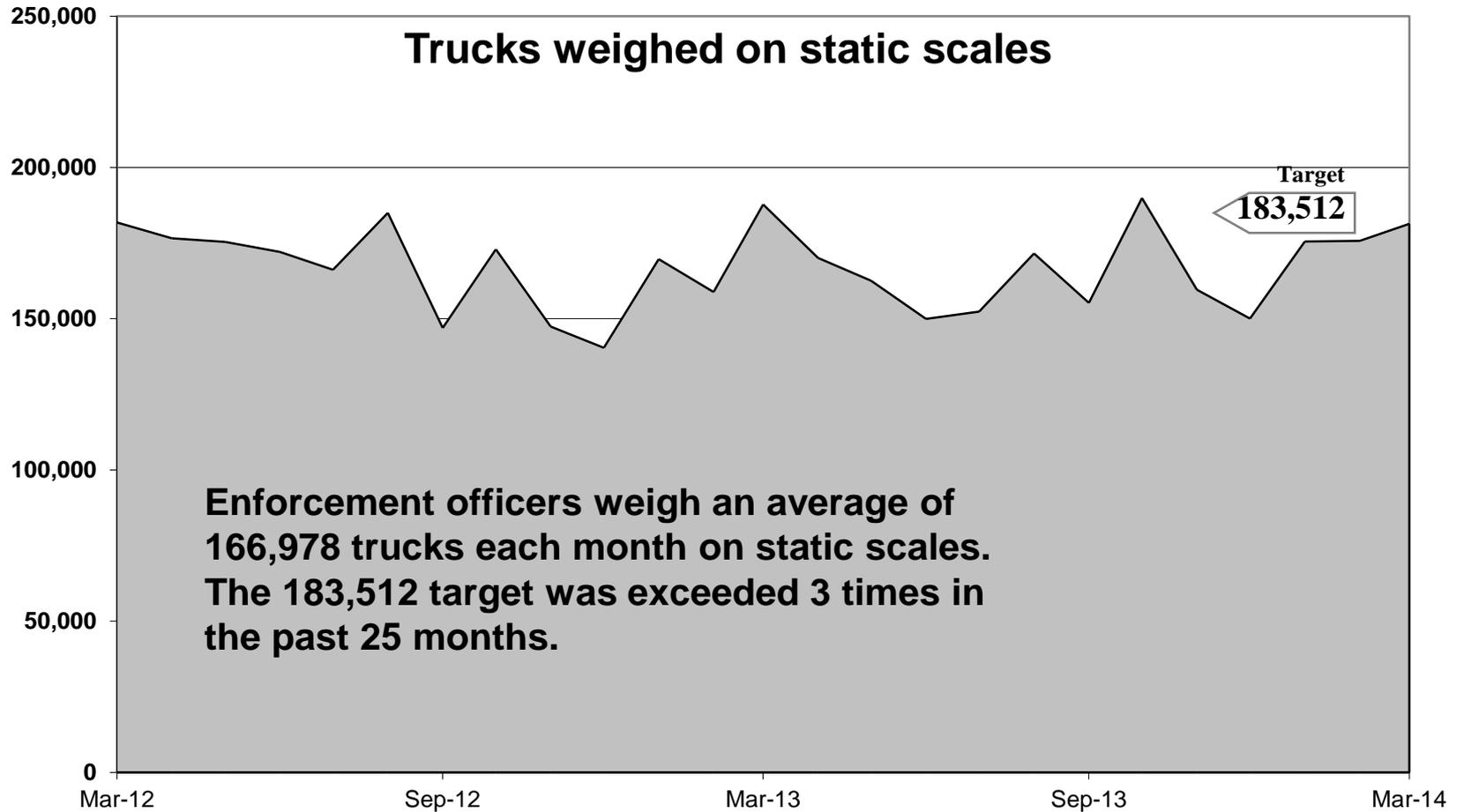


Linked to ODOT Mobility Goals – Helps Maintain Pavement and Bridge Conditions, Plus Green Light Reduces Travel Delay.





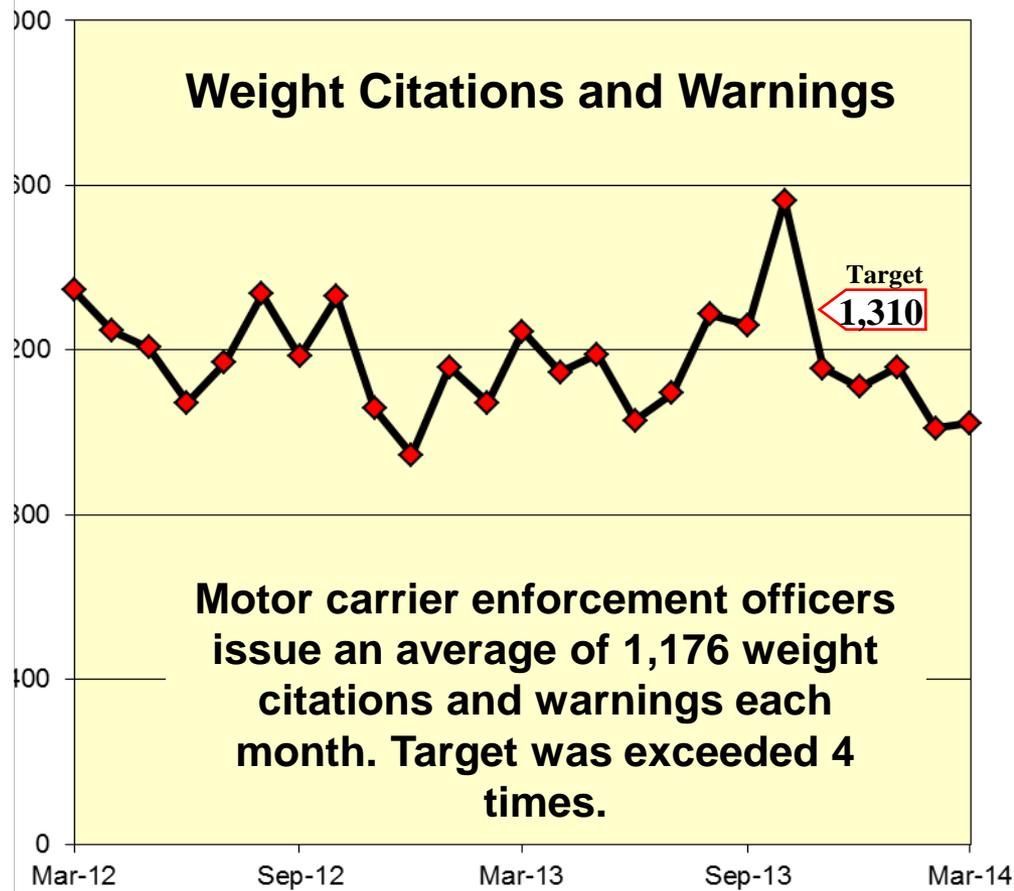
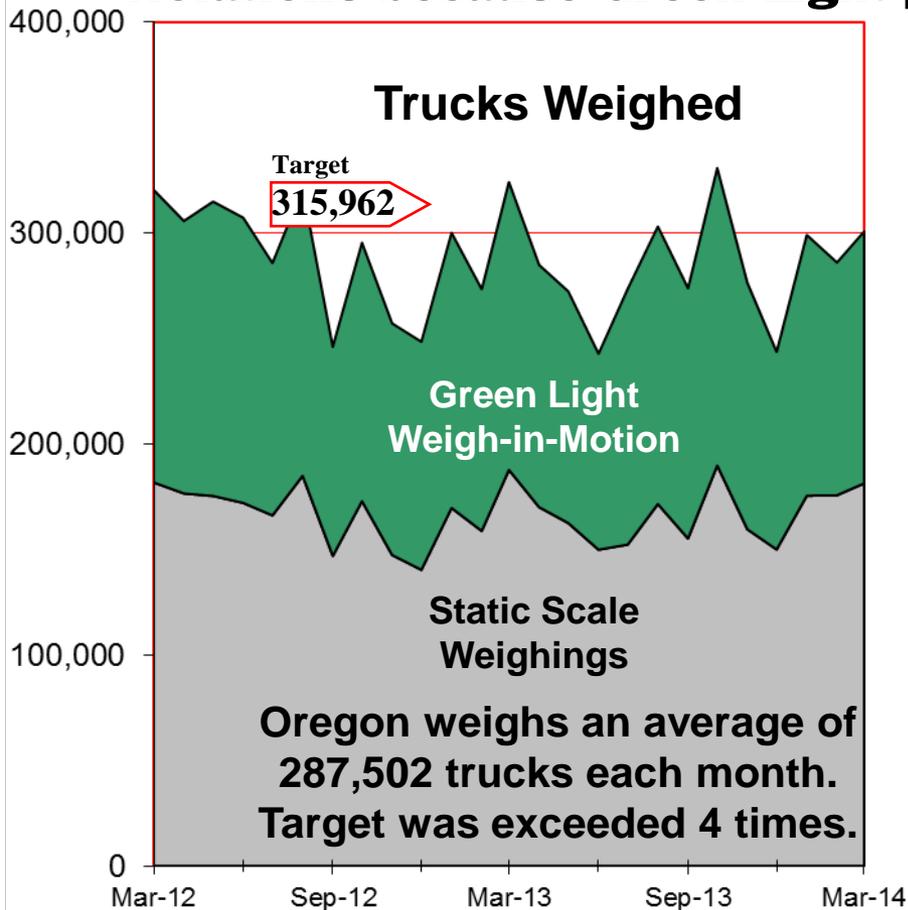
**Linked to ODOT Mobility Goals –
Helps Maintain Pavement and Bridge Conditions.**





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 1 st Quarter. . .	1 st Quarter 2012	1 st Quarter 2013	1 st Quarter 2014
<p>Average trucks weighed by Green Light</p> <p>Target 134,407 </p> <p><small>Target is 1 standard deviation above monthly average from 7/2008 thru 6/2010.</small></p>	<p>124,593 per month</p>	<p>127,175 per month</p>	<p>117,783 per month</p>
<p>Average trucks weighed on static scales</p> <p>Target 183,512 </p> <p><small>Target is 1 standard deviation above monthly average from 7/2008 thru 6/2010.</small></p>	<p>168,524 per month</p>	<p>172,080 per month</p>	<p>177,530 per month</p>



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

Trends in weight-related citations and warnings issued

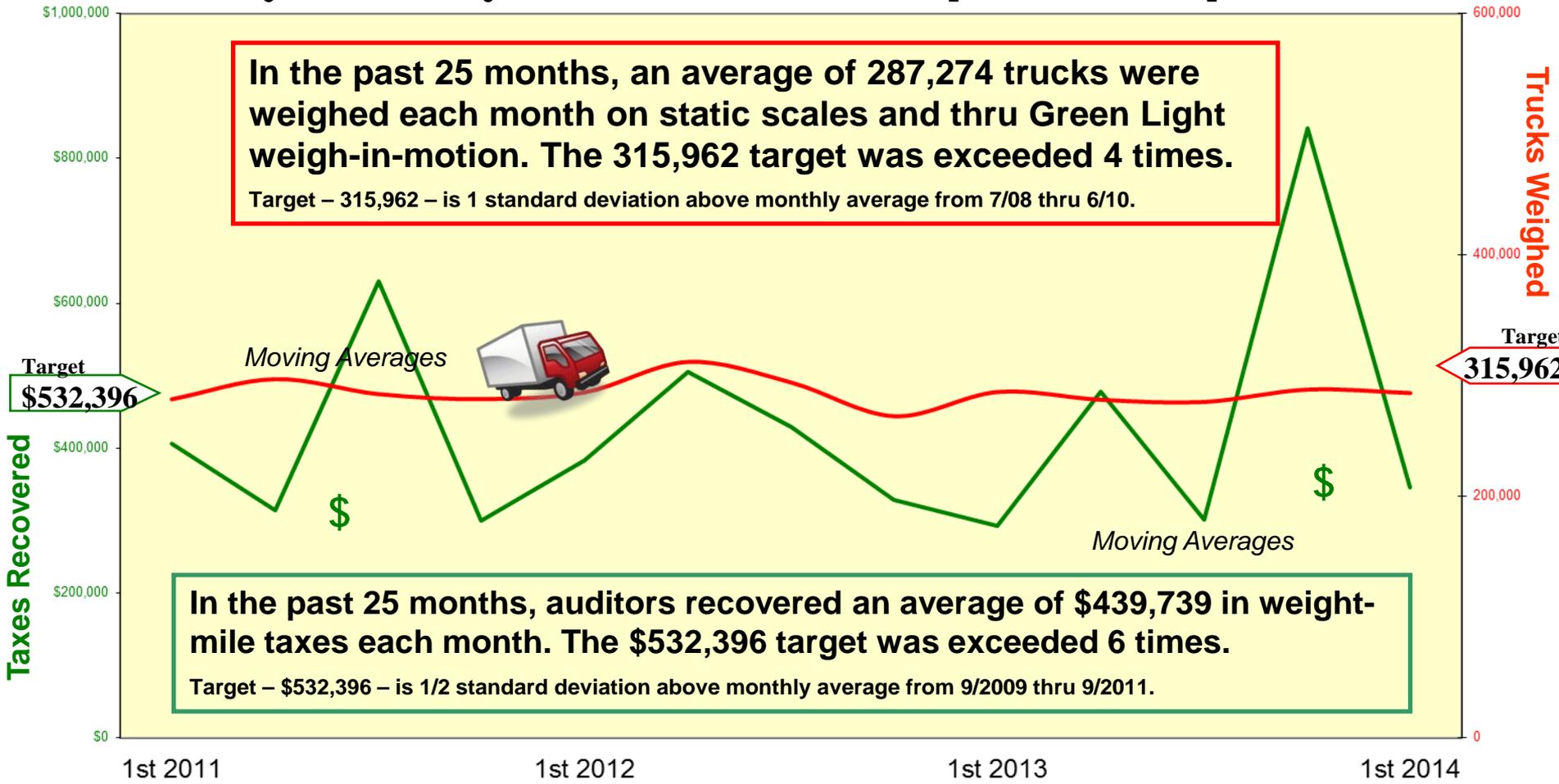
In the 1 st Quarter. . .	1 st Quarter 2012	1 st Quarter 2013	1 st Quarter 2014
<p style="text-align: right; margin-right: 20px;">Target 1,310 </p> <p>Average weight-related citations and warnings issued</p> <p><small>Target is 1 standard deviation above monthly average from 7/2008 thru 6/2010.</small></p>	<p>1,202 per month</p>	<p>1,159 per month</p>	<p>1,064 per month</p>



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.

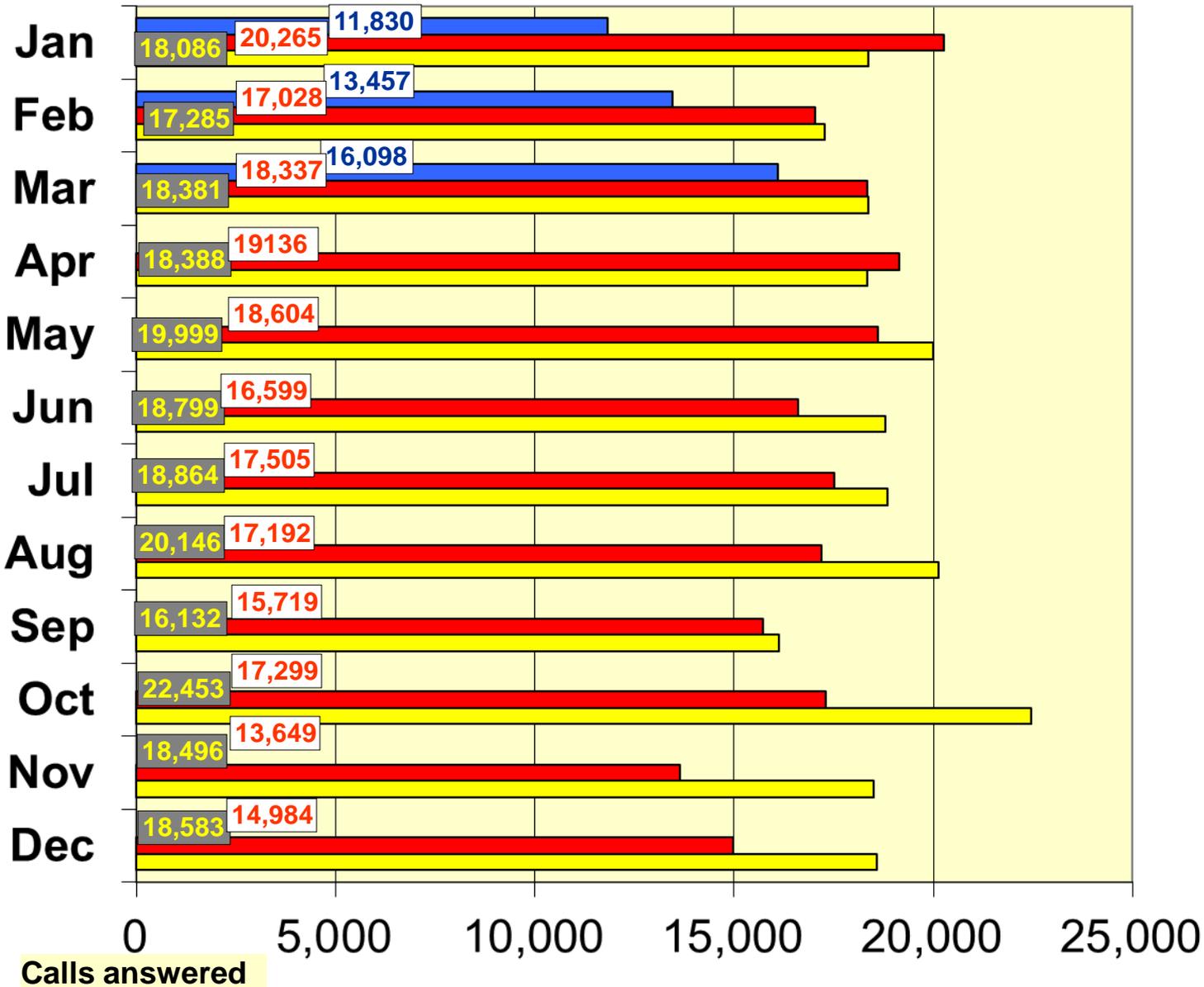
In the past 25 months, an average of 287,274 trucks were weighed each month on static scales and thru Green Light weigh-in-motion. The 315,962 target was exceeded 4 times.
Target – 315,962 – is 1 standard deviation above monthly average from 7/08 thru 6/10.



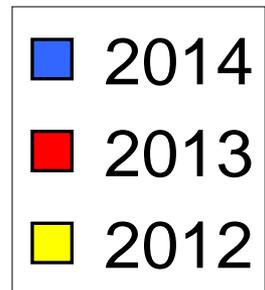
In the past 25 months, auditors recovered an average of \$439,739 in weight-mile taxes each month. The \$532,396 target was exceeded 6 times.
Target – \$532,396 – is 1/2 standard deviation above monthly average from 9/2009 thru 9/2011.



Oregon Department of Transportation: *A Century of Service*

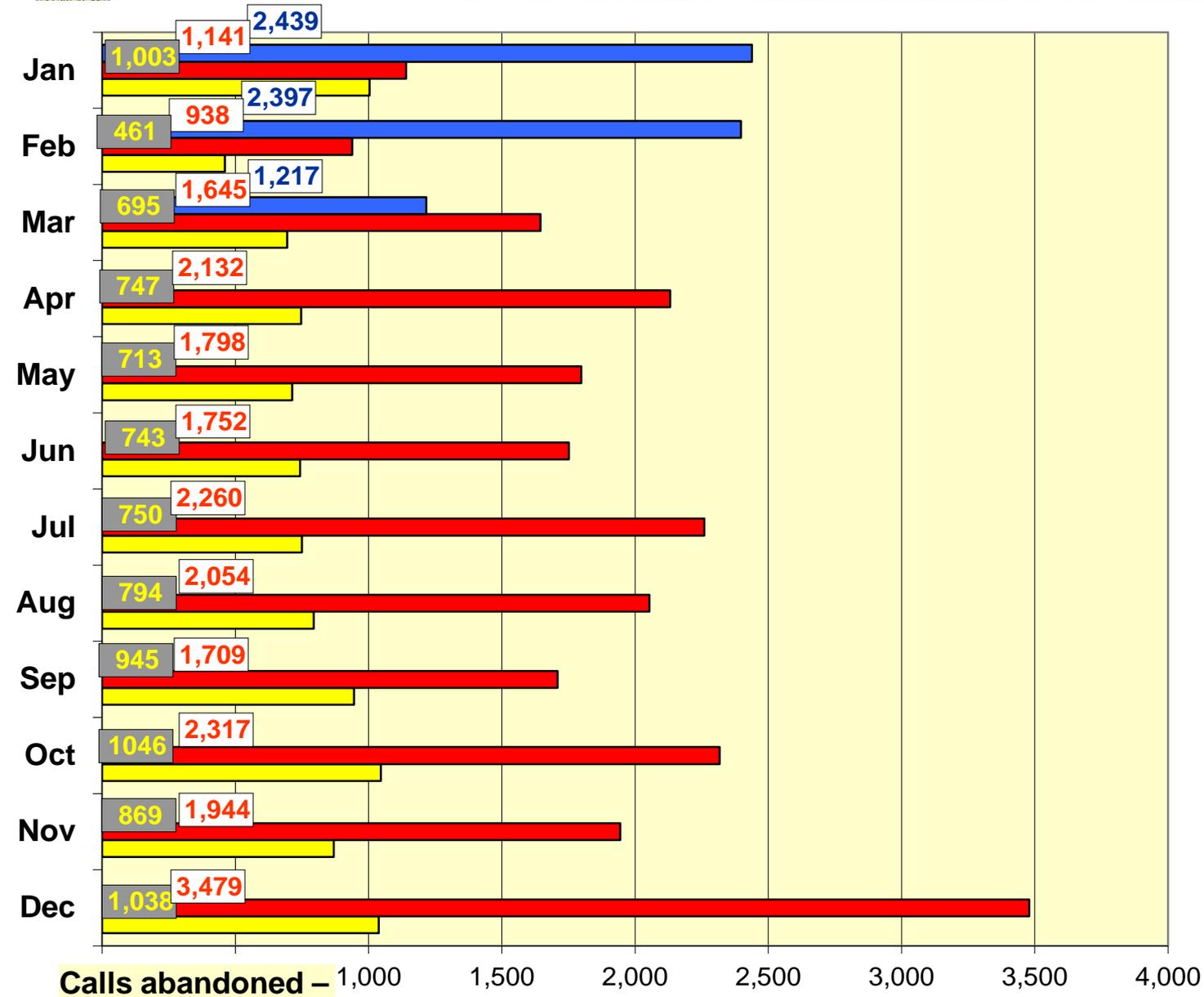


Total calls answered each month by Salem Permit Analysts, weekdays 8 am - 5 pm

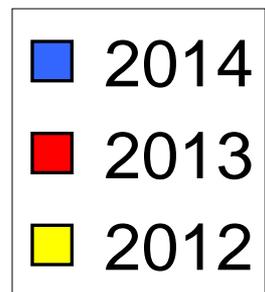




Oregon Department of Transportation: *A Century of Service*

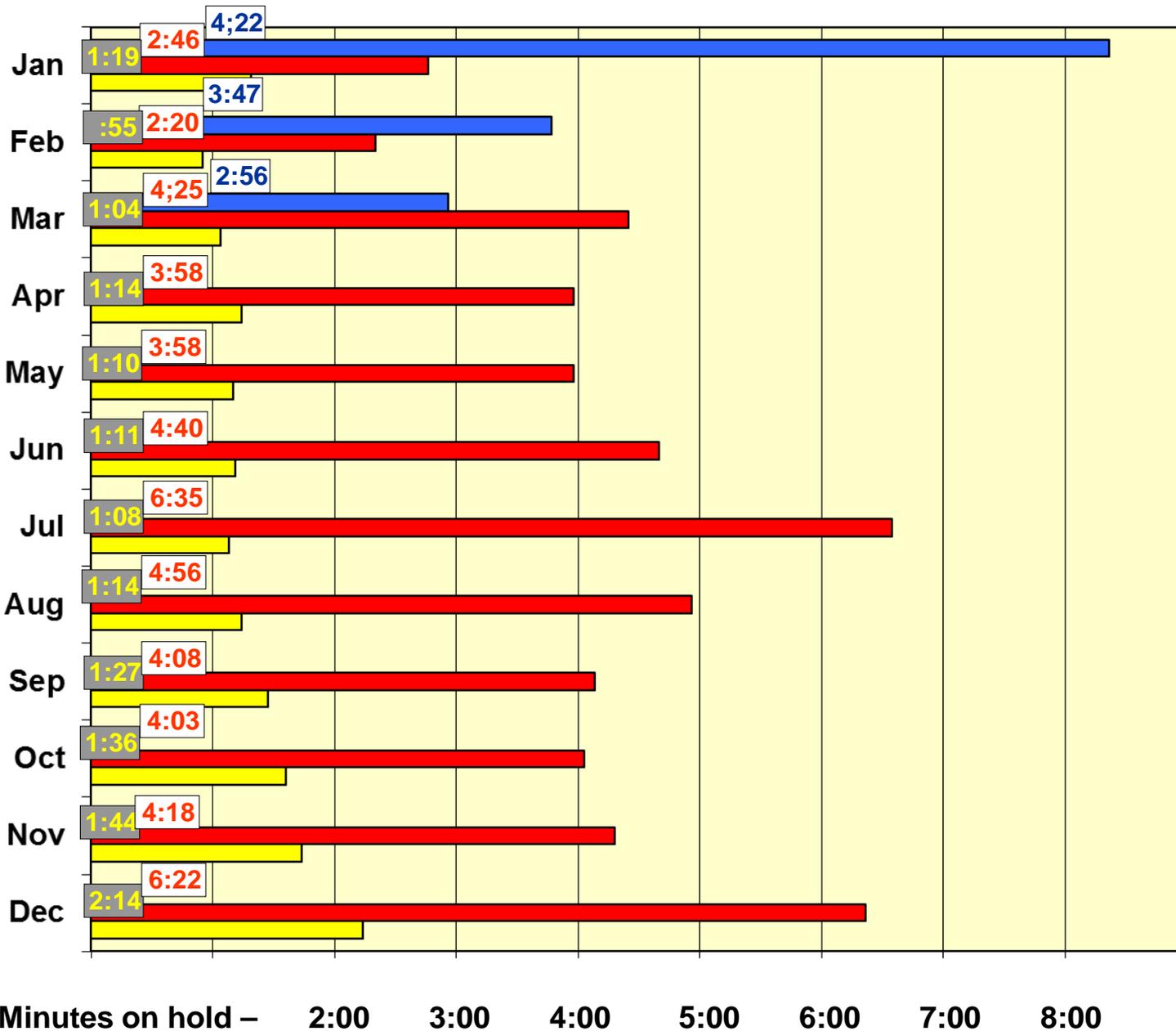


**Total calls
abandoned
each month
before
Analysts can
answer,
weekdays
8 am - 5 pm**

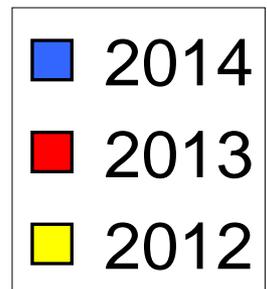




Oregon Department of Transportation: *A Century of Service*



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



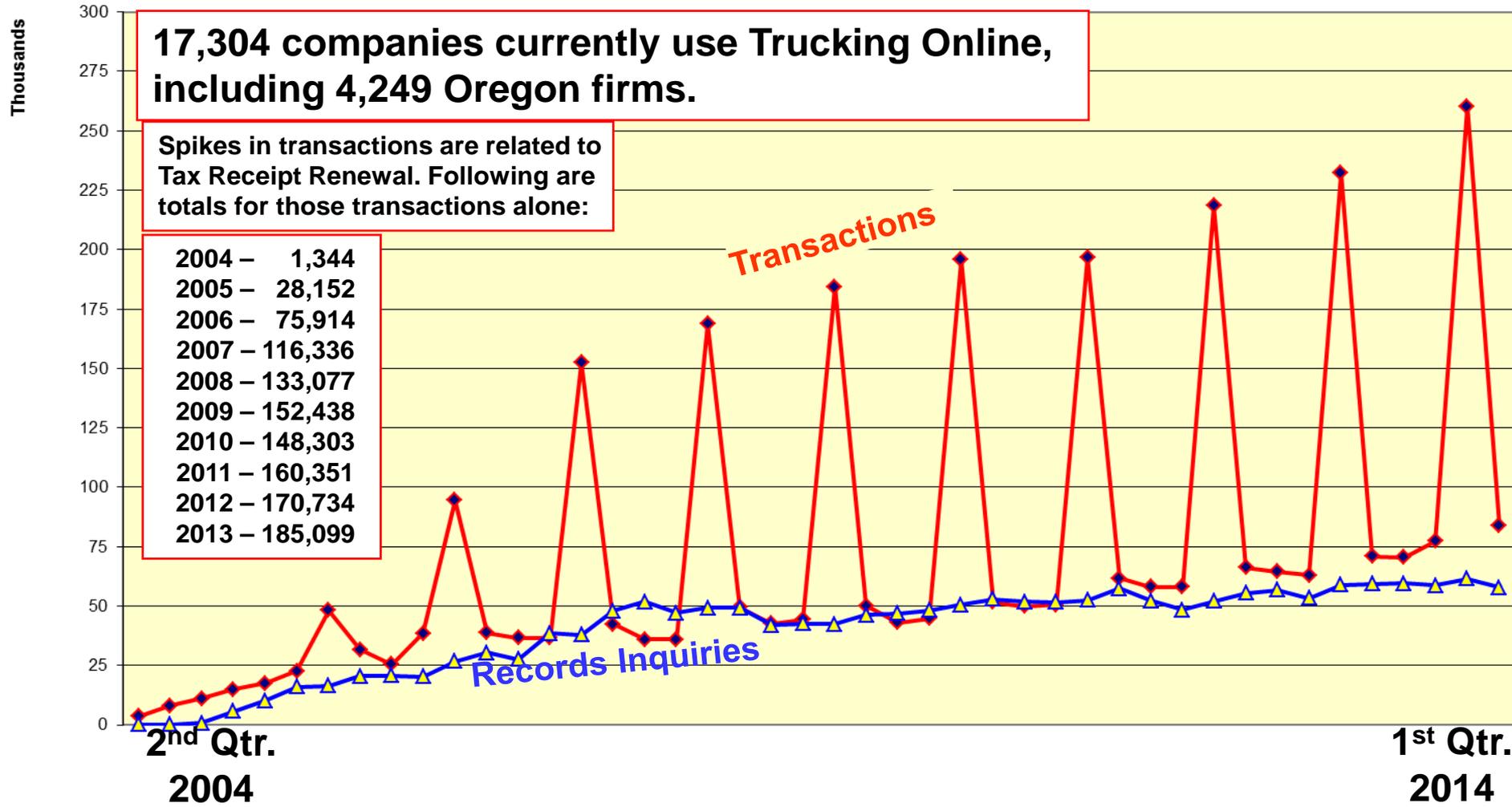


Users completed **141,489** transactions and records inquiries in the **1st Quarter 2014**

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

	1st Qtr. 2013	1st Qtr. 2014
Weight Receipt & Tax Identifiers	33,908	37,413
Weight-Mile Reports & Payments	19,541	24,758
IRP Transactions	1,434	1,741
Payments on Account, including RUAF	3,478	5,224
Commercial Transactions	980	1,267
Temporary Passes	2,975	3,517
Block Passes	1,237	1,253
Registration Trip Permits	1,287	1,778
IFTA Transactions	1,354	2,117

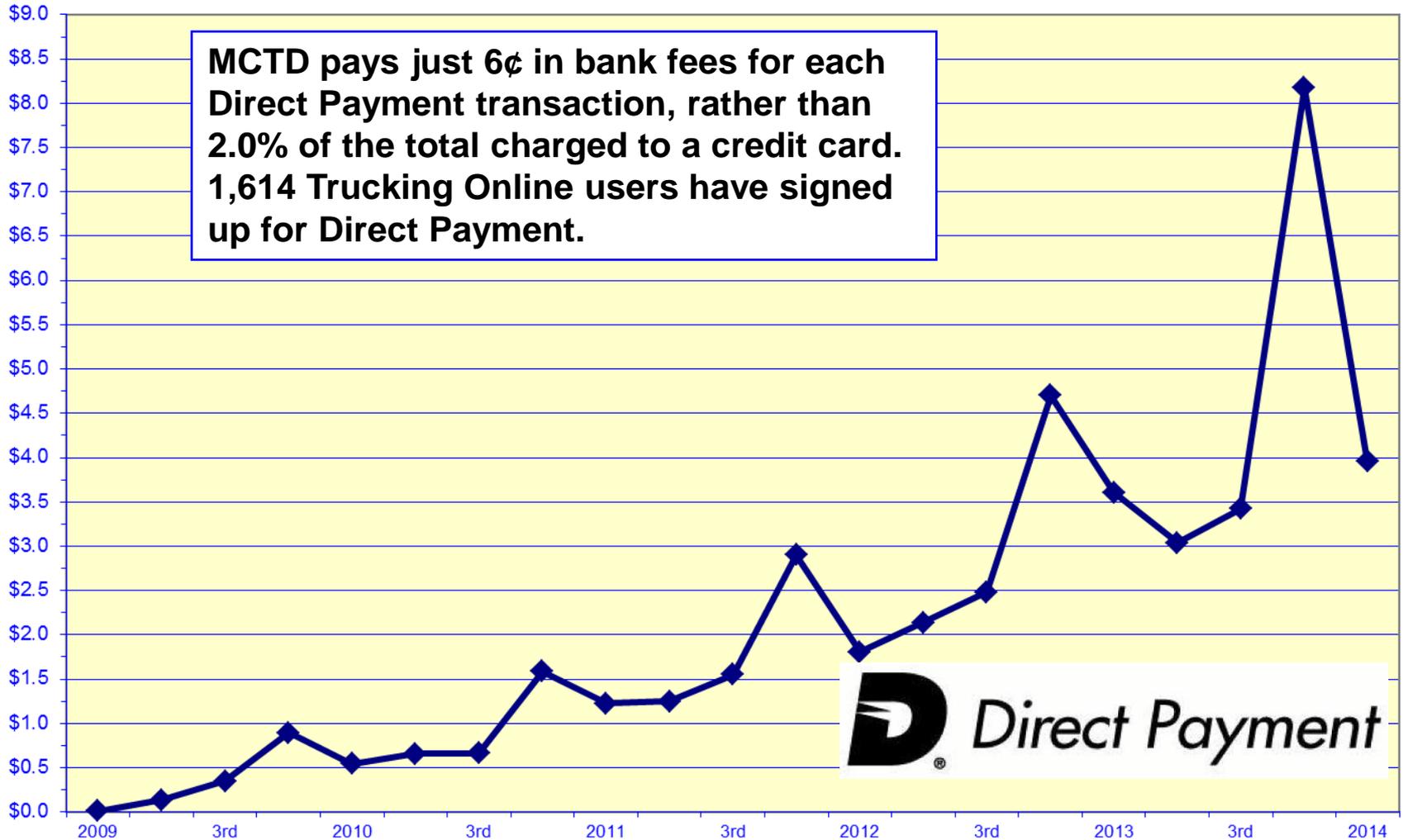


Records inquiries up in 7 of 10 major categories

	1 st Qtr. 2013	1 st Qtr. 2014
OSCAR Inquiry – Enforcement	7,817	9,125
OSCAR Inquiry – Carrier	15,595	13,168
Over-Dimension Weight Analysis	5,116	4,292
Over-Dimension Permit Inquiry	2,251	0
Insurance Inquiry	2,755	2,838
Carrier Info / Status Inquiry	2,236	2,468
Inspection Reports Inquiry	2,185	2,575
Weight-Mile Tax Payment Inquiry	2,277	2,940
View Highway Restrictions	2,593	3,860
Vehicle Look-up	1,765	1,957



Direct Payments total \$45 million since January 2009, saving \$940,000 in credit card transaction fees





Motor Carrier Division

Budget – Biennium to-date, through March 2014

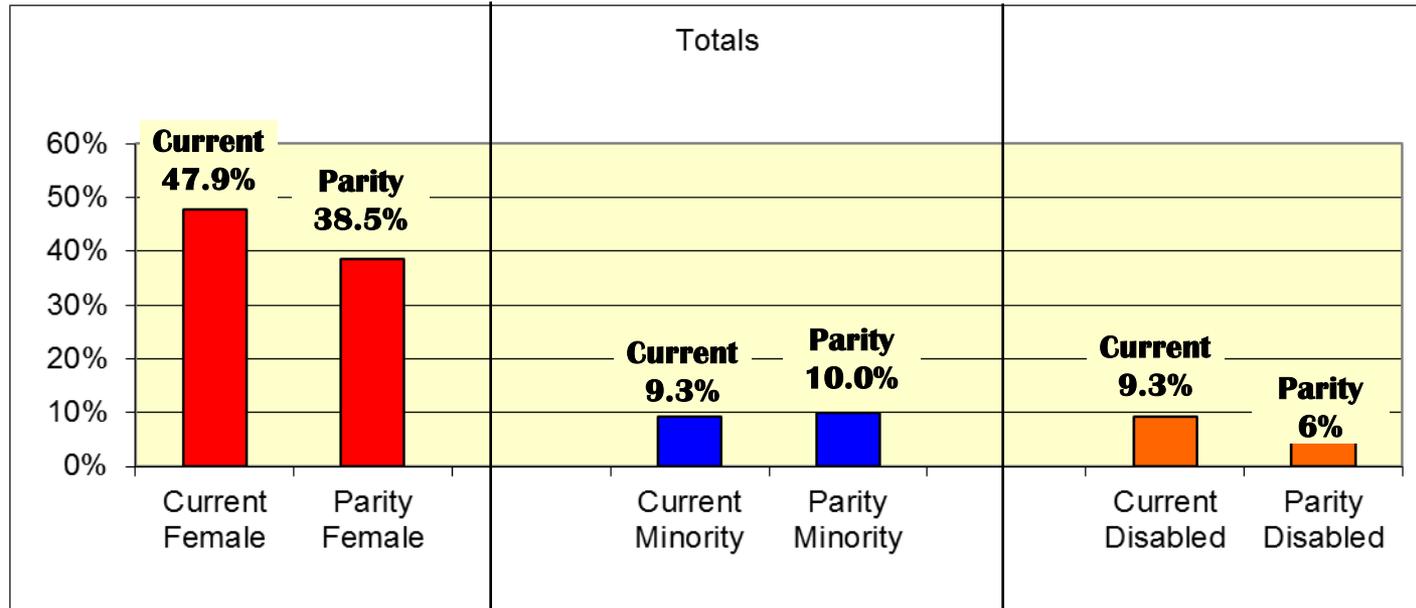
Motor Carrier Transportation Division	2013-2015 Operations Budget	2013-2015 Expended To-Date	Percent Expended
Administration	\$2,317,003	\$326,069	14.1%
Salem Motor Carrier Services	\$17,976,257	\$7,427,955	41.3%
Field Motor Carrier Services	\$18,121,469	\$5,319,025	29.4%
Investigations/Safety	\$8,066,653	\$2,852,131	35.4%
Motor Carrier Audit	\$9,732,875	\$3,141,164	32.3%
Economic Reg & Compliance	\$2,132,394	\$678,090	31.8%
Federal Programs	\$5,692,846	\$1,796,993	31.6%
Subtotal	\$64,039,497 *	\$21,541,427	33.6%
Fleet Acquisition			
State Funds	\$374,227		0.0%
Federal Funds			
TOTAL	\$64,413,724	\$21,541,427	33.4%

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



MCTD Affirmative Action status

—
**1st Quarter
CY 2014**



EEO Category –

Female

Minority

Disabled

Administrators / Officials

12

0

2

Professionals

36

10

9

Technicians

64

14

10

Administrative Support

27

3

6

**Current totals for
these job categories**

139

27

27